

Draft Environmental Assessment
for
Greener Skies Over Seattle;
Proposed Arrival Procedures to
Seattle-Tacoma International Airport

Volume 2 – Appendices

31 October 2012

Prepared by:
United States Department of Transportation
Federal Aviation Administration



Renton, Washington

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Appendix A ACRONYMS, ABBREVIATIONS AND GLOSSARY OF TERMS

Acronyms and Abbreviations

A	Airbus (when referring to certain aircraft types)
AC	Advisory Circular
ADS-B	Automatic Dependent Surveillance-Broadcast
AEE	FAA Office of Environment and Energy
AEM	Area Equivalent Method
AFE	Above Field Elevation
AGL	Above Ground Level
AIP	Airport Improvement Program
ALP	Airport Layout Plan
ANSI	American National Standards Institute
ARTCC	Air Route Traffic Control Center
ARTS	Automated Radar Terminal System
ASR	Airport Surveillance Radar
ATC	Air Traffic Control
ATCT	Air Traffic Control Tower
ATNS	Air Traffic Noise Screening
B	Boeing (when referring to certain aircraft types)
BAC	British Aircraft Corporation
BAE	BAE Systems or British Aerospace
BFI	Boeing Field
CDA	Continuous Descent Approach
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CO	Carbon Monoxide
CWA	Clean Water Act

CZMA	Coastal Zone Management Area
dB	Decibel
dba	A-Weighted Decibel
DC	Douglas Corporation (became part of McDonnell Douglas)
DEA	Draft Environmental Assessment
DME	Distance Measuring Equipment
DNL	Day-Night Average Sound Level
DOT	Department of Transportation
EA	Environmental Assessment
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency (U.S.)
ESRI	Environmental Systems Research Institute
F	Fokker (when referring to certain aircraft types)
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FEIS	Final Environmental Impact Statement
FICAN	Federal Interagency Committee on Aviation Noise
FICON	Federal Interagency Committee on Noise
FL	Flight Level
FMS	Flight Management System
GA	General Aviation
GPS	Global Positioning Satellite system
Hg	Chemical Symbol for Mercury
HUD	Department of Housing and Urban Development
Hz	Hertz
IFR	Instrument Flight Rules
ILS	Instrument Landing System

INM	Integrated Noise Model
Kts	Knots
Leq	Equivalent Sound Level
Lmax	Maximum Sound Level
LNAV	Lateral Navigation
LPV	Lateral Precision Performance with Vertical Guidance
MD	McDonnell Douglas (now a part of Boeing)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MSL	Mean Sea Level
NAAQS	National Ambient Air Quality Standards
NAS	National Airspace System
NCP	Noise Compatibility Program
NADP	Noise Abatement Departure Procedure
NAVAIDS	Navigational Aids
NDNL	Nighttime (10:00 PM to 7:00 AM) Day-Night Average Sound Level
NEM	Noise Exposure Map
NEPA	National Environmental Policy Act
NextGen	Next Generation Air Transportation System
NIRS	Noise Integrated Routing System
NIST	National Institute of Standards and Technology
NLR	Noise Level Reduction
NMS	Noise Monitoring Site
NOA	Notice of Availability
NOAA	National Oceanic and Atmospheric Administration
NOI	Notice of Intent
NOMS	Noise and Operations Monitoring System

NOTAMS	Notices to Airmen
NO_x	Nitrogen Oxides, NO and NO ₂ ; air pollutant by-products of combustion
NM	Nautical Mile
NRHP	National Register of Historic Places
OPD	Optimized Profile Descent
O₃	Ozone
Pb	Lead
PBN	Performance Based Navigation
PFC	Passenger Facility Charge
PRM	Precision Runway Monitor
RNAV	Area Navigation
ROD	Record of Decision
RNP	Required Navigation Performance
SAAAR	Special Aircraft and Aircrew Authorization Required
SEA	Seattle-Tacoma International Airport
SEL	Sound Exposure Level
SHPO	State Historic Preservation Office
SID	Standard Instrument Departure
SIP	State Implementation Plan
SO₂	Sulfur Dioxide
SOIA	Simultaneous Offset Instrument Approach
SPL	Sound Pressure Level
STAR	Standard Terminal Arrival
TAAM	Total Airport and Airspace Modeler
TACAN	Tactical Air Navigation
TAF	Terminal Area Forecast
TAMIS	Total Airport Management Information System

TARGETS	Terminal Area Route Generation, Evaluation, and Traffic Simulation Tool
TIGER	Topologically Integrated Geographic Encoding and Referencing
TRACON	Terminal Radar Approach Control
USACE	United States Army Corps of Engineers
VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
VHF	Very High Frequency
VNAV	Vertical Navigation
VOC	Volatile Organic Compound
VOR	VHF Omnidirectional Radio Range Navigational Aid
VORTAC	Combined VOR and TACAN Navigational Aid

Glossary of Terms

A-Weighted Sound Level – A measure of sound level with weighted frequency characteristics that roughly correspond to a human’s subjective response to noise. Thus, sounds having higher A-weighted Sound Levels are generally judged to be “noisier” than sounds with lower A-weighted Sound Levels. Levels are reported in terms of A-weighted decibels, or dBA.

Acoustics – The science of sound, including the generation, transmission, and effects of sound waves, both audible and inaudible.

Air Carrier – A corporate entity operating aircraft under a Certificate of Public Convenience and Necessity issued by the FAA and authorizing the performance of scheduled air transportation over specified routes, with a limited amount of non-scheduled operations.

Air Pollutant – Any substance in air that could, in high enough concentration, cause harm to people, other animals, vegetation, or materials. Pollutants may include almost any natural or artificial composition of matter capable of being airborne, and can include gasses, particulates, or a combination of the two. Air Pollutants generally fall within two main groups: (1) those emitted directly from identifiable sources, and (2) those produced by the interaction of two or more primary pollutants or by a reaction with normal atmospheric constituents.

Air Taxi – An air carrier certificated in accordance with 14 CFR Part 135 and authorized to provide, on demand, public transportation by aircraft. An Air Taxi generally operates small aircraft for hire and for specific trips.

Air Traffic Control Tower (ATCT) – A facility that uses air-ground communications or visual signaling to provide air traffic control services to aircraft operating in the vicinity of an airport. The ATCT gives weather advisories, identifies the active runway(s) and authorizes aircraft to land and take off at the airport controlled by the tower.

Airspace – The navigable air used by aircraft for purposes of flight.

Altitude – Height above a reference point, usually expressed in feet. Reference points are typically sea level, the ground, or field elevation in which case MSL, AGL, or AFE further describes the altitude, respectively.

Ambient, or Background, Noise Level – The level of noise that is all-encompassing within a given environment and for which a single source cannot be identified. It is usually a composite of sounds from many and varied sources near to and far from the receiver.

Area Navigation (RNAV) – A method of navigation that permits aircraft operation on any desired course within the coverage of station-referenced navigational signals or within the limits of a self-contained system capability.

Arrival – The act of an aircraft approaching and landing at an airport.

Arrival Procedure – A series of directions from air traffic control, utilizing fixes, altitudes and distances to guide an aircraft from the enroute environment to an airport for the purpose of landing.

Automated Radar Terminal System – Computer-aided radar display subsystem capable of associating alphanumeric data such as aircraft identification, altitude and airspeed with aircraft radar returns.

Census Block – Generally small areas bounded by visible features such as streets, highways, bodies of water, and railroad tracks, and by jurisdictional boundaries such as city and county limits or other property lines. Designated by the U.S. Census Bureau, census blocks are numbered uniquely and used to accumulate demographic information such as numbers of residents, their racial and economic characteristics, housing characteristics and other data pertaining to the population living within the block.

Centroid – The point representing the geographic center of a U.S. Census Bureau census block.

Conformity – A determination that a project conforms with a State Implementation Plan (SIP) whose purpose is to eliminate or reduce the severity and number of violations of the National Ambient Air Quality Standards, and which does not impede the scheduled attainment of such standards.

Criteria Pollutants – The 1970 amendments to the Clean Air Act required EPA to set National Ambient Air Quality Standards for certain pollutants known to be hazardous to human health. EPA has identified and set standards to protect human health and welfare for six pollutants: ozone, carbon monoxide, total suspended particulates, sulfur dioxide, lead, and nitrogen oxide. The term, “criteria pollutants” derives from the requirement that EPA must describe the characteristics and potential health and welfare effects of these pollutants. It is on the basis of these criteria that standards are set or revised.

***de minimis* Levels** – *de minimis* is defined as lacking significance or importance, or so minor as to be disregarded. *de minimis* levels are minimum air pollutant levels and vary according to the type of pollutant and severity of the non-attainment area. Unless state minimums are lower than Federal, these levels are consistent for all conformity determinations. The calculation of total project emissions is made and compared to these *de minimis* cutoffs. If the emissions for a pollutant are above *de minimis*, the project requires a conformity determination. All emissions from the project must be analyzed and found to conform, not only those above the *de minimis* levels.

Departure – The act of an aircraft taking flight and leaving an airport.

Day-Night Average Sound Level (DNL) – A measure of noise exposure over a 24-hour day. It is the 24-hour, logarithmic (or energy) average, A-weighted sound level with a 10-decibel penalty applied to the sounds that occur between 10:00 PM and 7:00 AM. At airports, DNL values are typically reported for an annual average day.

Decibel (dB) – A logarithmic quantity reflecting the ratio of the sound pressure of a noise source of interest to a reference sound pressure. This logarithmic conversion of sound pressure to sound pressure level results in a sound pressure level of about 0 dB for the quietest sounds that we can hear and a sound pressure level of about 120 dB for the loudest sounds we can hear without pain. Many sounds in our daily environment have sound pressure levels on the order of 30 to 100 dB. A 6 to 10 decibel increase in sound pressure level anywhere within that range is generally judged to be a doubling of the loudness.

Distance Measuring Equipment (DME) – Usually, the distance, in nautical miles, that an aircraft is located from a particular navigational aid; also, the instrumentation that provides the cockpit indication of the distance.

Energy-Averaged Sound Pressure Level (Leq) – The value or level of a steady, non-fluctuating sound that represents the same sound energy as the actual time-varying sound evaluated over the same time period; for environmental noise studies, Leq is typically evaluated over a one-hour period, and may be denoted as Leq(h).

Environmental Assessment – A concise document used to describe environmental impacts of a proposed Federal action.

Equivalent Sound Level (Leq) – The A-weighted sound level of a constant sound having the same average sound energy as a time-varying sound over a specified period. The interval over which the metric is measured or computed should always be specified; for example, the Leq for a 24-hour day is usually identified as Leq(24); the Leq for an hour is usually identified as the hourly Leq between, say, noon and 1:00 p.m.

Flight Track – The path along the ground followed by an aircraft in flight.

General Aviation (GA) – All civil aviation except passenger and cargo airlines.

Global Positioning System (GPS) – A satellite-based radio positioning and navigation system operated by the Department of Defense. The system provides highly accurate position and velocity information, and precise time, on a continuous global basis to an unlimited number of properly equipped users.

Heading – A compass bearing indicating the direction of travel

Hertz (Hz) – The unit used to designate frequency (or pitch) of a sound; specifically, the number of cycles per second.

Hydrocarbon (HC) – A chemical compound that consists entirely of carbon and hydrogen

Instrument Flight Rules (IFR) – Rules governing the procedures for conducting instrument flight. Also a term used by pilots and controllers to indicate type of flight plan.

Instrument Meteorological Conditions (IMC) – Weather conditions expressed in terms of visibility, distance from clouds, and cloud ceilings during which all aircraft are required to operate using Instrument Flight Rules (IFR)

Integrated Noise Model (INM) – A computer program developed, updated, and maintained by the FAA to evaluate aircraft noise exposure in the vicinity of airports.

Knots (Kts) – Airspeed measured as the distance in international nautical miles covered in one hour.

Level-off – The process by which an aircraft transitions from a climb or descent to maintain a constant altitude. This is done when an aircraft reaches its cruise altitude, or as a series of steps when an aircraft is climbing to or descending from its cruise altitude so as to guarantee adequate separation from other aircraft.

National Ambient Air Quality Standards (NAAQS) – Standards for criteria pollutants established by the U.S. Environmental Protection Agency that are applicable to outdoor air.

Nautical Mile (NM) – A measure of distance equal to a one-minute arc on the earth's surface (approximately 6,076 feet).

Navigational Aid (NAVAID) – Any visual or electronic device, airborne or on the ground, which provides point-to-point guidance or position data to aircraft in flight.

Noise – Any sound that is undesirable because it interferes with speech and hearing, is intense enough to damage hearing, or is otherwise annoying and unwanted.

Noise Contour – Continuous lines of equal noise level usually drawn around a noise source. Noise contours often are drawn in 5-decibel increments and are generally used in depicting the noise exposure around airports, highways, and industrial plants.

Noise Abatement Procedure – Procedure followed during either aircraft departures or arrivals to minimize the off-airport impacts of aircraft noise.

Noise Exposure – The cumulative sound energy affecting a person over a specified period of time (e.g., a work shift, a 24-hour day, a working life, or a lifetime).

Noise Integrated Routing System – A computer program developed, updated and maintained by the FAA to evaluate aircraft noise exposure and fuel burn for air traffic actions occurring in the broad airspace surrounding an airport.

Non-Attainment Area – Areas with levels that exceed one or more of the National Ambient Air Quality Standards for the criteria pollutants designated in the Clean Air Act.

Operation – A single aircraft arrival or departure at an airport.

Overflight – An aircraft flight originating and terminating outside the controlling facility's area that transits the airspace without landing.

Receiver – The listener or measuring microphone that detects the sound generated by the source.

Required Navigation Performance (RNP) – A type of Performance-Based Navigation that requires navigation performance monitoring and alerting onboard an aircraft so that the pilot receives feedback on the precision with which the aircraft is following a specified procedure. Precision requirements differ depending on where in the airspace the aircraft is flying. A precision specification of RNP-1 means that the aircraft has the capability of remaining within 1 NM to the left or right of the specified flight procedure 95% of the time and within 2 NM (twice the precision specification) 99.999% of the time.

Closer to an airport, the specifications for RNP precision is considerably narrower -- typically RNP-0.3 or RNP-0.1 (0.1 NM, or approximately ± 600 feet).

Sector – A defined volume of airspace, including both lateral and vertical limits, in which a single air traffic controller is responsible for the safe movement of air traffic. A TRACON's or ARTCC's airspace is comprised of multiple sectors.

Separation – The vertical, horizontal, longitudinal, or visual spacing between aircraft.

Sound Exposure Level (SEL) – A measure, in A-weighted decibels, of the time-integrated A-weighted sound pressure level over a stated time interval or event (such as an aircraft flyover), adjusted to a reference duration of one second. The SEL accounts for both the duration and the loudness of a noise event.

Sound Pressure Level (SPL) - A measure, in decibels, of the magnitude of a sound. Specifically, the sound pressure level is 10 times the logarithm to the base 10 of the ratio of the squared pressure of the sound to a squared reference pressure. The reference pressure is usually taken to be 20 micropascals.

Standard Terminal Arrival (STAR) – A preplanned instrument flight rule (IFR) air traffic control arrival procedure published for pilot use in graphic and/or textual form. STAR's provide transition from the en route structure to an outer fix or an instrument approach fix/arrival waypoint in the terminal area.

Sulfur Dioxide (SO₂) – Sulfur dioxide typically results from combustion processes, refining of petroleum, and other industrial processes.

Tactical Air Navigation aid (TACAN) – An ultra-high frequency electronic air navigation aid which provides equipped aircraft a continuous indication of bearing and distance to the station.

Terminal Radar Approach Control (TRACON) – An FAA ATC facility which uses radar and two way radio communication to provide separation of air traffic within a specified geographic area in the vicinity of one or more large airports.

Turboprop Aircraft – An aircraft whose main propulsive force is provided by a propeller driven by a gas turbine. Additional propulsive force may be provided by gas discharged from the turbine exhaust.

Vector – Heading instructions issued by ATC to provide navigational guidance by radar.

Visual Flight Rules (VFR) – Rules that govern the procedures for conducting flight under visual conditions. The term 'VFR' is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, it is used by pilots and controllers to indicate type of flight plan.

Volatile Organic Compound (VOC) – Any organic compound that participates in atmospheric photochemical reactions except those designated by EPA as having negligible photochemical reactivity.

Very-High-Frequency Omnidirectional Radio Range station (VOR) – A ground-based electronic navigation aid transmitting very high frequency navigation signals, 360° in azimuth, oriented from magnetic North. Distance Measuring Equipment (DME) may be installed. Used as a basis for navigation in the National Airspace System.

VORTAC (Very High Frequency Omni-directional Radio Range combined with Tactical Air Navigation Aid) – A navigation aid providing VOR azimuth, TACAN azimuth, and TACAN distance measuring equipment (DME) at one site. The most common form of radio navigation currently in use.

Waypoint – A geographical position in space specified by its latitude, longitude and Mean Sea Level altitude. Aircraft utilize waypoints for navigation, flying from one to another utilizing information from the Global Positioning Satellite system. Waypoint locations are typically named by a pronounceable combination of four or five letters.

Appendix B CATEGORICAL EXCLUSION FOR LIMITED TESTING

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION CATEGORICAL EXCLUSION
DECLARATION**

Seattle TRACON

Greener Skies Over Seattle

Description of Action:

FAA proposes to implement Required Navigation Performance (RNP), Area Navigational Visual Flight Procedures (RVFP) and Standard Terminal Arrival Route (STAR) approach procedures at KSEA. The introduction of RNP technology will improve aircraft operational efficiency and reduce operating costs by providing precise paths in combination with optimized profile descents (OPD) and reduced fuel burn. These procedures are expected to result in a reduction in noise and emissions and an overall enhancement of safety.

Procedure is being undertaken on test-basis with the aim of

- Collecting, sharing and experiencing the data for a mutually agreeable time
- Evaluating flight data, validating procedures, and cataloging the issues; identifying and implementing changes/improvements for pilots and ATC; documenting concurrent operations for KSEA/KBFI
- Developing implementation plan for Phase 2 actions

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to Order 1050.1E, "Environmental Impacts: Policies and Procedures". The implementation of this action will not result in any extraordinary circumstances in accordance with Order 1050.1E.

The applicable categorical exclusions are: Order 1050.1E, paragraph 311n,

Tests of air traffic departure or arrival procedures conducted under 3,000 feet above ground level (AGL), provided that: (1) the duration of test does not exceed six months; (2) the test requested by an airport or launch operator in response to mitigating noise concerns, or initiated by the FAA for safety or efficiency of proposed procedures; and (3) test data collected will be used to assess operational and noise impacts of the test. (ATO)

and 311o,

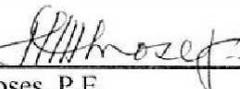
Procedural actions requested by users on a test basis to determine the effectiveness of new technology and measurement of possible impacts on the environment.(ATO)

Recommended by:

Signature:  Date: 2/17/12
Jamie Erdt
Facility Manager Review/Concurrence
Title: Air Traffic Manager, ZSE
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Phone: 253-351-3501 Fax: 253-351-3586

Signature:  Date: 2/21/12
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Title: Air Traffic Manager, S46 Seattle TRACON
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Phone: 206-214-4600 Fax: 206-214-4601

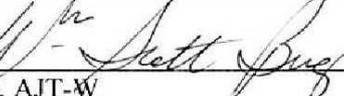
Service Area Environmental Specialist Review/Concurrence

Signature:  Date: 2/21/2012
Augustin Moses, P.E.
Title: Environmental Specialist, AJO2-W2
Address: FAA, 1601 Lind Avenue SW, Renton, WA 98057-6715
Phone: (425) 203-4536 Fax: (425) 203-4505

Service Area Director Review/Concurrence, if necessary

Signature:  Date: 2/21/2012
Steve Osterdahl, AJE-W
Title: Director, EnRoute and Oceanic Operations
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Phone: 425-203-4021 Fax: 425-203-4025

Service Area Director Review/Concurrence, if necessary

Signature:  Date: 2/21/2012
Ron Fincher, AJT-W
Title: Acting Director, Western Terminal Operations
Address: 1601 Lind Ave. SW, Renton, WA 98057
Phone: 425-203-4041 Fax: 425-203-4045

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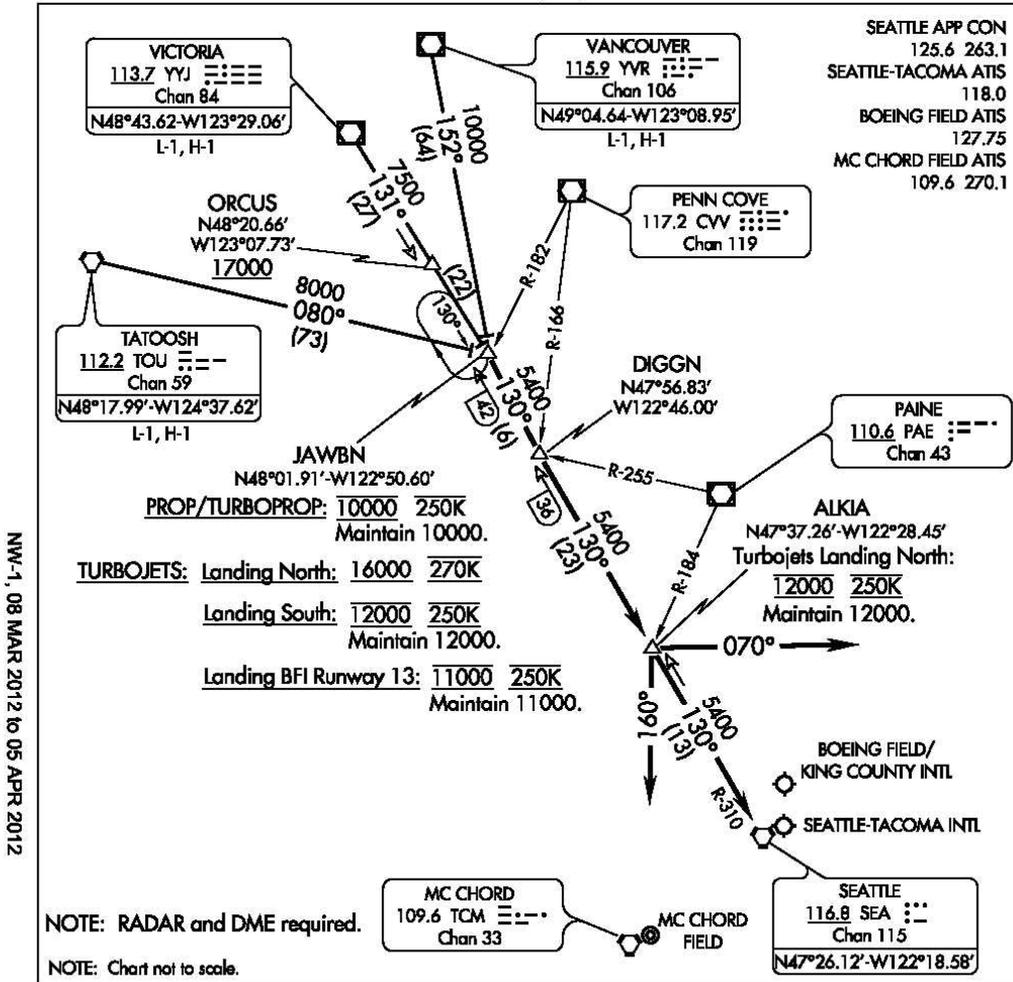
Appendix C CURRENT PUBLISHED APPROACH PROCEDURES AFFECTED BY THE PROPOSED ACTION

(JAWBN.JAWBN3) 11237

JAWBN THREE ARRIVAL

ST-582 (FAA)

SEATTLE, WASHINGTON



NW-1, 08 MAR 2012 to 05 APR 2012

NW-1, 08 MAR 2012 to 05 APR 2012

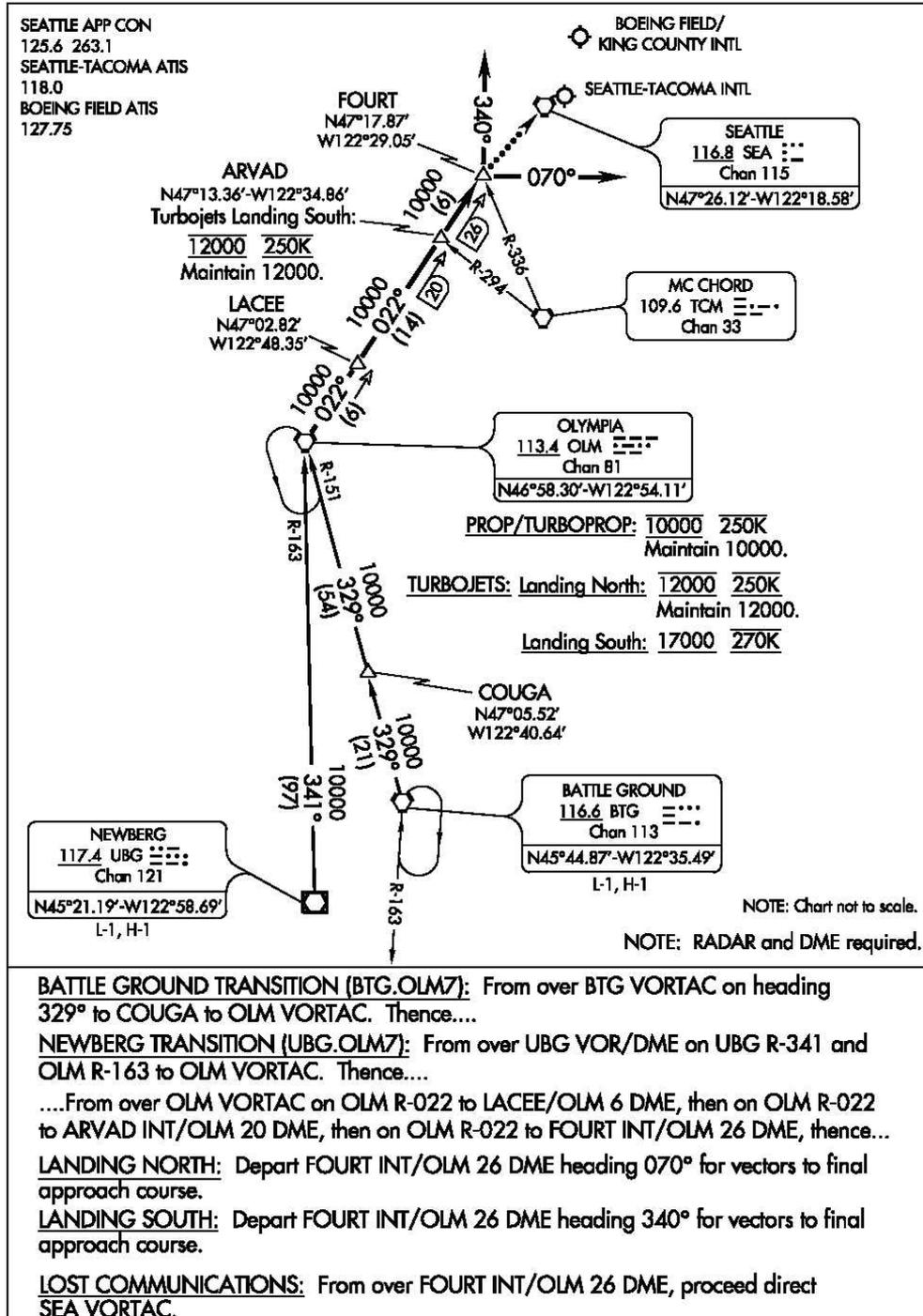
TATOOSH TRANSITION (TOU.JAWBN3): From over TOU VORTAC on TOU R-080 to JAWBN INT. Thence....
VANCOUVER TRANSITION (YVR.JAWBN3): From over YVR VOR/DME on YVR R-152 to JAWBN INT. Thence....
VICTORIA TRANSITION (YYJ.JAWBN3): From over YYJ VOR/DME on YYJ R-131 to JAWBN INT. Thence....
....From over JAWBN INT/SEA 42 DME on SEA R-310 to DIGGN INT/SEA 36 DME then on SEA R-310 to ALKIA INT/SEA 13 DME, thence....
LANDING NORTH: Depart ALKIA INT heading 160° for vectors to final approach course.
LANDING SOUTH: Depart ALKIA INT heading 070° for vectors to final approach course.
LANDING McCHORD FIELD: After ALKIA INT proceed direct SEA VORTAC.
LOST COMMUNICATIONS: After ALKIA INT proceed direct SEA VORTAC.

JAWBN THREE ARRIVAL

SEATTLE, WASHINGTON

(JAWBN.JAWBN3) 11237

(OLM.OLM7) 11013
OLYMPIA SEVEN ARRIVAL ST-582 (FAA) SEATTLE, WASHINGTON



NW-1, 08 MAR 2012 to 05 APR 2012

NW-1, 08 MAR 2012 to 05 APR 2012

OLYMPIA SEVEN ARRIVAL SEATTLE, WASHINGTON
(OLM.OLM7) 11013

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Appendix D TARGETS FILES FOR PROPOSED NEW ROUTINGS

HAWKZ RNAV VER 4.2

Point Of Contact

ATC Facility Name - Seattle ARTCC

POC's Name - Barbara Ell

Telephone Number - 253-351-3512

FAX Number -

Email Address - barbara.ell@faa.gov

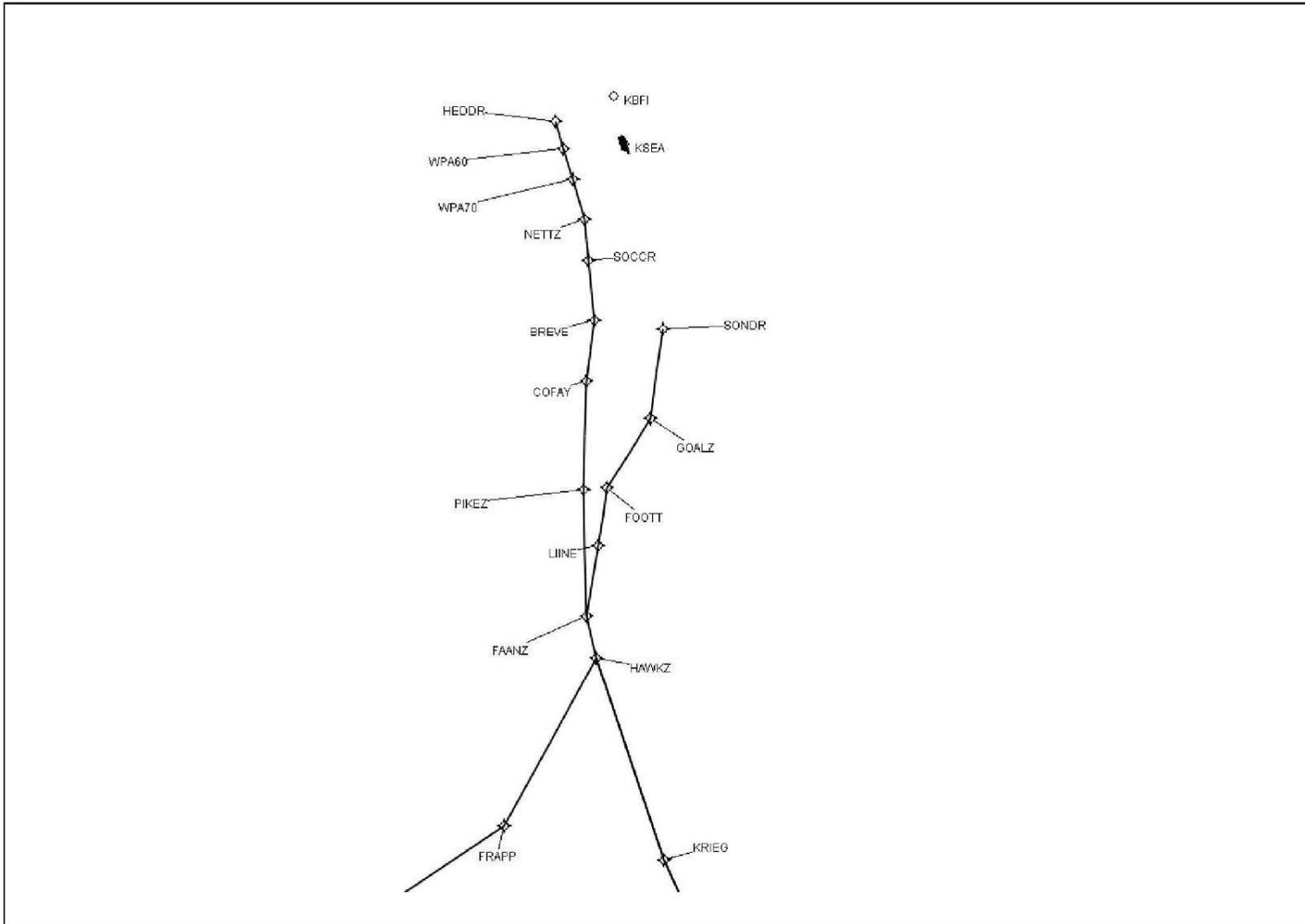
TARGETS Distribution Package

Version: TARGETS 4.8 (January 7, 2012)
Date: Mon Apr 30 11:39:40 EDT 2012

HAWKZ RNAV VER 4.2

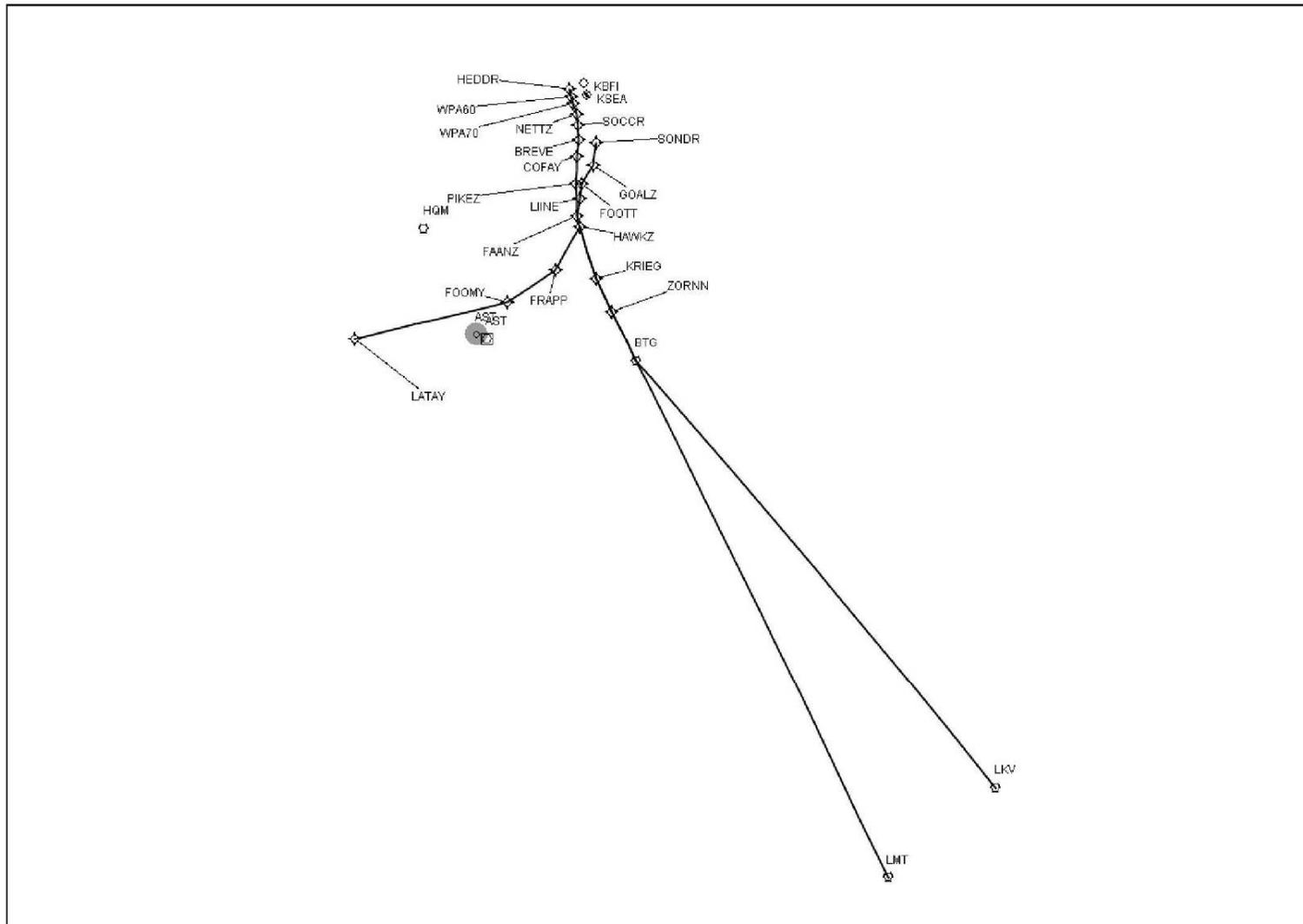
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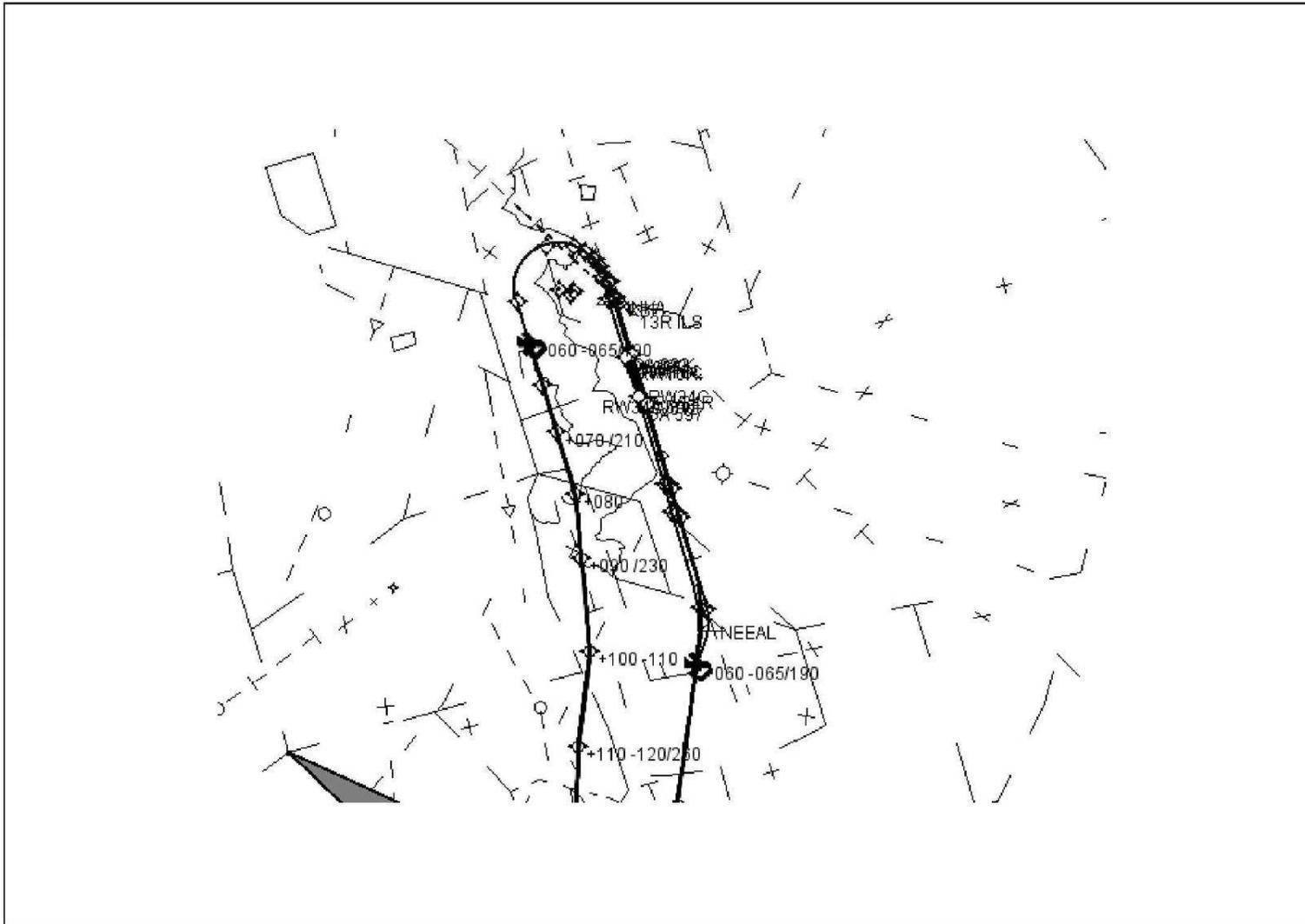
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En Route Transition Data - LATAY														
DB	Waypoint	Distance	Leg	FO/FB	Latitude	Longitude	TC	MC	Altitude	Speed	MEA	Arc Center Lat (D° M' S.ss'')	Arc Center Lon (D° M' S.ss'')	Arc Radius (NM)
	LATAY WP		IF		N46 24 28.28	W125 04 18.52								
	FOOMY WP	61.36	TF	FB	N46 20 38.97	W123 35 51.24	93.04	76.04	+25000	280				
	FRAPP WP	22.92	TF	FB	N46 26 56.29	W123 04 00.92	73.87	56.87						
	HAWKZ WP	18.87	TF	FB	N46 39 57.37	W122 44 13.20	46.25	29.25						
En Route Transition Data - LKV														
DB	Waypoint	Distance	Leg	FO/FB	Latitude	Longitude	TC	MC	Altitude	Speed	MEA	Arc Center Lat (D° M' S.ss'')	Arc Center Lon (D° M' S.ss'')	Arc Radius (NM)
AVNIS	LKV VORTAC		IF		N42 29 34.26	W120 30 25.58								
AVNIS	BTG VORTAC	215.05	TF	FB	N45 44 52.12	W122 35 29.53	335.96	318.96						
	PTERA WP	21.10	TF	FB	N46 05 39.52	W122 40 38.89	350.21	333.21	+24000	280				
	KRIEG WP	13.69	TF	FB	N46 19 12.75	W122 43 19.94	352.19	335.19						
	HAWKZ WP	20.76	TF	FB	N46 39 57.37	W122 44 13.20	358.31	341.31						
En Route Transition Data - LMT														
DB	Waypoint	Distance	Leg	FO/FB	Latitude	Longitude	TC	MC	Altitude	Speed	MEA	Arc Center Lat (D° M' S.ss'')	Arc Center Lon (D° M' S.ss'')	Arc Radius (NM)
AVNIS	LMT VORTAC		IF		N42 09 11.33	W121 43 39.08								
AVNIS	BTG VORTAC	218.89	TF	FB	N45 44 52.12	W122 35 29.53	350.45	333.45						
	PTERA WP	21.10	TF	FB	N46 05 39.52	W122 40 38.89	350.21	333.21	+24000					
	KRIEG WP	13.69	TF	FB	N46 19 12.75	W122 43 19.94	352.19	335.19						
	HAWKZ WP	20.76	TF	FB	N46 39 57.37	W122 44 13.20	358.31	341.31						
Common Route Data - CR18														
DB	Waypoint	Distance	Leg	FO/FB	Latitude	Longitude	TC	MC	Altitude	Speed	MEA	Arc Center Lat (D° M' S.ss'')	Arc Center Lon (D° M' S.ss'')	Arc Radius (NM)
	HAWKZ WP		IF		N46 39 57.37	W122 44 13.20								
	FAANZ WP	4.18	TF	FB	N46 44 07.37	W122 43 44.50	4.51	347.51						

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Runway Transition Data - RW16														
DB	Waypoint	Distance	Leg	FO/FB	Latitude	Longitude	TC	MC	Altitude	Speed	MEA	Arc Center Lat (D° M' S.ss'')	Arc Center Lon (D° M' S.ss'')	Arc Radius (NM)
	<i>FAANZ WP</i>		IF		N46 44 07.37	W122 43 44.50								
	<i>PIKEZ WP</i>	12.37	TF	FB	N46 56 02.10	W122 38 54.94	15.51	358.51	+14000	270				
	<i>COFAY WP</i>	10.50	TF	FB	N47 05 58.00	W122 33 57.00	18.85	1.85	+11000 -12000	260				
	<i>BREVE WP</i>	6.08	TF	FB	N47 11 30.00	W122 30 16.00	24.40	7.40	+10000 -11000					
	<i>SOCGR WP</i>	5.86	TF	FB	N47 17 14.00	W122 28 31.00	11.73	354.73	+9000	230				
	<i>NETTZ WP</i>	4.00	TF	FB	N47 21 09.00	W122 27 19.00	11.76	354.76	+8000					
	<i>KWEST WP</i>	4.09	TF	FB	N47 25 14.50	W122 27 19.17	359.97	342.97	+7000	210				
	<i>ZORNN WP</i>	3.05	TF	FB	N47 28 17.15	W122 27 21.61	359.48	342.48						
	<i>HEDDR WP</i>	2.81	TF	FB	N47 31 05.54	W122 27 19.16	.56	343.56	+6000 -6500	190				
Runway Transition Data - RW34L														
DB	Waypoint	Distance	Leg	FO/FB	Latitude	Longitude	TC	MC	Altitude	Speed	MEA	Arc Center Lat (D° M' S.ss'')	Arc Center Lon (D° M' S.ss'')	Arc Radius (NM)
	<i>FAANZ WP</i>		IF		N46 44 07.37	W122 43 44.50								
	<i>LIINE WP</i>	6.99	TF	FB	N46 50 23.12	W122 39 13.83	26.30	9.30	+11000 -13000	250				
	<i>FOOTT WP</i>	5.67	TF	FB	N46 55 26.85	W122 35 31.50	26.63	9.63	+10000 -12000	230				
	<i>GOALZ WP</i>	8.02	TF	FB	N47 00 40.72	W122 26 38.97	49.22	32.22	8000					
	<i>SONDR WP</i>	8.86	TF	FB	N47 08 41.68	W122 21 08.29	25.12	8.12	+6000 -6500	190				

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Waypoint Data									
DB	Waypoint	Arc Center	Lat-Long (DMS.S)	Latitude (Deg)	Longitude (Deg)	Latitude (D°, M.mm')	Longitude (D°, M.mm')	Latitude (D° M' S.ss'')	Longitude (D° M' S.ss'')
	<i>BREVE WP</i>		471130.00N-1223016.00W	N 47.1916667	W 122.5044444	N47 11.500	W122 30.267	N47 11 30.00	W122 30 16.00
AVNIS	BTG VORTAC		454452.12N-1223529.53W	N 45.7478111	W 122.5915361	N45 44.869	W122 35.492	N45 44 52.12	W122 35 29.53
	<i>COFAY WP</i>		470558.00N-1223357.00W	N 47.0994444	W 122.5658333	N47 05.967	W122 33.950	N47 05 58.00	W122 33 57.00
	<i>FAANZ WP</i>		464407.37N-1224344.50W	N 46.7353793	W 122.7290266	N46 44.123	W122 43.742	N46 44 07.37	W122 43 44.50
	<i>FOOMY WP</i>		462038.97N-1233551.24W	N 46.3441579	W 123.5975677	N46 20.649	W123 35.854	N46 20 38.97	W123 35 51.24
	<i>FOOTT WP</i>		465526.85N-1223531.50W	N 46.9241262	W 122.5920831	N46 55.448	W122 35.525	N46 55 26.85	W122 35 31.50
	<i>FRAPP WP</i>		462656.29N-1230400.92W	N 46.4489695	W 123.0669217	N46 26.938	W123 04.015	N46 26 56.29	W123 04 00.92
	<i>GOALZ WP</i>		470040.72N-1222638.97W	N 47.0113111	W 122.4441583	N47 00.679	W122 26.649	N47 00 40.72	W122 26 38.97
	<i>HAWKZ WP</i>		463957.37N-1224413.20W	N 46.6659367	W 122.7370004	N46 39.956	W122 44.220	N46 39 57.37	W122 44 13.20
	<i>HEDDR WP</i>		473105.54N-1222719.16W	N 47.5182056	W 122.4553222	N47 31.092	W122 27.319	N47 31 05.54	W122 27 19.16
	<i>KRIEG WP</i>		461912.75N-1224319.94W	N 46.3202071	W 122.7222045	N46 19.212	W122 43.332	N46 19 12.75	W122 43 19.94
	<i>KWEST WP</i>		472514.50N-1222719.17W	N 47.4206939	W 122.4553261	N47 25.242	W122 27.320	N47 25 14.50	W122 27 19.17
	<i>LATAY WP</i>		462428.28N-1250418.52W	N 46.4078559	W 125.0718114	N46 24.471	W125 04.309	N46 24 28.28	W125 04 18.52
	<i>LIINE WP</i>		465023.12N-1223913.83W	N 46.8397556	W 122.6538417	N46 50.385	W122 39.231	N46 50 23.12	W122 39 13.83
AVNIS	LKV VORTAC		422934.26N-1203025.58W	N 42.4928500	W 120.5071056	N42 29.571	W120 30.426	N42 29 34.26	W120 30 25.58
AVNIS	LMT VORTAC		420911.33N-1214339.08W	N 42.1531472	W 121.7275222	N42 09.189	W121 43.651	N42 09 11.33	W121 43 39.08
	<i>NETTZ WP</i>		472109.00N-1222719.00W	N 47.3525000	W 122.4552778	N47 21.150	W122 27.317	N47 21 09.00	W122 27 19.00
	<i>PIKEZ WP</i>		465602.10N-1223854.94W	N 46.9339167	W 122.6485941	N46 56.035	W122 38.916	N46 56 02.10	W122 38 54.94
	<i>PTERA WP</i>		460539.52N-1224038.89W	N 46.0943112	W 122.6774694	N46 05.659	W122 40.648	N46 05 39.52	W122 40 38.89
	<i>SOCCR WP</i>		471714.00N-1222831.00W	N 47.2872222	W 122.4752778	N47 17.233	W122 28.517	N47 17 14.00	W122 28 31.00
	<i>SONDR WP</i>		470841.68N-1222108.29W	N 47.1449111	W 122.3523028	N47 08.695	W122 21.138	N47 08 41.68	W122 21 08.29
	<i>ZORNN WP</i>		472817.15N-1222721.61W	N 47.4714312	W 122.4560017	N47 28.286	W122 27.360	N47 28 17.15	W122 27 21.61

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FAA Criteria Check 8260.54A Results - LKV:CR18:RW34L

Leg Type	Waypoint	Turn Type	Alt Restr	Spd Restr	Turn Angle at Wpt	Leg Length (nm)	Min Seg Length	DTA1	DTA1 Turn Rad	DTA1 Turn Alt	DTA1 Turn Spd	DTA1 Bank Angle	DTA1 Tailwind	DTA1 True Airspeed	DTA2	DTA2 Turn Rad	DTA2 Turn Alt	DTA2 Turn Spd	DTA2 Bank Angle	DTA2 Tailwind	DTA2 True Airspeed	
IF	LKV				0.00	0.00	0.00			41000	300						41000	300				
TF	BTG	FLY_BY			15.71	215.05	7.46			41000	300				7.46	54.11	29276	300	5.00			570.00
TF	PTERA	FLY_BY	+24000	280	2.04	21.10	7.46	7.46	54.11	29276	300	5.00		570.00			24000	280				
TF	KRIEG	FLY_BY			6.16	13.69	4.00			24000	280						18983	280				
TF	HAWKZ	FLY_BY			6.21	20.76	4.00			18983	280						13793	280				
TF	FAANZ	FLY_BY			21.78	4.18	4.00			13793	280				2.60	13.49	12748	280	10.89	72.00		350.00
TF	LIINE	FLY_BY	B11000/13000	250	0.28	6.99	4.00	2.60	13.49	12748	280	10.89	72.00	350.00			11417	250				
TF	FOOTT	FLY_BY	B10000/12000	230	22.54	5.67	4.00			11417	250				1.70	8.55	10005	230	11.27	67.00		275.00
TF	GOALZ	FLY_BY	8000		24.20	8.02	3.28	1.70	8.55	10005	230	11.27	67.00	275.00	1.58	7.36	8000	230	12.10	63.00		266.00
TF	SONDR		B6000/6500	190	0.00	8.86	2.00	1.58	7.36	8000	230	12.10	63.00	266.00			6000	190				
Warnings and Errors for FAA Criteria Check Results - LKV:CR18:RW34L:																						
None																						

FAA Criteria Check 8260.54A Results - LKV:CR18:RW16

Leg Type	Waypoint	Turn Type	Alt Restr	Spd Restr	Turn Angle at Wpt	Leg Length (nm)	Min Seg Length	DTA1	DTA1 Turn Rad	DTA1 Turn Alt	DTA1 Turn Spd	DTA1 Bank Angle	DTA1 Tailwind	DTA1 True Airspeed	DTA2	DTA2 Turn Rad	DTA2 Turn Alt	DTA2 Turn Spd	DTA2 Bank Angle	DTA2 Tailwind	DTA2 True Airspeed	
IF	LKV				0.00	0.00	0.00			41000	300						41000	300				
TF	BTG	FLY_BY			15.71	215.05	7.46			41000	300				7.46	54.11	29276	300	5.00			570.00
TF	PTERA	FLY_BY	+24000	280	2.04	21.10	7.46	7.46	54.11	29276	300	5.00		570.00			26749	280				
TF	KRIEG	FLY_BY			6.16	13.69	4.00			26749	280						23328	280				
TF	HAWKZ	FLY_BY			6.21	20.76	4.00			23328	280						18138	280				
TF	FAANZ	FLY_BY			10.99	4.18	4.00			18138	280				3.04	31.64	17092	280	5.49	81.00		376.00
TF	PIKEZ	FLY_BY	+14000	270	3.28	12.37	4.00	3.04	31.64	17092	280	5.49	81.00	376.00			14000	270				
TF	COFAY	FLY_BY	B11000/12000	260	5.49	10.50	3.00			14000	270						11520	260				
TF	BREVE	FLY_BY	B10000/11000		12.72	6.08	2.11			11520	260				2.11	18.98	10465	260	6.36	68.00		313.00
TF	SOCCR	FLY_BY	+9000	230	0.01	5.86	2.11	2.11	18.98	10465	260	6.36	68.00	313.00			9001	230				
TF	NETTZ	FLY_BY	+8000		11.80	4.00	2.00			9001	230				1.59	15.35	8023	230	5.90	63.00		267.00
TF	KWEST	FLY_BY	+7000	210	0.49	4.09	2.00	1.59	15.35	8023	230	5.90	63.00	267.00			7464	210				
TF	ZORNN	FLY_BY			1.08	3.05	2.00			7464	210						6702	210				
TF	HEDDR		B6000/6500	190	0.00	2.81	2.00			6702	210						6000	190				
Warnings and Errors for FAA Criteria Check Results - LKV:CR18:RW16:																						
None																						

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FAA Criteria Check 8260.54A Results - LATAY:CR18:RW34L

Leg Type	Waypoint	Turn Type	Alt Restr	Spd Restr	Turn Angle at Wpt	Leg Length (nm)	Min Seg Length	DTA1	DTA1 Turn Rad	DTA1 Turn Alt	DTA1 Turn Spd	DTA1 Bank Angle	DTA1 Tailwind	DTA1 True Airspeed	DTA2	DTA2 Turn Rad	DTA2 Turn Alt	DTA2 Turn Spd	DTA2 Bank Angle	DTA2 Tailwind	DTA2 True Airspeed	
IF	LATAY				0.00	0.00	0.00			40341	300						40341	300				
TF	FOOMY	FLY_BY	+25000	280	20.23	61.36	8.52			40341	300				8.52	47.77	25000	280	5.00			535.52
TF	FRAPP	FLY_BY			28.01	22.92	11.73	8.52	47.77	25000	280	5.00		535.52	3.21	12.85	18511	280	14.01	84.00		385.00
TF	HAWKZ	FLY_BY			41.97	18.87	5.90	3.21	12.85	18511	280	14.01	84.00	385.00	2.69	7.02	13793	280	20.99	74.00		356.00
TF	FAANZ	FLY_BY			21.78	4.18	4.00	2.69	7.02	13793	280	20.99	74.00	356.00	1.07	5.57	12748	280	25.00	72.00		350.00
TF	LIINE	FLY_BY	B11000/13000	250	0.28	6.99	4.00	1.07	5.57	12748	280	25.00	72.00	350.00			11417	250				
TF	FOOTT	FLY_BY	B10000/12000	230	22.54	5.67	4.00			11417	250				1.70	8.55	10005	230	11.27	67.00		275.00
TF	GOALZ	FLY_BY	8000		24.20	8.02	3.28	1.70	8.55	10005	230	11.27	67.00	275.00	1.58	7.36	8000	230	12.10	63.00		266.00
TF	SONDR		B6000/6500	190	0.00	8.86	2.00	1.58	7.36	8000	230	12.10	63.00	266.00			6000	190				

Warnings and Errors for FAA Criteria Check Results - LATAY:CR18:RW34L:
 Leg ending at FAANZ max bank angle exception 25.0 attempted for DTA1 resulting in minimum leg length of 4.789 nm
 Leg ending at FAANZ max bank angle exception 25.0 applied to DTA2

FAA Criteria Check 8260.54A Results - LATAY:CR18:RW16

Leg Type	Waypoint	Turn Type	Alt Restr	Spd Restr	Turn Angle at Wpt	Leg Length (nm)	Min Seg Length	DTA1	DTA1 Turn Rad	DTA1 Turn Alt	DTA1 Turn Spd	DTA1 Bank Angle	DTA1 Tailwind	DTA1 True Airspeed	DTA2	DTA2 Turn Rad	DTA2 Turn Alt	DTA2 Turn Spd	DTA2 Bank Angle	DTA2 Tailwind	DTA2 True Airspeed	
IF	LATAY				0.00	0.00	0.00			40341	300						40341	300				
TF	FOOMY	FLY_BY	+25000	280	20.23	61.36	9.65			40341	300				9.65	54.11	28585	280	5.00			570.00
TF	FRAPP	FLY_BY			28.01	22.92	20.64	9.65	54.11	28585	280	5.00		570.00	10.98	44.04	22856	280	5.00			514.21
TF	HAWKZ	FLY_BY			41.97	18.87	14.15	10.98	44.04	22856	280	5.00		514.21	3.16	8.25	18138	280	20.99	83.00		383.00
TF	FAANZ	FLY_BY			10.99	4.18	4.00	3.16	8.25	18138	280	20.99	83.00	383.00	0.63	6.53	17092	280	25.00	81.00		376.00
TF	PIKEZ	FLY_BY	+14000	270	3.28	12.37	4.00	0.63	6.53	17092	280	25.00	81.00	376.00			14000	270				
TF	COFAY	FLY_BY	B11000/12000	260	5.49	10.50	3.00			14000	270						11520	260				
TF	BREVE	FLY_BY	B10000/11000		12.72	6.08	2.11			11520	260				2.11	18.98	10465	260	6.36	68.00		313.00
TF	SOCCR	FLY_BY	+9000	230	0.01	5.86	2.11	2.11	18.98	10465	260	6.36	68.00	313.00			9001	230				
TF	NETTZ	FLY_BY	+8000		11.80	4.00	2.00			9001	230				1.59	15.35	8023	230	5.90	63.00		267.00
TF	KWEST	FLY_BY	+7000	210	0.49	4.09	2.00	1.59	15.35	8023	230	5.90	63.00	267.00			7464	210				
TF	ZORNN	FLY_BY			1.08	3.05	2.00			7464	210						6702	210				
TF	HEDDR		B6000/6500	190	0.00	2.81	2.00			6702	210						6000	190				

Warnings and Errors for FAA Criteria Check Results - LATAY:CR18:RW16:
 Leg ending at FAANZ max bank angle exception 25.0 attempted for DTA1 resulting in minimum leg length of 5.625 nm
 Leg ending at FAANZ max bank angle exception 25.0 applied to DTA2

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FAA Criteria Check 8260.54A Results - LMT:CR18:RW34L

Leg Type	Waypoint	Turn Type	Alt Restr	Spd Restr	Turn Angle at Wpt	Leg Length (nm)	Min Seg Length	DTA1	DTA1 Turn Rad	DTA1 Turn Alt	DTA1 Turn Spd	DTA1 Bank Angle	DTA1 Tailwind	DTA1 True Airspeed	DTA2	DTA2 Turn Rad	DTA2 Turn Alt	DTA2 Turn Spd	DTA2 Bank Angle	DTA2 Tailwind	DTA2 True Airspeed	
IF	LMT				0.00	0.00	0.00			41000	300						41000	300				
TF	BTG	FLY_BY			0.36	218.89	4.00			41000	300						29276	300				
TF	PTERA	FLY_BY	+24000		2.04	21.10	4.00			29276	300						24000	300				
TF	KRIEG	FLY_BY			6.16	13.69	4.00			24000	300						18983	300				
TF	HAWKZ	FLY_BY			6.21	20.76	4.00			18983	300						13793	300				
TF	FAANZ	FLY_BY			21.78	4.18	4.00			13793	300				2.91	15.14	12748	300	10.89	72.00	375.00	
TF	LIINE	FLY_BY	B11000/13000	250	0.28	6.99	4.00	2.91	15.14	12748	300	10.89	72.00	375.00			11417	250				
TF	FOOTT	FLY_BY	B10000/12000	230	22.54	5.67	4.00			11417	250				1.70	8.55	10005	230	11.27	67.00	275.00	
TF	GOALZ	FLY_BY	8000		24.20	8.02	3.28	1.70	8.55	10005	230	11.27	67.00	275.00	1.58	7.36	8000	230	12.10	63.00	266.00	
TF	SONDR		B6000/6500	190	0.00	8.86	2.00	1.58	7.36	8000	230	12.10	63.00	266.00			6000	190				
Warnings and Errors for FAA Criteria Check Results - LMT:CR18:RW34L:																						
None																						

FAA Criteria Check 8260.54A Results - LMT:CR18:RW16

Leg Type	Waypoint	Turn Type	Alt Restr	Spd Restr	Turn Angle at Wpt	Leg Length (nm)	Min Seg Length	DTA1	DTA1 Turn Rad	DTA1 Turn Alt	DTA1 Turn Spd	DTA1 Bank Angle	DTA1 Tailwind	DTA1 True Airspeed	DTA2	DTA2 Turn Rad	DTA2 Turn Alt	DTA2 Turn Spd	DTA2 Bank Angle	DTA2 Tailwind	DTA2 True Airspeed	
IF	LMT				0.00	0.00	0.00			41000	300						41000	300				
TF	BTG	FLY_BY			0.36	218.89	4.00			41000	300						29276	300				
TF	PTERA	FLY_BY	+24000		2.04	21.10	4.00			29276	300						26749	300				
TF	KRIEG	FLY_BY			6.16	13.69	4.00			26749	300						23328	300				
TF	HAWKZ	FLY_BY			6.21	20.76	4.00			23328	300						18138	300				
TF	FAANZ	FLY_BY			10.99	4.18	4.00			18138	300				3.41	35.49	17092	300	5.49	81.00	403.00	
TF	PIKEZ	FLY_BY	+14000	270	3.28	12.37	4.00	3.41	35.49	17092	300	5.49	81.00	403.00			14000	270				
TF	COFAY	FLY_BY	B11000/12000	260	5.49	10.50	3.00			14000	270						11520	260				
TF	BREVE	FLY_BY	B10000/11000		12.72	6.08	2.11			11520	260				2.11	18.98	10465	260	6.36	68.00	313.00	
TF	SOCCR	FLY_BY	+9000	230	0.01	5.86	2.11	2.11	18.98	10465	260	6.36	68.00	313.00			9001	230				
TF	NETTZ	FLY_BY	+8000		11.80	4.00	2.00			9001	230				1.59	15.35	8023	230	5.90	63.00	267.00	
TF	KWEST	FLY_BY	+7000	210	0.49	4.09	2.00	1.59	15.35	8023	230	5.90	63.00	267.00			7464	210				
TF	ZORNN	FLY_BY			1.08	3.05	2.00			7464	210						6702	210				
TF	HEDDR		B6000/6500	190	0.00	2.81	2.00			6702	210						6000	190				
Warnings and Errors for FAA Criteria Check Results - LMT:CR18:RW16:																						
None																						

HAWKZ RNAV VER 4.2

Created : Mon Apr 30 11:39:41 EDT 2012 TARGETS 4.8 (January 7, 2012)

No TERPS Surfaces included.

Database Effective Dates

Database	Date
UddfObstacle	06/01/2007
NFDC	12/15/2011
IFP_OFFLINE	N/A
AVNIS	04/30/2012
NACO	01/12/2012
DOF	12/15/2011

HAWKZ RNAV VER 4.2

Created : Mon Apr 30 11:39:41 EDT 2012 TARGETS 4.8 (January 7, 2012)

Notes:

Note: Turbojet aircraft descend via mach number until transition to 280 KIAS. Maintain 280 KIAS until slowed on STAR.
Note: GPS Required
Note: RADAR Required.
Note: RNAV 1.
Note: Chart not to scale.

HAWKZ RNAV VER 4.2

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MARNR RNAV 4.5

Point Of Contact

ATC Facility Name - Seattle ARTCC

POC's Name - Barbara Ell

Telephone Number - 253-351-3512

FAX Number -

Email Address - barbara.ell@faa.gov

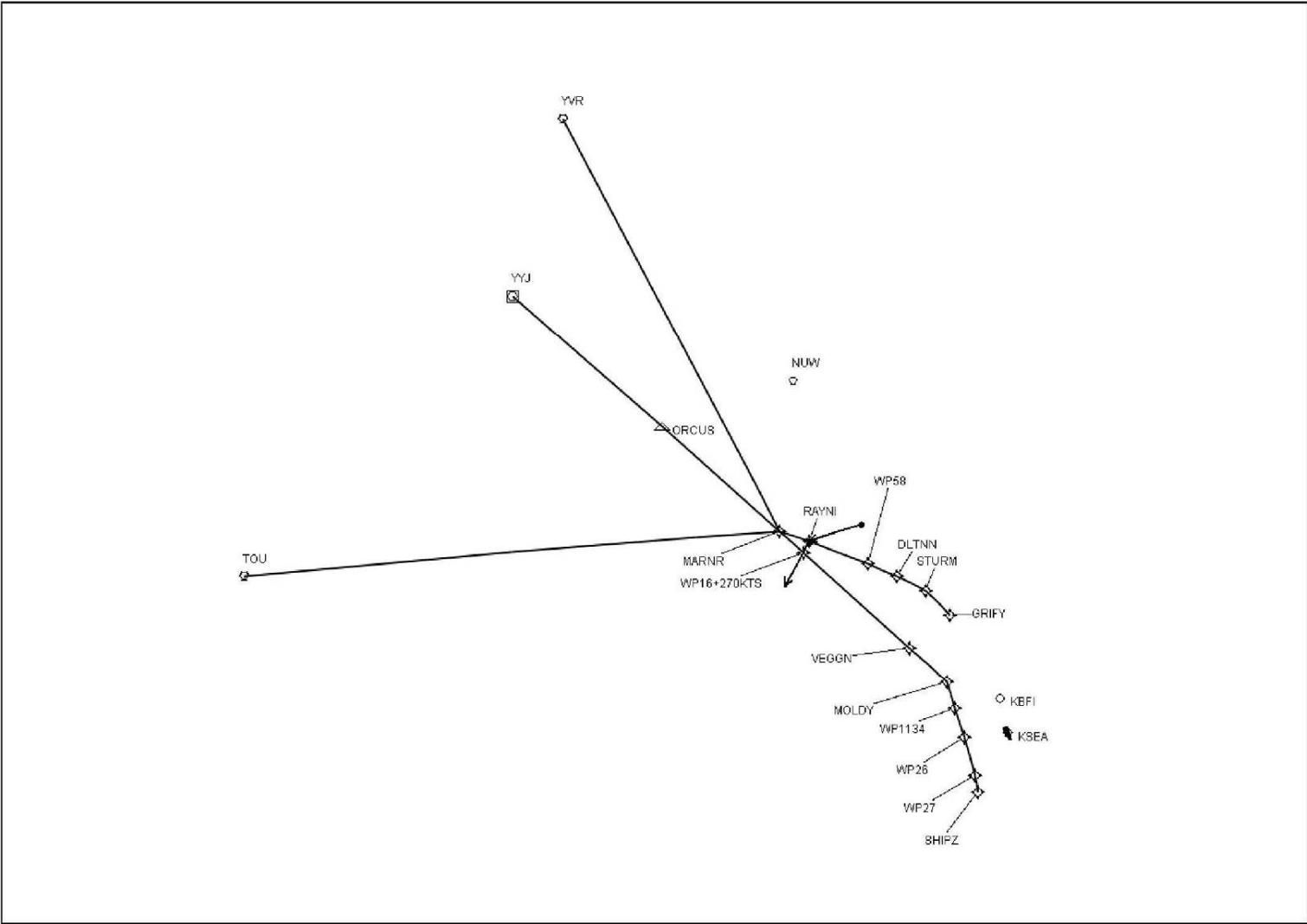
TARGETS Distribution Package

Version: TARGETS 4.8 (January 7, 2012)
Date: Mon Apr 30 10:29:04 EDT 2012

MARNR RNAV 4.5

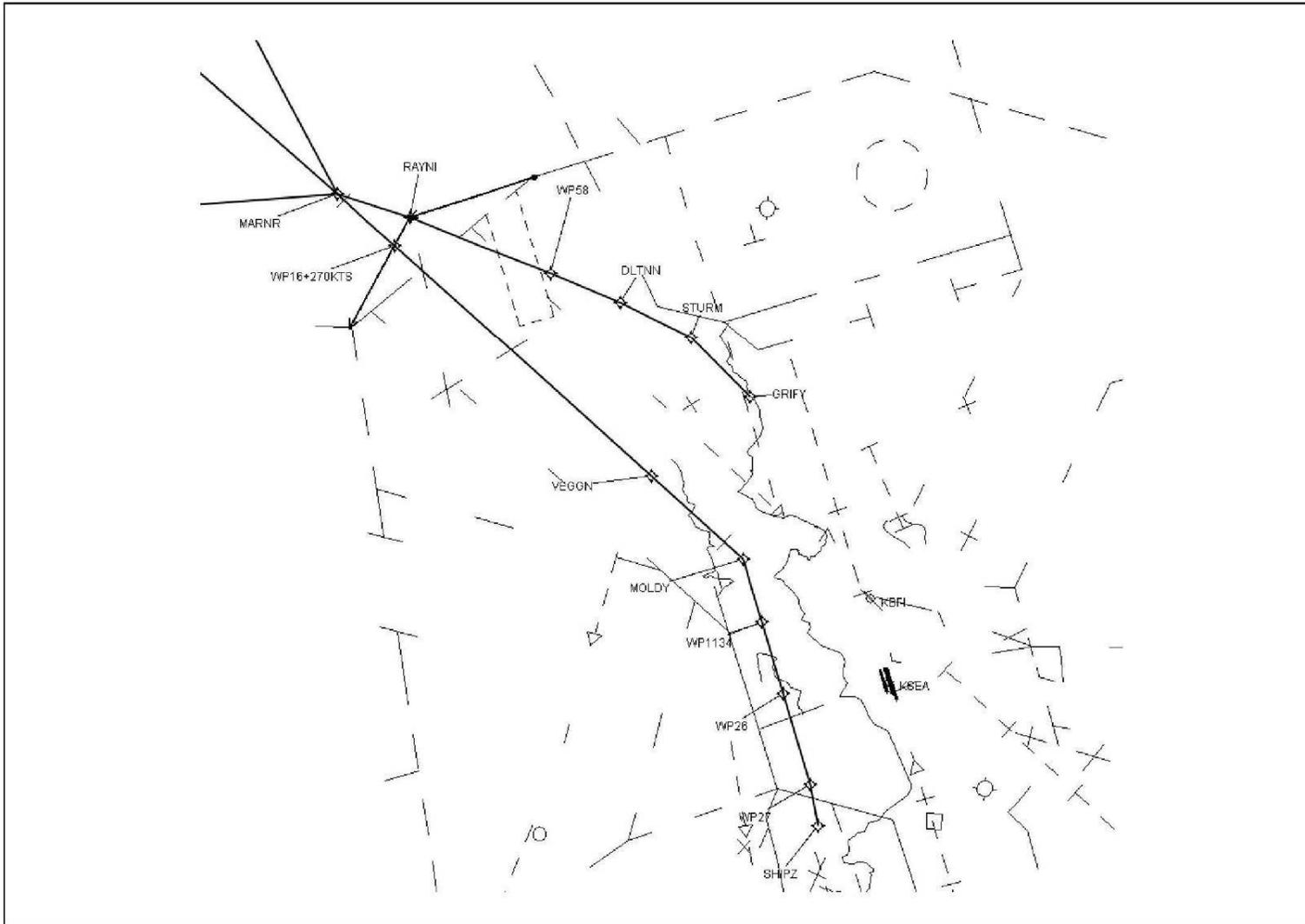
Page 1 of 10

Created : Mon Apr 30 10:29:04 EDT 2012 TARGETS 4.8 (January 7, 2012)



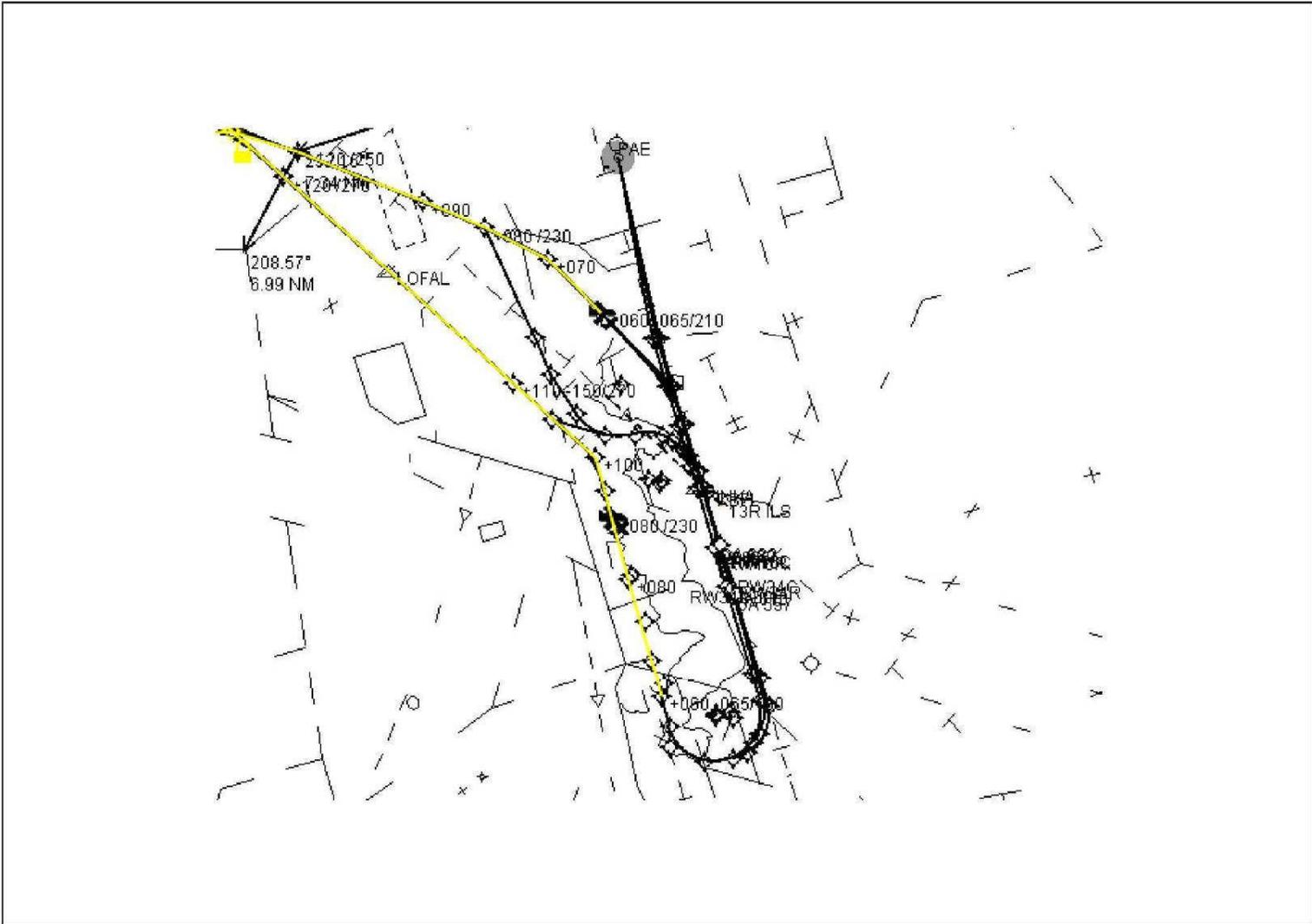
MARNR RNAV 4.5

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MARNR RNAV 4.5

Created : Mon Apr 30 10:29:04 EDT 2012 TARGETS 4.8 (January 7, 2012)



MARNR RNAV 4.5

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En Route Transition Data - TOU														
DB	Waypoint	Distance	Leg	FO/FB	Latitude	Longitude	TC	MC	Altitude	Speed	MEA	Arc Center Lat (D° M' S.ss'')	Arc Center Lon (D° M' S.ss'')	Arc Radius (NM)
AVNIS	TOU VORTAC		IF		N48 17 59.64	W124 37 37.36								
	MARNR WP	73.07	TF	FB	N48 02 19.92	W122 50 59.67	101.72	84.72						
En Route Transition Data - YVR														
DB	Waypoint	Distance	Leg	FO/FB	Latitude	Longitude	TC	MC	Altitude	Speed	MEA	Arc Center Lat (D° M' S.ss'')	Arc Center Lon (D° M' S.ss'')	Arc Radius (NM)
AVNIS	YVR VORTAC		IF		N49 04 38.38	W123 08 56.72								
	MARNR WP	63.48	TF	FB	N48 02 19.92	W122 50 59.67	169.06	152.06						
En Route Transition Data - YYJ														
DB	Waypoint	Distance	Leg	FO/FB	Latitude	Longitude	TC	MC	Altitude	Speed	MEA	Arc Center Lat (D° M' S.ss'')	Arc Center Lon (D° M' S.ss'')	Arc Radius (NM)
AVNIS	YYJ VOR/DME		IF		N48 43 37.35	W123 29 03.69								
AVNIS	ORCUS WP	27.00	TF	FB	N48 20 39.54	W123 07 44.01	148.20	131.20	+17000	280				
	MARNR WP	21.49	TF	FB	N48 02 19.92	W122 50 59.67	148.48	131.48						
Runway Transition Data - RW16R														
DB	Waypoint	Distance	Leg	FO/FB	Latitude	Longitude	TC	MC	Altitude	Speed	MEA	Arc Center Lat (D° M' S.ss'')	Arc Center Lon (D° M' S.ss'')	Arc Radius (NM)
	MARNR WP		IF		N48 02 19.92	W122 50 59.67								
	RAYNI WP	4.29	TF	FB	N47 59 52.64	W122 45 45.50	124.91	107.91	+12000	250				
	GRYND WP	8.51	TF	FB	N47 54 34.39	W122 35 51.45	128.51	111.51	+9000					
	DLTNN WP	4.28	TF	FB	N47 51 50.71	W122 30 57.97	129.63	112.63	+8000	230				
	STURM WP	4.43	TF	FB	N47 48 49.17	W122 26 09.60	133.05	116.05	+7000					
	GRIFY WP	4.73	TF	FB	N47 44 38.41	W122 22 52.33	152.04	135.04	+6000 -6500	210				

MARNR RNAV 4.5

Created : Mon Apr 30 10:29:04 EDT 2012 TARGETS 4.8 (January 7, 2012)

Runway Transition Data - RW34L														
DB	Waypoint	Distance	Leg	FO/FB	Latitude	Longitude	TC	MC	Altitude	Speed	MEA	Arc Center Lat (D° M' S.ss")	Arc Center Lon (D° M' S.ss")	Arc Radius (NM)
	<i>MARNR WP</i>		IF		N48 02 19.92	W122 50 59.67								
	<i>QURON WP</i>	4.33	TF	FB	N47 58 37.90	W122 47 38.94	148.73	131.73	+12000	+270				
	<i>VEGGN WP</i>	19.44	TF	FB	N47 42 00.70	W122 32 41.62	148.70	131.70	+11000 -15000	+270				
	<i>MOLDY WP</i>	7.00	TF	FB	N47 36 01.13	W122 27 21.09	148.90	131.90	+10000					
	<i>KRIZZ WP</i>	3.91	TF	FB	N47 32 06.74	W122 27 29.37	181.37	164.37	+8000	230				
	<i>WUBET WP</i>	4.00	TF	FB	N47 28 07.16	W122 27 37.09	181.25	164.25	+8000					
	<i>PTSUE WP</i>	5.32	TF	FB	N47 22 48.26	W122 27 47.67	181.29	164.29						
	<i>SHIPZ WP</i>	2.34	TF	FB	N47 20 27.83	W122 27 52.34	181.29	164.29	+6000 -6500	190				
Waypoint Data														
DB	Waypoint	Arc Center	Lat-Long (DMS.S)	Latitude (Deg)	Longitude (Deg)	Latitude (D°, M.mm')	Longitude (D°, M.mm')	Latitude (D° M' S.ss")	Longitude (D° M' S.ss")					
	<i>DLTNN WP</i>		475150.71N-1223057.97W	N 47.8640870	W 122.5161020	N47 51.845	W122 30.966	N47 51 50.71	W122 30 57.97					
	<i>GRIFY WP</i>		474438.41N-1222252.33W	N 47.7440028	W 122.3812028	N47 44.640	W122 22.872	N47 44 38.41	W122 22 52.33					
	<i>GRYND WP</i>		475434.39N-1223551.45W	N 47.9095540	W 122.5976258	N47 54.573	W122 35.858	N47 54 34.39	W122 35 51.45					
	<i>KRIZZ WP</i>		473206.74N-1222729.37W	N 47.5352068	W 122.4581583	N47 32.112	W122 27.489	N47 32 06.74	W122 27 29.37					
	<i>MARNR WP</i>		480219.92N-1225059.67W	N 48.0388666	W 122.8499076	N48 02.332	W122 50.994	N48 02 19.92	W122 50 59.67					
	<i>MOLDY WP</i>		473601.13N-1222721.09W	N 47.6003150	W 122.4558583	N47 36.019	W122 27.352	N47 36 01.13	W122 27 21.09					
AVNIS	ORCUS WP		482039.54N-1230744.01W	N 48.3443167	W 123.1288917	N48 20.659	W123 07.733	N48 20 39.54	W123 07 44.01					
	<i>PTSUE WP</i>		472248.26N-1222747.67W	N 47.3800714	W 122.4632430	N47 22.804	W122 27.795	N47 22 48.26	W122 27 47.67					
	<i>QURON WP</i>		475837.90N-1224738.94W	N 47.9771951	W 122.7941503	N47 58.632	W122 47.649	N47 58 37.90	W122 47 38.94					
	<i>RAYNI WP</i>		475952.64N-1224545.50W	N 47.9979548	W 122.7626390	N47 59.877	W122 45.758	N47 59 52.64	W122 45 45.50					
	<i>SHIPZ WP</i>		472027.83N-1222752.34W	N 47.3410639	W 122.4645389	N47 20.464	W122 27.872	N47 20 27.83	W122 27 52.34					
	<i>STURM WP</i>		474849.17N-1222609.60W	N 47.8136597	W 122.4360004	N47 48.820	W122 26.160	N47 48 49.17	W122 26 09.60					
AVNIS	TOU VORTAC		481759.64N-1243737.36W	N 48.2999000	W 124.6270444	N48 17.994	W124 37.623	N48 17 59.64	W124 37 37.36					
	<i>VEGGN WP</i>		474200.70N-1223241.62W	N 47.7001947	W 122.5448946	N47 42.012	W122 32.694	N47 42 00.70	W122 32 41.62					
	<i>WUBET WP</i>		472807.16N-1222737.09W	N 47.4686559	W 122.4603018	N47 28.119	W122 27.618	N47 28 07.16	W122 27 37.09					
AVNIS	YVR VORTAC		490438.38N-1230856.72W	N 49.0773278	W 123.1490889	N49 04.640	W123 08.945	N49 04 38.38	W123 08 56.72					
AVNIS	YYJ VOR/DME		484337.35N-1232903.69W	N 48.7270417	W 123.4843583	N48 43.623	W123 29.061	N48 43 37.35	W123 29 03.69					

MARNR RNAV 4.5

Created : Mon Apr 30 10:29:04 EDT 2012 TARGETS 4.8 (January 7, 2012)

FAA Criteria Check 8260.54A Results - YVR:RW16R

Leg Type	Waypoint	Turn Type	Alt Restr	Spd Restr	Turn Angle at Wpt	Leg Length (nm)	Min Seg Length	DTA1	DTA1 Turn Rad	DTA1 Turn Alt	DTA1 Turn Spd	DTA1 Bank Angle	DTA1 Tailwind	DTA1 True Airspeed	DTA2	DTA2 Turn Rad	DTA2 Turn Alt	DTA2 Turn Spd	DTA2 Bank Angle	DTA2 Tailwind	DTA2 True Airspeed
IF	YVR				0.00	0.00	0.00			28943	300						28943	300			
TF	MARNR	FLY_BY			44.37	63.48	4.00			28943	300				2.95	7.24	13072	300	22.19	73.00	377.00
TF	RAYNI	FLY_BY	+12000	250	3.53	4.29	4.00	2.95	7.24	13072	300	22.19	73.00	377.00			12000	250			
TF	GRYND	FLY_BY	+9000		1.00	8.51	3.00			12000	250						9069	250			
TF	DLTNN	FLY_BY	+8000	230	3.35	4.28	2.00			9069	250						8108	230			
TF	STURM	FLY_BY	+7000		18.94	4.43	2.00			8108	230				1.53	9.17	7183	230	9.47	61.00	263.00
TF	GRIFY		B6000/6500	210	0.00	4.73	2.00	1.53	9.17	7183	230	9.47	61.00	263.00			6000	210			
Warnings and Errors for FAA Criteria Check Results - YVR:RW16R:																					
None																					

FAA Criteria Check 8260.54A Results - YVR:RW34L

Leg Type	Waypoint	Turn Type	Alt Restr	Spd Restr	Turn Angle at Wpt	Leg Length (nm)	Min Seg Length	DTA1	DTA1 Turn Rad	DTA1 Turn Alt	DTA1 Turn Spd	DTA1 Bank Angle	DTA1 Tailwind	DTA1 True Airspeed	DTA2	DTA2 Turn Rad	DTA2 Turn Alt	DTA2 Turn Spd	DTA2 Bank Angle	DTA2 Tailwind	DTA2 True Airspeed
IF	YVR				0.00	0.00	0.00			28953	300						28953	300			
TF	MARNR	FLY_BY			20.55	63.48	4.00			28953	300				2.95	16.28	13083	300	10.28	73.00	377.00
TF	QURON	FLY_BY	+12000	+270	0.08	4.33	4.00	2.95	16.28	13083	300	10.28	73.00	377.00			13083	270			
TF	VEGGN	FLY_BY	B11000/15000	+270	0.02	19.44	3.00			13083	270						11750	270			
TF	MOLDY	FLY_BY	+10000		32.40	7.00	2.00			11750	270				1.95	6.72	10000	250	16.20	67.00	299.00
TF	KRIZZ	FLY_BY	+8000	230	0.12	3.91	2.00	1.95	6.72	10000	250	16.20	67.00	299.00			8999	230			
TF	WUBET	FLY_BY	+8000		0.04	4.00	2.00			8999	230						8000	230			
TF	PTSUE	FLY_BY			0.00	5.32	2.00			8000	230						6586	230			
TF	SHIPZ		B6000/6500	190	0.00	2.34	2.00			6586	230						6000	190			
Warnings and Errors for FAA Criteria Check Results - YVR:RW34L:																					
None																					

FAA Criteria Check 8260.54A Results - TOU:RW16R

Leg Type	Waypoint	Turn Type	Alt Restr	Spd Restr	Turn Angle at Wpt	Leg Length (nm)	Min Seg Length	DTA1	DTA1 Turn Rad	DTA1 Turn Alt	DTA1 Turn Spd	DTA1 Bank Angle	DTA1 Tailwind	DTA1 True Airspeed	DTA2	DTA2 Turn Rad	DTA2 Turn Alt	DTA2 Turn Spd	DTA2 Bank Angle	DTA2 Tailwind	DTA2 True Airspeed
IF	TOU				0.00	0.00	0.00			31340	300						31340	300			
TF	MARNR	FLY_BY			21.87	73.07	4.00			31340	300				2.95	15.28	13072	300	10.93	73.00	377.00
TF	RAYNI	FLY_BY	+12000	250	3.53	4.29	4.00	2.95	15.28	13072	300	10.93	73.00	377.00			12000	250			
TF	GRYND	FLY_BY	+9000		1.00	8.51	3.00			12000	250						9069	250			
TF	DLTNN	FLY_BY	+8000	230	3.35	4.28	2.00			9069	250						8108	230			
TF	STURM	FLY_BY	+7000		18.94	4.43	2.00			8108	230				1.53	9.17	7183	230	9.47	61.00	263.00
TF	GRIFY		B6000/6500	210	0.00	4.73	2.00	1.53	9.17	7183	230	9.47	61.00	263.00			6000	210			

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Warnings and Errors for FAA Criteria Check Results - TOU:RW16R:

None

FAA Criteria Check 8260.54A Results - TOU:RW34L

Leg Type	Waypoint	Turn Type	Alt Restr	Spd Restr	Turn Angle at Wpt	Leg Length (nm)	Min Seg Length	DTA1	DTA1 Turn Rad	DTA1 Turn Alt	DTA1 Turn Spd	DTA1 Bank Angle	DTA1 Tailwind	DTA1 True Airspeed	DTA2	DTA2 Turn Rad	DTA2 Turn Alt	DTA2 Turn Spd	DTA2 Bank Angle	DTA2 Tailwind	DTA2 True Airspeed	
IF	TOU				0.00	0.00	0.00			31351	300						31351	300				
TF	MARNR	FLY_BY			45.69	73.07	4.00			31351	300				2.95	7.00	13083	300	22.84	73.00	377.00	
TF	QURON	FLY_BY	+12000	+270	0.08	4.33	4.00	2.95	7.00	13083	300	22.84	73.00	377.00			13083	270				
TF	VEGGN	FLY_BY	B11000/ 15000	+270	0.02	19.44	3.00			13083	270						11750	270				
TF	MOLDY	FLY_BY	+10000		32.40	7.00	2.00			11750	270				1.95	6.72	10000	250	16.20	67.00	299.00	
TF	KRIZZ	FLY_BY	+8000	230	0.12	3.91	2.00	1.95	6.72	10000	250	16.20	67.00	299.00			8999	230				
TF	WUBET	FLY_BY	+8000		0.04	4.00	2.00			8999	230						8000	230				
TF	PTSUE	FLY_BY			0.00	5.32	2.00			8000	230						6586	230				
TF	SHIPZ		B6000/6 500	190	0.00	2.34	2.00			6586	230						6000	190				

Warnings and Errors for FAA Criteria Check Results - TOU:RW34L:

None

FAA Criteria Check 8260.54A Results - YYJ:RW16R

Leg Type	Waypoint	Turn Type	Alt Restr	Spd Restr	Turn Angle at Wpt	Leg Length (nm)	Min Seg Length	DTA1	DTA1 Turn Rad	DTA1 Turn Alt	DTA1 Turn Spd	DTA1 Bank Angle	DTA1 Tailwind	DTA1 True Airspeed	DTA2	DTA2 Turn Rad	DTA2 Turn Alt	DTA2 Turn Spd	DTA2 Bank Angle	DTA2 Tailwind	DTA2 True Airspeed	
IF	YYJ				0.00	0.00	0.00			23750	300						23750	300				
TF	ORCUS	FLY_BY	+17000	280	0.02	27.00	4.00			23750	300						18444	280				
TF	MARNR	FLY_BY			23.78	21.49	4.00			18444	280				2.63	12.50	13072	280	11.89	73.00	352.00	
TF	RAYNI	FLY_BY	+12000	250	3.53	4.29	4.00	2.63	12.50	13072	280	11.89	73.00	352.00			12000	250				
TF	GRYND	FLY_BY	+9000		1.00	8.51	3.00			12000	250						9069	250				
TF	DLTNN	FLY_BY	+8000	230	3.35	4.28	2.00			9069	250						8108	230				
TF	STURM	FLY_BY	+7000		18.94	4.43	2.00			8108	230				1.53	9.17	7183	230	9.47	61.00	263.00	
TF	GRIFY		B6000/6 500	210	0.00	4.73	2.00	1.53	9.17	7183	230	9.47	61.00	263.00			6000	210				

Warnings and Errors for FAA Criteria Check Results - YYJ:RW16R:

None

MARNR RNAV 4.5

Created : Mon Apr 30 10:29:04 EDT 2012 TARGETS 4.8 (January 7, 2012)

FAA Criteria Check 8260.54A Results - YYJ:RW34L

Leg Type	Waypoint	Turn Type	Alt Restr	Spd Restr	Turn Angle at Wpt	Leg Length (nm)	Min Seg Length	DTA1	DTA1 Turn Rad	DTA1 Turn Alt	DTA1 Turn Spd	DTA1 Bank Angle	DTA1 Tailwind	DTA1 True Airspeed	DTA2	DTA2 Turn Rad	DTA2 Turn Alt	DTA2 Turn Spd	DTA2 Bank Angle	DTA2 Tailwind	DTA2 True Airspeed	
IF	YYJ				0.00	0.00	0.00			23750	300						23750	300				
TF	ORCUS	FLY_BY	+17000	280	0.02	27.00	4.00			23750	300						18455	280				
TF	MARNR	FLY_BY			0.04	21.49	4.00			18455	280						13083	280				
TF	QURON	FLY_BY	+12000	+270	0.08	4.33	4.00			13083	280						13083	270				
TF	VEGGN	FLY_BY	B11000/ 15000	+270	0.02	19.44	3.00			13083	270						11750	270				
TF	MOLDY	FLY_BY	+10000		32.40	7.00	2.00			11750	270				1.95	6.72	10000	250	16.20	67.00	299.00	
TF	KRIZZ	FLY_BY	+8000	230	0.12	3.91	2.00	1.95	6.72	10000	250	16.20	67.00	299.00			8999	230				
TF	WUBET	FLY_BY	+8000		0.04	4.00	2.00			8999	230						8000	230				
TF	PTSUE	FLY_BY			0.00	5.32	2.00			8000	230						6586	230				
TF	SHIPZ		B6000/6 500	190	0.00	2.34	2.00			6586	230						6000	190				
Warnings and Errors for FAA Criteria Check Results - YYJ:RW34L:																						
None																						

No TERPS Surfaces included.

Database Effective Dates

Database	Date
UddfObstacle	06/01/2007
NFDC	12/15/2011
IFP_OFFLINE	N/A
AVNIS	04/30/2012
NACO	01/12/2012
DOF	12/15/2011

MARNR RNAV 4.5

Created : Mon Apr 30 10:29:04 EDT 2012 TARGETS 4.8 (January 7, 2012)

Notes:

MARNR RNAV 4.5

Created : Mon Apr 30 10:29:04 EDT 2012 TARGETS 4.8 (January 7, 2012)

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Appendix E NIRS AIRCRAFT SUBSTITUTION REQUEST AND FAA RESPONSE

HARRIS MILLER MILLER & HANSON INC.

77 South Bedford Street
Burlington, Massachusetts 01803
T 781.229.0707
F 781.229.7939
www.hmmh.com

3 May 2012

Mr. Augustin Moses
FAA -- Western Service Center
1601 East Valley Rd.
Renton, WA 98057

Subject: NIRS Aircraft Substitution Request
Reference: HMMH Project No. 304050.002.003

Dear Mr. Moses:

The attached memorandum is a stand-alone request for NIRS substitutions that we are requesting in order to properly model the differences between current approaches with their step-down level-off segments and the proposed OPDs and RNP procedures with their smooth descents to intercept the ILSs at SEA.

Vinnie tells me that, for a similar project under our eFAST contract with Donna, he was asked to forward his NIRS request (not for substitutions but for use of NIRS below 3,000 feet AGL) to Nan Terry and she, in turn, forwarded it to Donna who took care of sending it on to AEE for approval. Though the request was for a different purpose, I mention this only because it seems Donna does want to be involved in the approval chain. Perhaps it is worth at least copying her on the request when it goes forward if you don't send it to her directly.

On the matter of the operations summary for 2014, 2018, and 2023, I will try to get that to you on Monday for forwarding to Cayla if deemed appropriate by you and Patricia. Please let me know if I can do anything else to assist on either of these matters.

Sincerely yours,

HARRIS MILLER MILLER & HANSON INC.



Robert L. Miller
Sen. Vice President

cc:

Greener Skies

Environmental Assessment

MEMORANDUM

To: Augustin Moses, P.E.
Environmental Protection Specialist
FAA -- Western Service Area
1601 East Valley Rd.
Renton, Washington 98057

From: Bob Miller, Rhea Hanrahan
Harris Miller Miller & Hanson Inc.

Date: 2 May 2012

Subject: Aircraft Substitutions Used In Noise Modeling for Greener Skies
Environmental Assessment

Reference: HMMH Project 304050.002.003

Harris Miller Miller & Hanson Inc. (HMMH) is assisting the FAA in conducting an "Environmental Assessment for Greener Skies over Seattle; Proposed Arrival Procedures to Seattle-Tacoma International Airport". As part of that effort, we are addressing potential aircraft noise issues using the FAA's Noise Integrated Routing System (NIRS), version 7.0b.2. The model is being utilized to assess differences between current procedures, which consist of Standard Arrivals combined with radar vectors and level-off segments to final ILS approaches, and proposed new procedures, which are proposed to include extended STARS, smooth Optimized Profile Descents (OPDs), and Required Navigation Performance (RNP) curved approaches to each of Seattle's six runway ends.

While NIRS 7.0b.2 is consistent with the Integrated Noise Model (INM), version 7.0b, and therefore contains all of its supporting noise data, certain aircraft types that occur in Seattle's present and forecast fleets are not included in the NIRS database. Thus, in accordance with FAA Order 1050.1E, we are requesting AEE guidance or approval for use of non-standard data in our noise analysis.

The aircraft types that follow, have no direct NIRS equivalent and are the ones for which we are requesting a substitution. In the discussion of each, we have offered a suggestion as to what we think might be an appropriate substitute aircraft, along with our rationale behind the choice. For additional perspective, we also have provided the highest number of annual average day operations that are forecast to occur by each type in any of the three study years under analysis – 2014, 2018 and 2023.

PA31

The PA31 is defined in the INM as a profile point aircraft and therefore cannot be used within NIRS to model custom profiles for arrivals or departures. The maximum number of



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annual average day (AAD) operations for the aircraft is 0.356164 (0.178082 AAD arrivals, and 0.178082 AAD departures).

With the small number of flights per day, HMMH would like to propose the use of the CNA441, for both arrivals and departures because of SEL similarities at 5,000 and 10,000 feet from the end of runway threshold as modeled in INM 7.0b (NIRS 7.0b.2's equivalent). This should minimize the differences between NIRS and INM in areas around 65 dB DNL.

	Arrival SEL at 5,000 ft	Arrival SEL at 10,000 ft
PA31	81.8	78.2
CNA441	84.6	81.0

MD-83, 737-800, 757-300, 777-200, 777-300, MD-11PW

Within NIRS 7.0b.2, the MD-83, 737-800, 757-300, 777-200, 777-300, MD-11PW all come with departure procedure step definitions; however there are no arrival procedure steps included with any of them, meaning that NIRS will be unable to adequately reflect the noise from existing step-down procedures and thus permit comparisons to the proposed new OPDs. Each of these individual aircraft types is addressed individually below.

MD-83

The highest number of daily MD-83 arrivals in any of the three study years is 3.136986.

The MD-83 arrival is requested to be replaced by the Gulfstream V (GV) based on SEL similarities at 5,000 and 10,000 feet from the end of the runway threshold, as modeled in INM 7.0b (NIRS 7.0b.2's equivalent). This should minimize the differences between NIRS and INM in areas around 65 dB DNL while allowing use of NIRS custom profile features further out into the study area when the aircraft are at higher altitudes.

	Arrival SEL at 5,000 ft	Arrival SEL at 10,000 ft
MD83	89.2	85.5
GV	89.0	85.5

737-800

The 737-800 is used frequently at Seattle, accounting for 203.955268 AAD arrivals during its highest use period.

The 737-800 arrival is requested to be replaced by the 737-400 based on SEL similarities at 5,000 and 10,000 ft from the end of the runway threshold, as modeled in INM 7.0b (NIRS 7.0b.2's equivalent). This should minimize the differences between NIRS and INM in areas around 65 dB DNL while allowing us to use NIRS custom profile features further out into



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the study area.

	Arrival SEL at 5,000 ft	Arrival SEL at 10,000 ft
737800	95.2	91.4
737400	95.1	90.9

757-300

The 757-300 with Rolls Royce engines accounts for 11.331202 AAD arrival operations during its peak use period.

The 757-300 arrival is requested to be replaced by the 757-RR based on SEL similarities at 5,000 and 10,000 feet from the end of the runway threshold as modeled in INM 7.0b (NIRS 7.0b.2's equivalent). This should minimize the differences between NIRS and INM in areas around 65 dB DNL while allowing us to use NIRS custom profile features further out into the study area.

	Arrival SEL at 5,000 ft	Arrival SEL at 10,000 ft
757300	93.7	89.9
757RR	94.3	90.4

777-200

The 777-200 accounts for 3.824656 AAD arrivals during its peak use period.

The 777-200 arrival is requested to be replaced by the 767-JT9 based on SEL similarities at 5,000 and 10,000 feet from the end of the runway threshold as modeled in INM 7.0b (NIRS 7.0b.2's equivalent). This should minimize the differences between NIRS and INM in areas around 65 dB DNL while allowing us to use NIRS custom profile features further out into the study area.

	Arrival SEL at 5,000 ft	Arrival SEL at 10,000 ft
777200	96.3	92.0
767JT9	97.2	93.5

777-300

The 777-300 accounts for 0.579413 AAD arrivals during its peak use period.

The 777-300 arrival is requested to be replaced by the 767-300 based on SEL similarities at 5,000 and 10,000 feet from the end of the runway threshold as modeled in INM 7.0b (NIRS



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7.0b.2's equivalent). This should minimize the differences between NIRS and INM in areas around 65 dB DNL while allowing us to use NIRS custom profile features further out into the study area.

	Arrival SEL at 5,000 ft	Arrival SEL at 10,000 ft
777300	98.3	94.0
767300	97.9	94.1

MD11-PW

The MD11-PW accounts for 0.970588 AAD arrivals during its peak use period.

The MD11-PW arrival is requested to be replaced by the DC10-10 based on SEL similarities at 5,000 and 10,000 feet from the end of the runway threshold as modeled in INM 7.0b (NIRS 7.0b.2's equivalent). This should minimize the differences between NIRS and INM in areas around 65 dB DNL while allowing us to use NIRS custom profile features further out into the study area.

	Arrival SEL at 5,000 ft	Arrival SEL at 10,000 ft
MD11PW	98.2	94.3
DC1010	99.2	94.6

In conclusion, this memorandum requests AEE guidance or approval for the substitute aircraft types listed above. If you or AEE have any questions regarding the document or its content please feel free to contact me.





U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of Environment and Energy

800 Independence Ave., S.W.
Washington, D.C. 20591

May 22, 2012

Augustin Moses, P.E.
Environmental Protection Specialist
FAA -- Western Service Area
1601 East Valley Rd.
Renton, Washington 98057

Dear Mr. Moses,

The Office of Environment and Energy (AEE) has reviewed the proposed non-standard Noise Integrated Routing System (NIRS) aircraft substitutions for the "Environmental Assessment for Greener Skies over Seattle; Proposed Arrival Procedures to Seattle-Tacoma International Airport" (reference HMMH project 304050.002.003).

Harris Miller Miller & Hanson Inc. (HMMH) is assisting FAA in conducting the Environmental Assessment (EA) and is trying to model certain aircraft types that occur in Seattle's present and forecast fleets that are not included in the NIRS database. HMMH has proposed substitutions for seven aircraft types that currently do not have a direct NIRS equivalent in the aircraft database. The proposed substitutions and the corresponding AEE recommendations are summarized in the table below.

Aircraft	HMMH Proposed Substitution	AEE Recommendation*
PA31	CNA441	BEC58P
MD-83	GV	MD9025
737-800	737400	737700
757-300	757RR	Concur
777-200	767JT9	A310-304
777-300	767300	A310-304
MD-11PW	DC1010	727D17

*These substitutions apply only to Arrival operations with the exception of the PA31 substitution for which it applies to both Arrival and Departure Operations.

Please understand that this approval is limited to this particular EA for Seattle-Tacoma Airport. Any additional projects or non-standard input at Seattle-Tacoma or any other site will require separate approval.

Sincerely,



Rebecca Cointin, Acting Manager
AEE/Noise Division

cc: Donna Warren

Appendix F NOISE AND ITS EFFECTS ON PEOPLE

F.1 Background Information on Noise Metrics

FAA's Order 1050.1E addressing "Environmental Impacts: Policies and Procedures" specifies use of a measure of cumulative noise exposure caused by aircraft that operate over the course of an average day during a given year of interest. The metric is referred to as the Day-Night Average Sound Level (DNL). However, other measures are also helpful in explaining and understanding the elements of the noise environment that comprise the DNL around an airport. This appendix introduces the following acoustic metrics, which are the relevant elements that comprise DNL and provide a basis for evaluating and understanding a broad range of noise situations.

- Decibel, dB;
- A-Weighted Decibel, dBA;
- Sound Exposure Level, SEL;
- Equivalent Sound Level, Leq; and
- Day-Night Average Sound Level, DNL.

F.2 The decibel, dB

All sounds come from a sound source – a musical instrument, a voice speaking, or an airplane as it flies overhead. It takes energy to produce sound. The sound energy produced by any sound source is transmitted through the air in sound waves – tiny, quick oscillations of pressure just above and just below atmospheric pressure. These oscillations, or sound pressures, impinge on the ear, creating the sound we hear.

Our ears are sensitive to a wide range of sound pressures. The loudest sounds that we hear without pain have about one million times more energy than the quietest sounds we hear. But our ears are incapable of detecting small differences in these pressures. Thus, to better match how we hear this sound energy, the total range of sound pressures is compressed to a more meaningful range by introducing the concept of sound pressure level (SPL). Sound pressure level is a measure of the sound pressure of a given noise source relative to a standard reference value (typically the quietest sound that a young person with good hearing can detect). Sound pressure levels are measured in decibels (abbreviated dB). Decibels are logarithmic quantities – logarithms of the ratio of the two pressures, the numerator being the pressure of the sound source of interest, and the denominator being the reference pressure (the quietest sound we can hear).

The logarithmic conversion of sound pressure to sound pressure level means that the quietest sound we can hear (the reference pressure) has a sound pressure level of about zero decibels, while the loudest sounds we hear without pain have sound pressure levels of about 120 dB. Most sounds in our day-to-day environment have sound pressure levels from 30 to 100 dB.

Because decibels are logarithmic quantities, they do not behave like regular numbers with which we are more familiar. For example, if two sound sources each produce 100 dB and they are operated together, they produce only 103 dB – not 200 dB as we might expect. Four equal sources operating simultaneously result in a total sound pressure level of 106 dB. In fact, for every doubling of the number of equal sources, the sound pressure level goes up another three decibels. A tenfold increase in the number of

sources makes the sound pressure level go up 10 dB. A hundredfold increase makes the level go up 20 dB, and it takes a thousand equal sources to increase the level 30 dB!

It is also true that if one source is much louder than another, the two sources together will produce the same sound pressure level (and sound to our ears) as if the louder source were operating alone. For example, a 100 dB source plus an 80 dB source produce 100 dB when operating together. The louder source "masks" the quieter one, but if the quieter source gets louder, it will have an increasing effect on the total sound pressure level. When the two sources are equal, as described above, they produce a level three decibels above the sound of either one by itself.

From these basic concepts, note that one hundred 80 dB sources will produce a combined level of 100 dB; if a single 100 dB source is added, the group will produce a total sound pressure level of 103 dB. Clearly, the loudest source has the greatest effect on the total.

F.3 A-weighted decibels, dBA

Another important characteristic of sound is its frequency, or "pitch". This is the rate of repetition of the sound pressure oscillations as they reach our ear. Formerly expressed in cycles per second, frequency is now expressed in units known as Hertz (Hz).

Most people hear from about 20 Hz to about 10,000 to 15,000 Hz. People respond to sound most readily when the predominant frequency is in the range of normal conversation, around 1,000 to 2,000 Hz. Acousticians have developed "filters" to match our ears' sensitivity and help us to judge the relative loudness of sounds made up of different frequencies. The so-called "A" filter does the best job of matching the sensitivity of our ears to most environmental noises. Sound pressure levels measured through this filter are referred to as A-weighted decibels (abbreviated as dBA). A-weighting significantly de-emphasizes noise at low and high frequencies (below about 500 Hz and above about 10,000 Hz) where we do not hear as well. Because this filter generally matches our ears' sensitivity, sounds having higher A-weighted sound levels are usually judged to be louder than those with lower A-weighted sound levels, a relationship which does not always hold true for unweighted levels. It is for these reasons that A-weighted sound levels are normally used to evaluate environmental noise.

Other weighting networks include the B, C, and D filters. They correspond to four different level ranges of the ear. The rarely used B-weighting attenuates low frequencies (those less than 500 Hz), but to a lesser degree than A-weighting. C-weighting is nearly flat throughout the audible frequency range, hardly de-emphasizing low frequency noise. C-weighted levels can be preferable in evaluating sounds whose low-frequency components are responsible for secondary effects such as the noise-induced vibrations affecting a building -- window rattle, or perceptible vibrations. Uses include the evaluation of blasting noise, artillery fire, and in some cases, aircraft noise inside buildings.

The D-weighting network, also used only rarely, is similar to the B-weighting at low frequencies, but includes a significant amplification of the sound (up to about 10 dB) in the 2,000 to 8,000 Hz range.

Figure F.3-1 compares these various weighting networks. Because of the correlation with our hearing, the A-weighted level has been adopted as the basic measure of environmental noise by the U.S. Environmental Protection Agency (EPA) and by nearly every other federal and state agency concerned with community noise. Part 150 requires airports to use A-weighted noise metrics. Figure F.3-2 presents typical A-weighted sound levels of several common environmental sources.

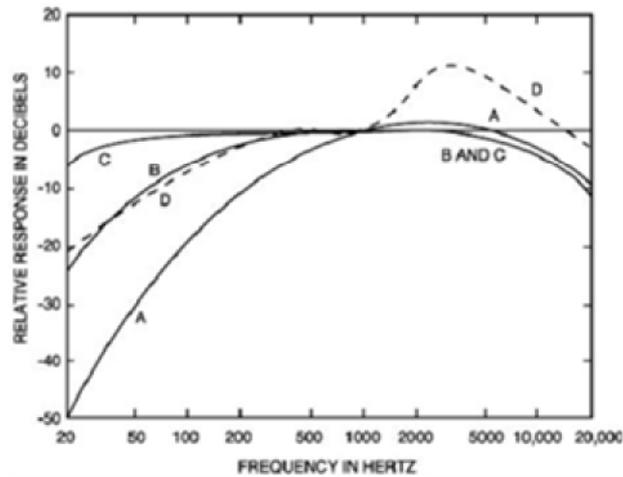


Figure F.3-1. Frequency-Response Characteristics of Various Weighting Networks

Source: Harris, Cyril M., editor; Handbook of Acoustical Measurements and Noise Control, (Chapter 5, "Acoustical Measurement Instruments"; Johnson, Daniel L.; Marsh, Alan H.; and Harris, Cyril M.); New York; McGraw-Hill, Inc.; 1991; p. 5.13

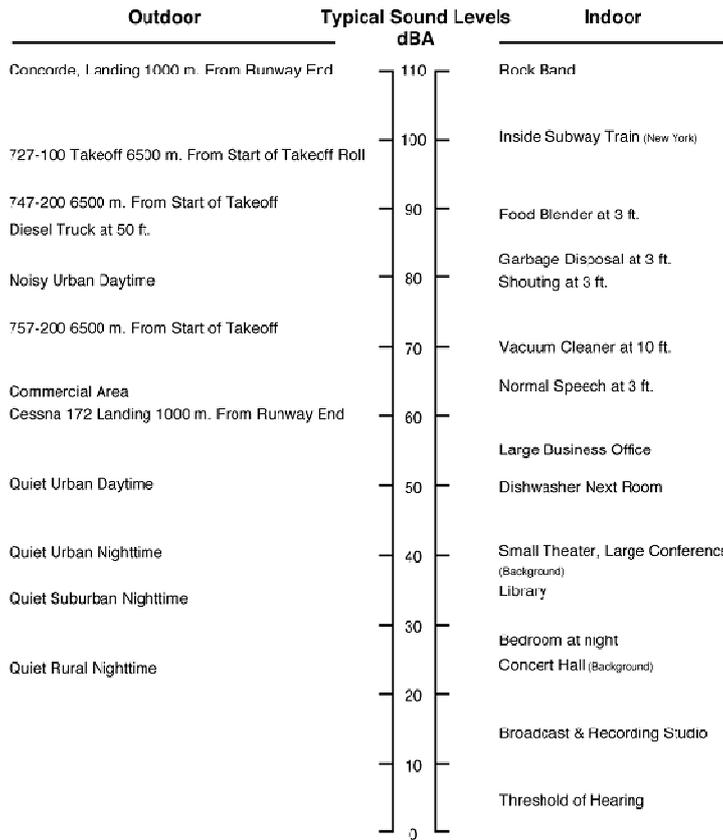


Figure F.3-2. Common Environmental Sound Levels, in dBA

Source: HMMH (Aircraft noise levels from FAA Advisory Circular 36-3G)

Though the chart and discussion above may not imply it, A-weighted sound levels in our environment vary over time as different sound sources occur throughout the day and night; sometimes the levels are caused by aircraft, sometimes by passing trucks or automobiles, or sometimes by children playing outdoors. Figure F.3-3 presents a noise event that is representative of an aircraft flyover and shows how noise levels may change over the course of the event.

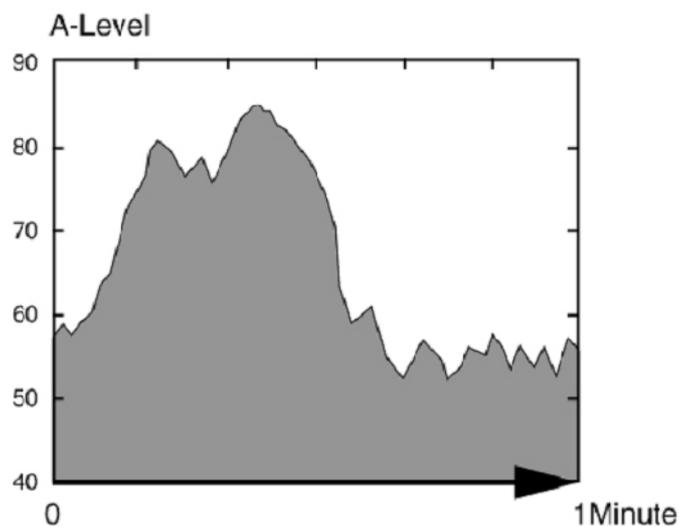


Figure F.3-3. Variations in the A-Weighted Sound Level Over Time
Source: HMMH

The variation in noise level over time often makes it convenient to describe a particular noise "event" by its maximum sound level, abbreviated as L_{max} . In Figure F.3-3, the L_{max} is approximately 85 dBA.

However, the maximum level describes only one dimension of an event; it provides no information on the cumulative noise exposure caused by the source. In fact, two events with identical maxima may produce very different total exposures. One may be of very short duration, while the other may continue for an extended period and be judged much more annoying. The next measure accounts for this deficiency by accommodating duration.

F.4 Sound Exposure Level, SEL

The most frequently used measure of noise exposure for an individual aircraft noise event (and the measure that Part 150 specifies for this purpose) is the Sound Exposure Level, or SEL. SEL is a measure of the total noise energy produced during an event, from the time when the A-weighted sound level first exceeds a threshold level (normally just above the background or ambient noise) to the time that the sound level drops back down below the threshold. To allow comparison of noise events with very different durations, SEL "normalizes" the duration in every case to one second; that is, it is expressed as the steady noise level with just a one-second duration that includes the same amount of noise energy as the actual longer duration, time-varying noise. In lay terms, SEL "squeezes" the entire noise event into one second.

Figure F.4-1 depicts this transformation. The shaded area represents the energy included in an SEL measurement for the noise event, where the threshold is set to 60 dBA. The darkly shaded vertical bar,

which is 90 dB high and just one second long (wide), contains exactly the same sound energy as the full event.

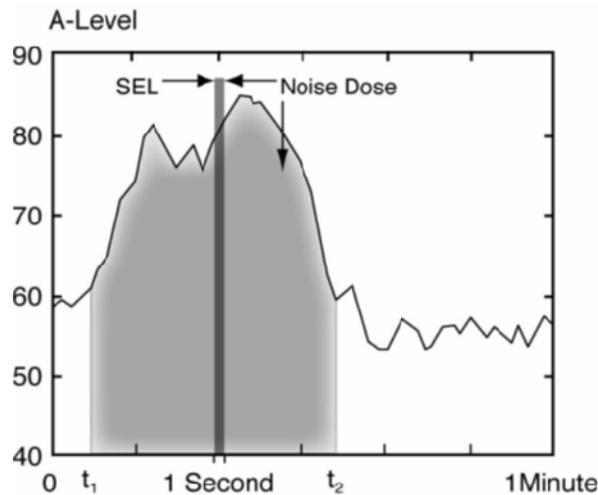


Figure F.4-1. Sound Exposure Level
Source: HMMH

F.5 Equivalent Sound Level, L_{eq}

The L_{max} and SEL quantify the noise associated with individual events. The remaining metrics in this section describe longer-term cumulative noise exposure that can include many events.

The Equivalent Sound Level (L_{eq}) is a measure of exposure resulting from the accumulation of A-weighted sound levels over a particular period of interest; for example, an hour, an eight hour school day, nighttime, or a full 24-hour day. Because the length of the period can differ, the applicable period should always be identified or clearly understood when discussing the metric. Such durations are often identified through additional notation, for example $L_{eq}(8)$ or $L_{eq}(24)$. L_{eq} is equivalent to the constant sound level over a period of interest that contains as much sound energy as the actual time-varying level. This is illustrated in Figure F.5-1. Both the solid and striped shaded areas have a one-minute L_{eq} value of 76 dB. Note, however, that the two signals (the constant one and the time-varying one) will sound very different.

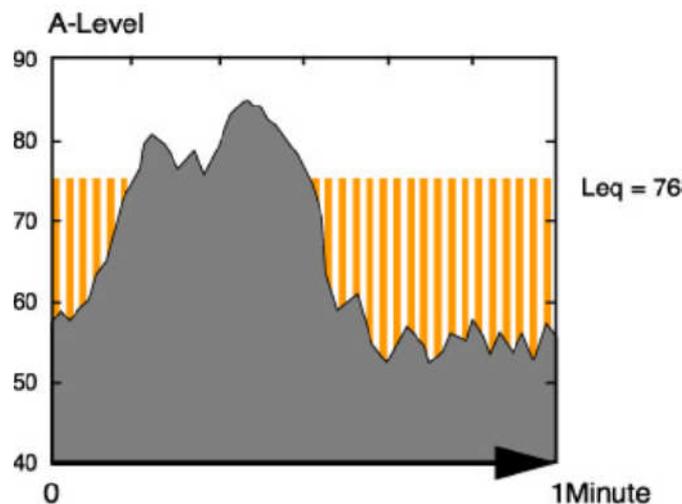


Figure F.5-1. Example of a One Minute Equivalent Sound Level
Source: HMMH

Also, be aware that the “average” sound level suggested by L_{eq} is not an arithmetic value, but a logarithmic, or “energy-averaged” sound level. Thus, loud events dominate L_{eq} measurements.

In airport noise studies, L_{eq} is often presented for consecutive one-hour periods to illustrate how the exposure rises and falls throughout a 24-hour period, and how individual hours are affected by unusual activity, such as rush hour traffic or a few loud aircraft.

F.6 Day-Night Average Sound Level, DNL

FAA requires that airports use a more complex measure of noise exposure to describe cumulative noise exposure during an average annual day: the Day-Night Average Sound Level, or DNL. The U.S. Environmental Protection Agency identified DNL as the most appropriate means of evaluating airport noise based on the following considerations (from “Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety,” U. S. EPA Report No. 550/9-74-004, March 1974):

1. The measure should be applicable to the evaluation of pervasive long-term noise in various defined areas and under various conditions over long periods of time.
2. The measure should correlate well with known effects of the noise environment and on individuals and the public.
3. The measure should be simple, practical and accurate. In principal, it should be useful for planning as well as for enforcement or monitoring purposes.
4. The required measurement equipment, with standard characteristics, should be commercially available.
5. The measure should be closely related to existing methods currently in use.
6. The single measure of noise at a given location should be predictable, within an acceptable tolerance, from knowledge of the physical events producing the noise.

7. The measure should lend itself to small, simple monitors, which can be left unattended in public areas for long periods of time.

Most federal agencies dealing with noise have formally adopted DNL. The Federal Interagency Committee on Noise (FICON) reaffirmed the appropriateness of DNL in 1992. The FICON summary report stated; “There are no new descriptors or metrics of sufficient scientific standing to substitute for the present DNL cumulative noise exposure metric.”

The DNL represents A-weighted noise as it occurs over a 24-hour period, with one important exception: DNL treats nighttime noise differently from daytime noise. In determining DNL, it is assumed that the A-weighted levels occurring at night (defined as 10 p.m. to 7 a.m.) are 10 dB louder than they really are. This 10 dB penalty is applied to account for 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.

Figure F.3-3 illustrated the A-weighted sound level due to an aircraft fly-over as it changed with time. The top frame of Figure F.6-1 repeats this figure. The shaded area reflects the noise dose that a listener receives during the one-minute period of the sample. The center frame of Figure F.6-1 includes this one minute sample within a full hour. The shaded area represents the noise during that hour with 16 noise events, each producing an SEL. Similarly, the bottom frame includes the one-hour interval within a full 24 hours. Here the shaded area represents the listener’s noise dose over a complete day. Note that several overflights occur at when the background noise drops some 10 dB, to approximately 45 dBA.

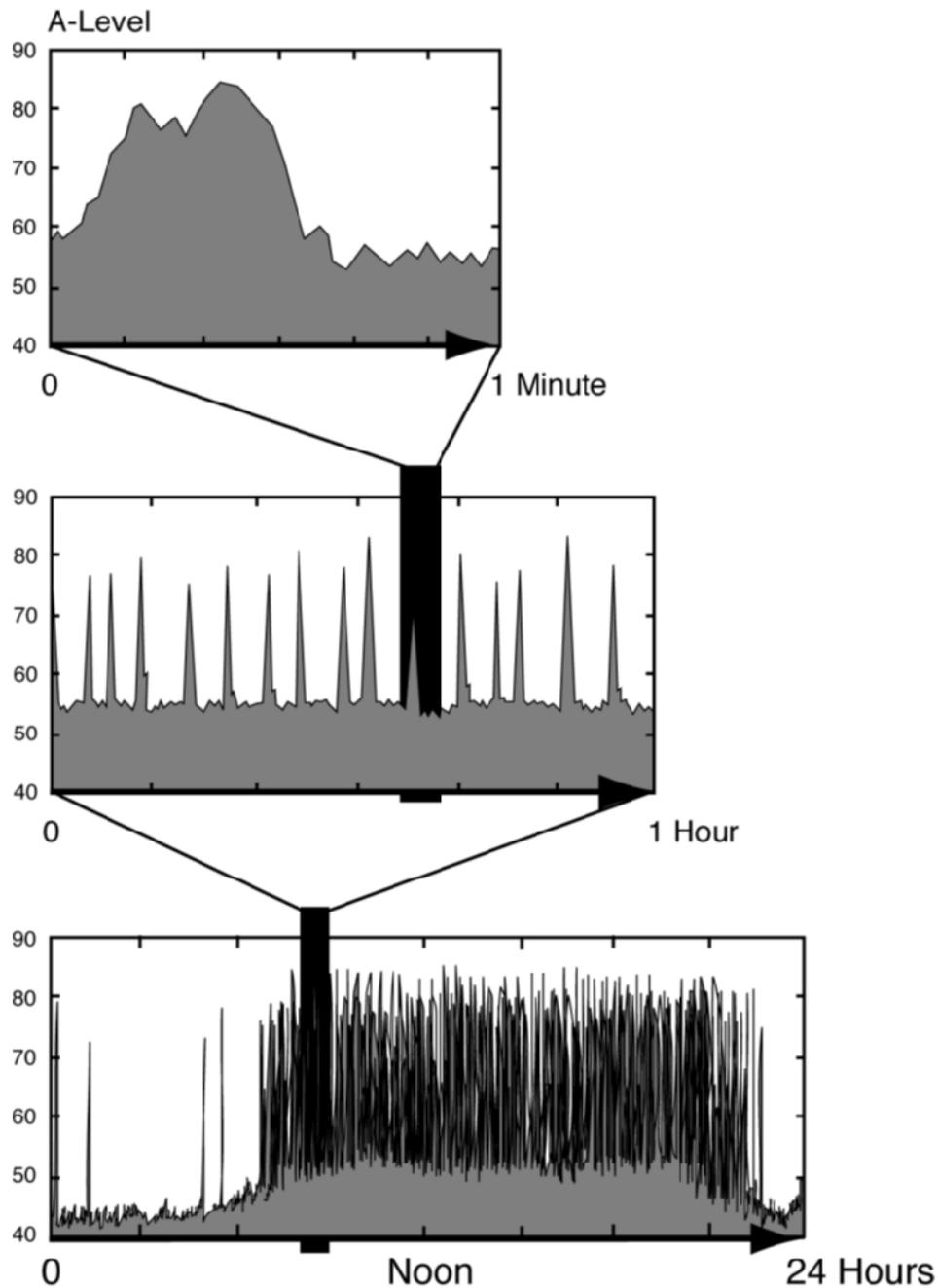


Figure F.6-1. Daily Noise Dose
Source: HMMH

DNL can be measured or estimated. Measurements are practical only for obtaining DNL values for relatively limited numbers of points, and, in the absence of a permanently installed monitoring system, only for relatively short time periods. Most airport and airspace noise studies are based on computer-generated DNL estimates, determined by accounting for all of the SELs from individual events which comprise the total noise dose at a given location. Computed DNL values are often depicted in terms of

equal-exposure noise contours (much as topographic maps have contours of equal elevation), or by color-coded grid points representing population centroids, specific noise-sensitive sites (such as schools or places of worship), or non-specific but uniform coverage of a hugely-expansive study area. Figure F.6-2 depicts typical DNL values for a variety of noise environments.

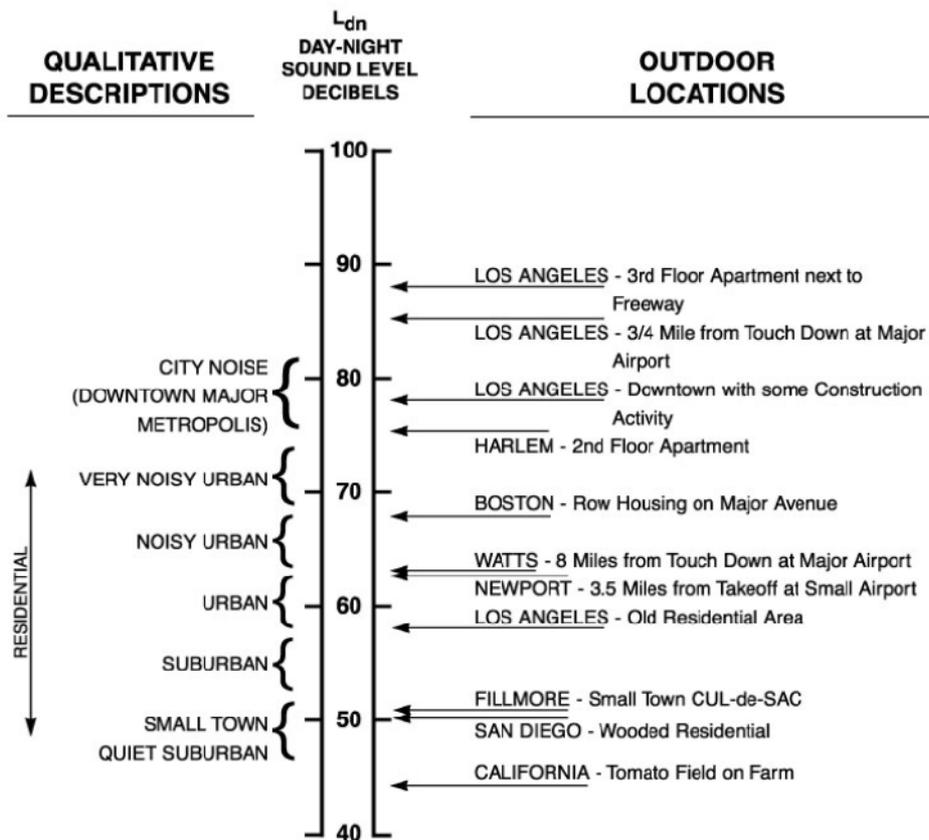


Figure F.6-2. Examples of Day-Night Average Sound Levels, DNL

Source: United States Environmental Protection Agency, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety, March 1974, p. 14.

F.7 Community Annoyance

Numerous psychoacoustic surveys provide substantial evidence that individuals' reactions to noise vary widely for a given noise exposure level. However, since the early 1970's, researchers have determined (and subsequently confirmed) that a community's aggregate response is generally predictable and relates reasonably well to measures of cumulative noise exposure such as DNL. Figure F.7-1 shows the widely recognized relationship between environmental noise and the percentage of people "highly annoyed," annoyance being the key indicator of community response usually cited in this body of research.

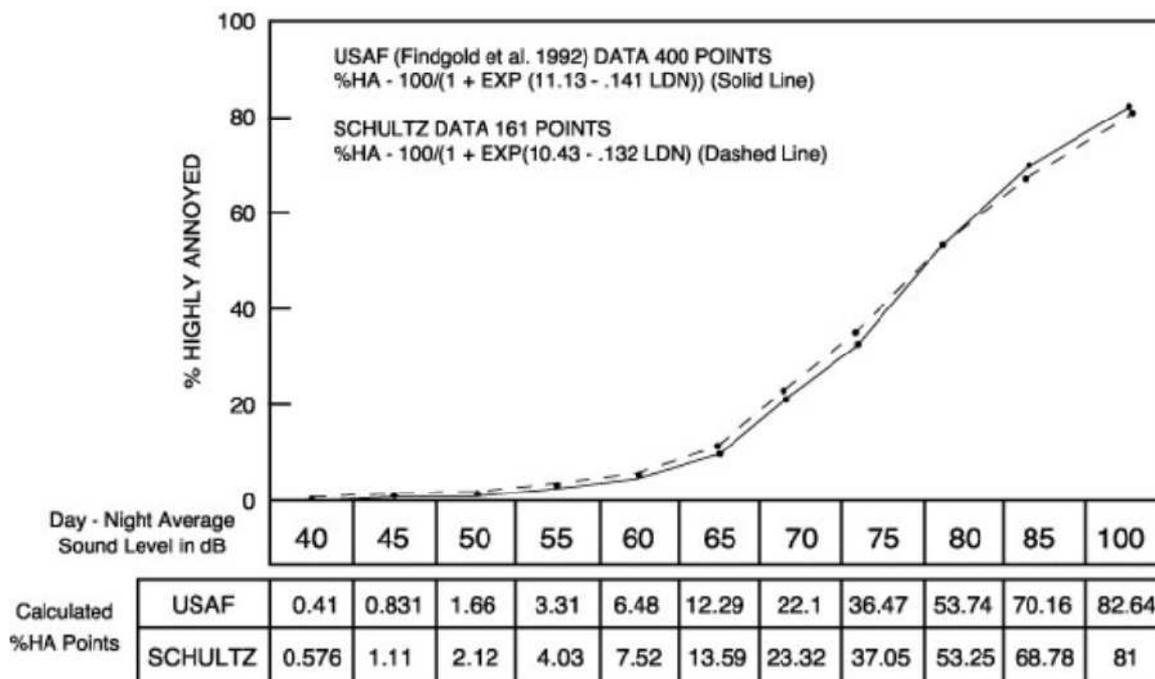


Figure F.7-1. Percentage of People Highly Annoyed

Source: Federal Interagency Committee on Noise. Federal Agency Review of Selected Airport Noise Analysis Issues. August 1992. (From data provided by USAF Armstrong Laboratory). pp. 3-6.

This relationship indicates that at levels as low as the EPA's identified DNL of 55 dB, on the order of 3 to 4 percent of the exposed population will still be highly annoyed, while the percentage increases to 12 to 13 percent at DNL levels of 65 dB, and 22 to 23 percent at DNL levels of 70 dB.

F.8 Noise/Land Use Compatibility Guidelines

The FAA, other federal agencies, and several states have developed guidelines for identifying which land uses are compatible with which noise exposure levels – the more noise-sensitive the land use, the lower the noise exposure should be in order to achieve compatibility. Thus, DNL estimates have two principal uses in an aviation noise analysis:

- To provide a basis for comparing existing noise conditions with the future effects of noise abatement procedures and/or forecast changes in airport activity; and
- To provide a quantitative basis for identifying potential noise impacts.

Both of these functions require the application of objective criteria for evaluating noise impacts. 14 CFR Part 150 provides the FAA's recommended guidelines for determining noise/land use compatibility. They are shown in Table F.8-1 below.

According to these FAA guidelines, all identified land uses, even the more noise-sensitive ones, normally are compatible with aircraft noise at DNL levels below 65 dB. The significance of this level is supported in a formal way by standards adopted by the U. S. Department of Housing and Urban Development (HUD). Part 51 of the Code of Federal Regulations indicates that areas exposed to DNL levels less than or equal to 65 dB are acceptable for HUD funding. Areas exposed to noise levels between DNL 65 dB

and 75 dB are "normally unacceptable," and require special abatement measures and review. Those at 75 dB and above are "unacceptable" except under very limited circumstances. Part 150 permits airports and local land use control jurisdictions to adopt land use compatibility criteria that differ from the guidelines reproduced in Table F.8-1. Seattle has not done so.

Table F.8-1. FAR PART 150 Noise/Land Use Compatibility Guidelines

Land Use	Yearly Day-Night Average Sound Level, DNL, in Decibels (Key and notes on following page)					
	<65	65-70	70-75	75-80	80-85	>85
Residential Use						
Residential other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home park	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail--building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade--general	Y	Y	Y(2)	Y(3)	Y(4)	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

Key to Table F.8-1. FAR Part 150 Noise/Land Use Compatibility Guidelines

- SLCUM: Standard Land Use Coding Manual.
- Y(Yes): Land use and related structures compatible without restrictions.
- N(No): Land use and related structures are not compatible and should be prohibited.
- NLR: Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
- 25, 30, or 35: Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

Notes for Table F.8-1. FAR Part 150 Noise/Land Use Compatibility Guidelines

The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

1. Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often started as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
2. Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
3. Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
4. Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
5. Land use compatible provided special sound reinforcement systems are installed.
6. Residential buildings require an NLR of 25.
7. Residential buildings require an NLR of 30
8. Residential buildings not permitted.

Appendix G NOISE MODELING TECHNICAL REPORT

G.1 Noise Modeling Methodology and Data Inputs

FAA Order 1015.1E specifies that one of three noise models -- FAA's Integrated Noise Model (INM), its Heliport Noise Model (HNM), or its Noise Integrated Routing System (NIRS) -- should be used for an Environmental Assessment¹. However, paragraph 14.5e further specifies that for air traffic airspace actions over large study areas or at altitudes above 3,000 feet above ground level (AGL), noise modeling "will be conducted using NIRS." A beneficial newly-approved feature of the model is that, in addition to its noise modeling capabilities, NIRS now also incorporates a fuel burn and aircraft emissions database developed by EUROCONTROL – an intergovernmental group of 39 member states headquartered in Brussels. Known as the Base of Aircraft Data (BADA), the database is part of an aircraft performance model developed in cooperation with aircraft manufacturers and airlines designed to support the evaluation of new air traffic management concepts and to be used in environmental studies of aircraft emissions². NIRS, Version 7.0b.2³ was used for all evaluations of noise, emissions and fuel burn in the Greener Skies EA.

FAA Order 1050.1E specifies that analysis for the EA should be done with the yearly Day-Night Average Sound Level (YDNL or DNL) noise metric. In accordance with Order 1050.1E, this analysis considers the noise exposure for the following seven scenarios:

- Existing Conditions (2012)
- First year of proposed implementation (2014) – No-action
- Future year of proposed implementation (2018) – No-action
- Future year of proposed implementation (2023) – No-action
- First full year of proposed I-1 implementation (2014) – Proposed Action
- Future year of proposed I-1 implementation (2018) – Proposed Action
- Future year of proposed I-1 implementation (2023) – Proposed Action

The 2012 operational scenario is used to represent the current noise environment. The 2014 Proposed Action noise results will be compared to the 2014 No-action Alternative to determine if there are any increases in noise levels that will meet or exceed FAA's criteria. The 2018 and 2023 Proposed Action results also will be compared to the 2018 No-action alternative and will be compared to FAA's criteria.⁴ Fuel burn and Green House Gas (GHG) emission comparisons are also reported for the future scenarios.

The NIRS requires inputs in a number of categories, including:

- Routes and events for each scenario

¹ Other methodology and computer models can be used with prior written approval from FAA's Office of Environment and Energy (AEE.) (FAA order 1050.1E Change 1, Appendix A, Section 14.2b).

² <http://www.eurocontrol.int/products/bada>

³ FAA released NIRS Version 7.0b.2 on March 2, 2012 (website). This was the most current version of NIRS at the time of the noise analysis.

⁴ FAA's criteria for airspace related EAs are defined in FAA order 1050.1E, Change 1, specifically Appendix A, Section 14.3, 14.4, and 14.5e.

- Airport and runway locations
- Annualization weights for each traffic component of each scenario
- Additional population locations for calculation of DNL
- Additional grids for calculation of DNL and other metrics
- Geographic areas
- Terrain files

Data for this project came from various sources and were used for many of the input categories discussed above. Several of the primary sources of data are listed below, while additional sources are later discussed as appropriate.

- Radar Data. The FAA provided HMMH with 12 one-week samples of PDARS data in IFF format 2.6 with no modifications.
 - Dates: the dates are based on local time. The date ranges are meant to be inclusive
 - 01/09/2011 to 01/15/2011
 - 02/13/2011 to 02/19/2011
 - 03/06/2011 to 03/12/2011
 - 04/17/2011 to 04/23/2011
 - 05/08/2011 to 05/14/2011
 - 06/12/2011 to 06/18/2011
 - 07/10/2011 to 07/16/2011
 - 08/14/2011 to 08/20/2011
 - 09/11/2011 to 09/17/2011
 - 10/09/2011 to 10/15/2011
 - 11/07/2011 to 11/13/2011
 - 12/04/2011 to 12/10/2011
- Landrum & Brown's Port of Seattle Part 150 study. This included an INM study representing 2009 and 2016 conditions, flight tracks, associated noise location modeling grid points, associated terrain data, high level operation summary that is consistent with the 2009 and 2016 publicly available FAA approved forecast.⁵
- Interviews. HMMH had discussions with personnel at the airport, particularly flight tower operators regarding activity and traffic flow at the airport.

⁵ <http://www.airportsites.net/SEA-Part150/documents/SEA%20Part%20150%20Forecast%2020100819.pdf>

HMMH's assumptions and data collection processes for each of these items are discussed below.

G.2 Airport Layout

The layout of an airfield is an important modeling input. Accurate runway information places modeled flights in the correct locations. Elevation data allow the NIRS to calculate runway gradients, which influence modeled take-off roll and landing distance.

The runway information for SEA, including runway end locations, elevations, width, and length and the locations and elevation of the airport reference point were taken from FAA data and cross checked with the recent/ongoing Part 150. Runway information for SEA is presented in Table G.2-1. Figure G-1 shows the FAA airport Diagram for SEA.

Table G.2-1. Seattle-Tacoma International Airport Runway Information

Runway End	Latitude (decimal degrees)	Longitude (decimal degrees)	Elevation (ft, MSL)	Width (ft)	Length (ft)
16L	47.463792	-122.307753	433	150	11901
16R	47.463835	-122.317856	415	150	8500
16C	47.463806	-122.310988	430	150	9426
16Q	47.463792	-122.307753	433	150	9387.8
34L	47.440531	-122.318061	356	150	8500
34R	47.431172	-122.308041	347	150	11901
34C	47.437968	-122.311213	363	150	9426
34Q	47.438056	-122.307982	363	150	9387.8

Notes: Latitude/Longitude coordinates referenced to North American Datum 1983 (NAD 83)

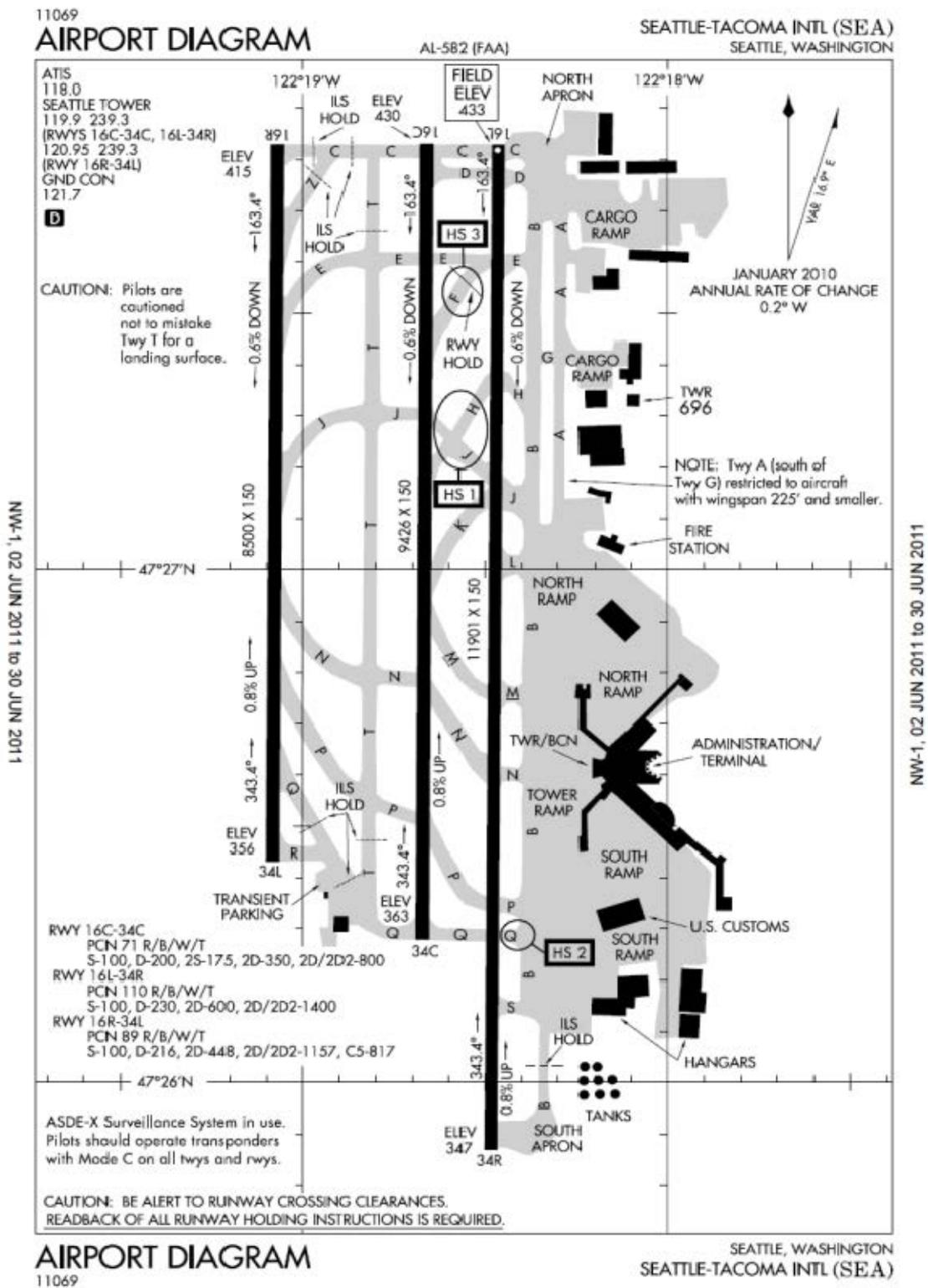


Figure G-1. Seattle-Tacoma International Airport Diagram

G.3 Aircraft Operations

Operations data for each of the four study years were developed from the on-going Part 150 Study. Table G.3-1 lists the different forecast aircraft type for four operations categories:

- Jet w/RNAV
- Jet
- Dash 8
- Prop

Table G.3-1. Forecast Aircraft Type by Category

Category:	Jet w/RNAV			Jet	Dash 8	Prop
FAA Approved Forecast Aircraft Type	747-400	B737-800	CRJ-900	B727	DHC8-100	ANTONOV 12
	A300-600F	B737-900	E190	B727-200	DHC8-200	ATR-42
	A310F	B747-400	MD-10F	B727F	DHC8-300	ATR-72
	A318	B757	MD-11F	B737	DHC8-400	BEECH 18
	A319	B757-200	MD80	B737F		Cessna (light aircraft)
	A320	B757-200F	MD-80F	B747		Cessna (single turboprop)
	A321	B757-300	MD90	B747F		CESSNA 208
	A330	B767		B777-200		EMB-120
	A330-200	B767-200		B777-300ER		F-27
	A330-300	B767-300		DC10		ANTONOV 12
	A340-300	B767-400		DC-8F		ATR-42
	B717	B777		DC-9F		
	B737-300	B777F		F28		
	B737-400	B787		L100-30F		
	B737-500	CRJ-200		MD83		
B737-700	CRJ-700					

Source: <http://www.airportsites.net/SEA-Part150/documents/SEA%20Part%20150%20Forecast%2020100819.pdf>

Table G.3-2 presents the annual forecast aircraft operations split by category and study year. Operations for 2012, 2014, 2018 and 2023 were interpolated from the publicly available FAA approved forecast years. Operations remain the same for the No-action and Proposed Action forecast years.

Table G.3-2. Summary of Operations Forecasts

Operations Category	2012	2014	2018	2023
Jet w/RNAV	235,967	248,066	277,356	321,655
Jet	12,591	10,455	9,043	9,949
Dash 8	71,167	76,248	86,153	96,363
Prop	17,816	14,912	12,643	13,257
Total	337,541	349,618	385,195	441,224

The NIRS requires that the user assign a specific aircraft type from the NIRS's standard database to each operation. In addition, the day-night split of aircraft operations is important with the DNL metric. A nighttime operation, defined in the DNL metric as an operation between 10 PM and 7 AM, is penalized 10 dB, mathematically equivalent to an operation being counted as if it occurred ten times.

Table G.3-3 provides the daily operations for the existing (2012) conditions. Table G.3-4, Table G.3-5 and Table G.3-6 present the operations for the 2014, 2018, and 2023 No-action Alternative and Proposed Action, respectively.

G.3.1 Aircraft Noise Performance

Specific noise and performance data must be entered into the NIRS for each aircraft type operating at the airport. Noise data are included in the form of sound exposure levels (SELs) at a range of distances from a particular aircraft with engines at a specific thrust level. Performance data include thrust, speed and altitude profiles for takeoff and landing operations. The NIRS database contains standard noise and performance data for over one hundred different fixed wing aircraft types, most of which are civilian aircraft. The NIRS automatically accesses the noise and performance data for takeoff and landing operations by those aircraft.

In some cases however, the actual aircraft types operating at SEA did not always match the types or the performance characteristics in the NIRS database. While many aircraft could be modeled by direct assignments from the standard NIRS database, several were not listed as having procedure steps in the NIRS database – a format needed to properly model level-off segments as aircraft climb or descend within the study area. Other aircraft types do not exist in the database at all. For those aircraft, FAA-approved substitutions must be used. The details of these changes, the submission to FAA’s Office of Environment and Energy (AEE-100), and FAA’s associated approval are provided in Appendix E. FAA approved substitutions came from the NIRS User’s Guide Version 7.0b.2⁶.

Table G.3-3. Existing 2012 Operations

<i>NIRS Type</i>	<i>Arrival</i>		<i>Departure</i>		<i>Total</i>
	Day	Night	Day	Night	
717200	0.4	0.1	0.4	0.1	1
727D15/MD11PW	0.4	0.4	0.4	0.4	1.6
737300	9.7	1.8	9.7	1.8	22.9
737400	22.1	4.1	22.1	4.1	52.3
737500	2	0.4	2	0.4	4.6
737700	43.4	8	43.4	8	102.6
737700/737800	95	17.2	95	17.2	224.5
737QN	0.3	0.3	0.3	0.3	1.1
747200	0.3	0	0.3	0	0.6
747400	3.1	2.5	3.1	2.5	11.2
757PW	6.6	1.2	6.6	1.2	15.6
757RR/757300	7.5	1.4	7.5	1.4	17.7
757RR	6.3	1.1	6.3	1.1	14.7
767300	4	0.7	4	0.7	9.3
A300B4-203	0.4	0.4	0.4	0.4	1.6
A310-304/777200	2.9	0.2	2.9	0.2	6.2
A310-304/777300	0.4	0	0.4	0	0.9
A319-131	10.6	1.9	10.6	1.9	25
A320-211	14.5	2.7	14.5	2.7	34.4
A320-232	14.5	2.7	14.5	2.7	34.4
A321-232	2.7	0.5	2.7	0.5	6.4
A330-301	1.5	0.1	1.5	0.1	3.1
A330-343	2.9	0.2	2.9	0.2	6.1
A340-211	0.3	0	0.3	0	0.6
BEC58P	0.1	0	0.1	0	0.4
CIT3	0.1	0	0.1	0	0.2

⁶ March 2, 2012 FAA release; NIRS Version 7.0b.2 Appendix E, Supported Aircraft Substitutions

CL600	0.4	0.1	0.4	0.1	1
CL601	2.5	0.2	2.5	0.2	5.4
CNA172	1.2	0.2	1.2	0.2	2.7
CNA208	2.7	2.1	2.7	2.1	9.6
CNA441	4.7	1.4	4.7	1.4	12.3
CNA500	0.1	0	0.1	0	0.1
CNA750	0.1	0	0.1	0	0.3
CRJ9-ER	20.3	2.1	20.3	2.1	44.8
DC1010	1.2	1.4	1.2	1.4	5.2
DHC8	0.1	0.1	0.1	0.1	0.5
DHC830	93.9	9.1	93.9	9.1	205.9
EMB120	5.4	0.6	5.4	0.6	12.1
GIV	0.1	0	0.1	0	0.2
GV	3.9	0.7	3.9	0.7	9.2
HS748A	0.1	0.1	0.1	0.1	0.3
IA1125	0.1	0	0.1	0	0.4
LEAR35	0.3	0.1	0.3	0.1	0.7
MD9025/MD83	5.3	1	5.3	1	12.6
MD9028	0.6	0.1	0.6	0.1	1.5
MU3001	0.4	0.1	0.4	0.1	1
Total	395.4	67.3	395.4	67.3	924.8

Note: Totals and subtotals may not match exactly due to rounding

Table G.3-4. Forecast Operations 2014 No-action and Proposed Action

<i>NIRS Type</i>	<i>Arrival</i>		<i>Departure</i>		<i>Total</i>
	<i>Day</i>	<i>Night</i>	<i>Day</i>	<i>Night</i>	
717200	0.2	0	0.2	0	0.5
727D15/MD11PW	0.4	0.4	0.4	0.4	1.6
737300	8	1.5	8	1.5	18.9
737400	18.9	3.4	18.9	3.4	44.7
737500	1.6	0.3	1.6	0.3	3.9
737700	47.2	8.6	47.2	8.6	111.5
737700/737800	107	19.3	107	19.3	252.6
737QN	0.1	0.1	0.1	0.1	0.4
747200	0.3	0	0.3	0	0.6
747400	3.4	2.7	3.4	2.7	12.2
757PW	3.8	0.7	3.8	0.7	8.9
757RR/757300	7.7	1.4	7.7	1.4	18.2
757RR	2.8	0.5	2.8	0.5	6.6
767300	4.4	0.7	4.4	0.7	10.3
A300B4-203	0.4	0.4	0.4	0.4	1.7
A310-304/777200	3	0.2	3	0.2	6.5
A310-304/777300	0.4	0	0.4	0	0.9
A319-131	11.2	2	11.2	2	26.4
A320-211	18.4	3.4	18.4	3.4	43.6
A320-232	18.4	3.4	18.4	3.4	43.6
A321-232	2.9	0.5	2.9	0.5	6.8
A330-301	1.3	0.1	1.3	0.1	2.8
A330-343	3.3	0.2	3.3	0.2	7.1
A340-211	0.2	0	0.2	0	0.5
BEC58P	0.1	0	0.1	0	0.4
CIT3	0.1	0	0.1	0	0.2
CL600	0.4	0.1	0.4	0.1	1.1
CL601	2.7	0.2	2.7	0.2	5.7
CNA172	0.7	0.1	0.7	0.1	1.7
CNA208	2.4	2.1	2.4	2.1	9

CNA441	4.5	1.4	4.5	1.4	11.7
CNA500	0.1	0	0.1	0	0.2
CNA750	0.1	0	0.1	0	0.3
CRJ9-ER	20.3	2.1	20.3	2.1	44.7
DC1010	1.3	1.4	1.3	1.4	5.4
DHC8	0.1	0.1	0.1	0.1	0.5
DHC830	100.5	9.6	100.5	9.6	220.3
EMB120	2.7	0.3	2.7	0.3	6
GIV	0.1	0	0.1	0	0.2
GV	4.5	0.8	4.5	0.8	10.6
HS748A	0.1	0.1	0.1	0.1	0.3
IA1125	0.2	0	0.2	0	0.4
LEAR35	0.3	0.1	0.3	0.1	0.7
MD9025/MD83	2.7	0.5	2.7	0.5	6.3
MD9028	0.3	0.1	0.3	0.1	0.8
MU3001	0.4	0.1	0.4	0.1	1.1
Total	409.9	68.9	409.9	68.9	958.4

Note: Totals and subtotals may not match exactly due to rounding

Table G.3-5. Forecast Operations 2018 No-action and Proposed Action

NIRS Type	Arrival		Departure		Total
	Day	Night	Day	Night	
717200	0	0	0	0	0
727D15/MD11PW	0.4	0.5	0.4	0.5	1.8
737300	3.8	0.7	3.8	0.7	8.9
737400	8.8	1.6	8.8	1.6	20.9
737500	0.7	0.1	0.7	0.1	1.6
737700	56.8	10.3	56.8	10.3	134
737700/737800	135.7	24.3	135.7	24.3	320
737QN	0.1	0.1	0.1	0.1	0.2
747200	0.3	0	0.3	0	0.7
747400	3.8	3	3.8	3	13.7
757PW	0.5	0.1	0.5	0.1	1.1
757RR/757300	8.5	1.5	8.5	1.5	20
757RR	0.3	0	0.3	0	0.7
767300	3.6	0.5	3.6	0.5	8.3
A300B4-203	0.4	0.5	0.4	0.5	1.8
A310-304/777200	3.3	0.2	3.3	0.2	7.1
A310-304/777300	0.5	0	0.5	0	1.1
A319-131	12.6	2.3	12.6	2.3	29.8
A320-211	23.8	4.3	23.8	4.3	56.4
A320-232	23.8	4.3	23.8	4.3	56.4
A321-232	3.2	0.6	3.2	0.6	7.7
A330-301	1.2	0.1	1.2	0.1	2.6
A330-343	5.4	0.5	5.4	0.5	11.9
A340-211	0.3	0	0.3	0	0.6
BEC58P	0.1	0	0.1	0	0.4
CIT3	0.1	0	0.1	0	0.2
CL600	0.5	0.1	0.5	0.1	1.2
CL601	2.9	0.2	2.9	0.2	6.2
CNA172	0.3	0.1	0.3	0.1	0.7
CNA208	2.1	2.3	2.1	2.3	8.7
CNA441	4.3	1.3	4.3	1.3	11.3
CNA500	0.1	0	0.1	0	0.2
CNA750	0.1	0	0.1	0	0.4
CRJ9-ER	21.6	2.2	21.6	2.2	47.5

DC1010	1.4	1.6	1.4	1.6	5.9
DHC8	0.1	0.1	0.1	0.1	0.6
DHC830	113.8	10.5	113.8	10.5	248.7
EMB120	0	0	0	0	0
GIV	0.1	0	0.1	0	0.2
GV	5.5	0.9	5.5	0.9	13
HS748A	0.1	0.1	0.1	0.1	0.3
IA1125	0.2	0	0.2	0	0.5
LEAR35	0.3	0.1	0.3	0.1	0.8
MD9025/MD83	0	0	0	0	0
MD9028	0	0	0	0	0
MU3001	0.5	0.1	0.5	0.1	1.3
Total	451.9	75.1	451.9	75.1	1055.4

Note: Totals and subtotals may not match exactly due to rounding

Table G.3-6. Forecast Operations 2023 No-action and Proposed Action

NRIS Type	Arrival		Departure		Total
	Day	Night	Day	Night	
717200	0	0	0	0	0
727D15/MD11PW	0.5	0.5	0.5	0.5	1.9
737300	0	0	0	0	0
737400	0	0	0	0	0
737500	0	0	0	0	0
737700	69.5	12.6	69.5	12.6	164.2
737700/737800	172.9	31.1	172.9	31.1	407.9
737QN	0.1	0.1	0.1	0.1	0.2
747200	0.3	0	0.3	0	0.7
747400	4	3.1	4	3.1	14.3
757PW	0	0	0	0	0
757RR/757300	9.6	1.7	9.6	1.7	22.7
757RR	0.3	0	0.3	0	0.8
767300	1.6	0.1	1.6	0.1	3.5
A300B4-203	0.5	0.5	0.5	0.5	2
A310-304/777200	3.6	0.3	3.6	0.3	7.6
A310-304/777300	0.5	0	0.5	0	1.2
A319-131	14.3	2.6	14.3	2.6	33.7
A320-211	27	4.9	27	4.9	63.8
A320-232	27	4.9	27	4.9	63.8
A321-232	3.7	0.7	3.7	0.7	8.7
A330-301	1.1	0.1	1.1	0.1	2.3
A330-343	9.3	1.3	9.3	1.3	21.2
A340-211	0.5	0	0.5	0	1.2
BEC58P	0.1	0	0.1	0	0.3
CIT3	0.1	0	0.1	0	0.3
CL600	0.6	0.1	0.6	0.1	1.5
CL601	3	0.2	3	0.2	6.4
CNA172	0.3	0.1	0.3	0.1	0.7
CNA208	2.3	2.5	2.3	2.5	9.4
CNA441	4.6	1.3	4.6	1.3	12
CNA500	0.1	0	0.1	0	0.2
CNA750	0.2	0	0.2	0	0.4
CRJ9-ER	24.5	2.4	24.5	2.4	53.6
DC1010	1.5	1.7	1.5	1.7	6.3
DHC8	0.1	0.2	0.1	0.2	0.6
DHC830	127.3	11.5	127.3	11.5	277.6

EMB120	0	0	0	0	0
GIV	0.1	0	0.1	0	0.2
GV	6.3	1.1	6.3	1.1	14.7
HS748A	0.1	0.1	0.1	0.1	0.3
IA1125	0.2	0.1	0.2	0.1	0.6
LEAR35	0.4	0.1	0.4	0.1	1
MD9025/MD83	0	0	0	0	0
MD9028	0	0	0	0	0
MU3001	0.6	0.1	0.6	0.1	1.5
Total	518.7	86	518.7	86	1209.3

Note: Totals and subtotals may not match exactly due to rounding

G.4 Runway Utilization

Runway use describes the percent use of each of the runways and is affected by many factors including weather, runway length requirements, instrumentation available on each runway, and, if applicable, traffic flow at nearby airports.

HMMH identified runway use information presented in the Port of Seattle’s Part 150 Study. The Proposed Action is not expected to change runway use.

Table G.4-1 provides the runway use for the existing conditions and all future No-action and Proposed Action Alternatives.

Table G.4-1. Runway Utilization

	Runway	Jet	Dash 8	Turbo Prop	Prop
Arrivals	16R	20%	23%	15%	12%
	16C	26%	28%	32%	27%
	16L	18%	16%	16%	19%
	34R	13%	10%	9%	9%
	34C	13%	13%	17%	18%
	34L	10%	11%	11%	15%
Total		100%	100%	100%	100%
Departures	16R	0%	1%	0%	0%
	16C	18%	18%	17%	19%
	16L	48%	46%	35%	38%
	34R	18%	15%	28%	28%
	34C	16%	17%	19%	16%
	34L	0%	2%	1%	0%
Total		100%	100%	100%	100%

Approximately 12% of aircraft that depart off of 34R do not go all the way to the runway end but make intersection takeoffs at the start of Taxiway Q (see airport diagram in Figure G-1 above). These smaller types are noted by asterisk in the tables that follow. Heavy aircraft, however, utilize the full length of the runway.

G.5 Flight Tracks and Flight Track Utilization

HMMH identified track use information presented in the Port of Seattle’s Part 150 Study. Table G.5-1 and Table G.5-2 provide a list of the arrival and departure flight track names, with accompanying figures, Figure G-2 and Figure G-3, respectively. Each track name represents the combination of a single backbone track and the addition of up to 8 individual dispersed tracks. Dispersed tracks represent an aircraft’s displacement or angular deviation from a backbone track. The Proposed Action tracks assume reduced deviation due to the precision of the equipment and procedures. This is modeled by reducing the

number of dispersed tracks needed. Table G.5-3 provides the No Action arrival track utilization, Table G.5-4 provides the No Action and Proposed Action departure track utilization, and finally, Table G.5-5 provides the Proposed Action arrival track utilization. Copies of the NIRS input files can be made available through the FAA upon request.

Table G.5-1. List of Modeled Arrival Track Names

Runway 16C Tracks	Runway 16L Tracks	Runway 16R Tracks	Runway 34C Tracks	Runway 34L Tracks	Runway 34R Tracks	Proposed Action Tracks
Arrivals						
16CA2AO	16LA2AO	16RA2AO	34CA2A	34LA2A	34RA2A	BTG
16CA2AP	16LA2AP	16RA2AP	34CA2B	34LA2B	34RA2B	BTG_E
16CA2AT	16LA2AT	16RA2AT	34CA2C	34LA2C	34RA2C	BTG_HED
16CA2BO	16LA2BO	16RA2BO	34CA2D	34LA2D	34RA2D	BTG_SON
16CA2BP	16LA2BP	16RA2BP	34CA3AH	34LA3AH	34RA3AH	BTG_W
16CA2BT	16LA2BT	16RA2BT	34CA3AL	34LA3AL	34RA3AL	LAT_HED
16CA2CO	16LA2CO	16RA2CO	34CA3AO	34LA3AO	34RA3AO	LAT_SON
16CA2CP	16LA2CP	16RA2CP	34CA3BH	34LA3BH	34RA3BH	LATAY
16CA2CT	16LA2CT	16RA2CT	34CA3BL	34LA3BL	34RA3BL	LATAY_E
16CA3A	16LA3A	16RA3A	34CA3BO	34LA3BO	34RA3BO	LATAY_W
16CA3B	16LA3B	16RA3B	34CA3CH	34LA3CH	34RA3CH	ORC_DLT
16CA3C	16LA3C	16RA3C	34CA3CL	34LA3CL	34RA3CL	ORC_GRI
16CA4AH	16LA4AH	16RA4AH	34CA3CO	34LA3CO	34RA3CO	ORC_MOO
16CA4AL	16LA4AL	16RA4AL	34CA4A	34LA4A	34RA4A	ORC_SHI
16CA4AO	16LA4AO	16RA4AO	34CA5AO	34LA5AO	34RA5AO	ORCUS
16CA4B	16LA4B	16RA4B	34CA5AP	34LA5AP	34RA5AP	TOU
16CA5A	16LA5A	16RA5A	34CA5AT	34LA5AT	34RA5AT	TOU_DLT
16CA5B	16LA5B	16RA5B	34CA5B	34LA5B	34RA5B	TOU_GRI
			34CA5C	34LA5C	34RA5C	TOU_MOO
						TOU_SHI
						YVR
						YVR_DLT
						YVR_GRI
						YVR_MOO
						YVR_SHI
Notes:						

Table G.5-2. List of Modeled Departure Tracks

Runway 16C Tracks	Runway 16L Tracks	Runway 16R Tracks	Runway 34C Tracks	Runway 34L Tracks	Runway 34Q* Tracks	Runway 34R Tracks
Departures						
16CD1A	16LD1A	16RD1A	34CD1	34LD1	34QD1	34RD1
16CD1B	16LD1B	16RD1B	34CD2A	34LD2A	34QD2A	34RD2A
16CD1C	16LD1C	16RD1C	34CD2B	34LD2B	34QD2B	34RD2B
16CD1D	16LD1D	16RD1D	34CD2C	34LD2C	34QD2C	34RD2C
16CD2A	16LD2A	16RD2A	34CD2D	34LD2D	34QD2D	34RD2D
16CD2B	16LD2B	16RD2B	34CD3A	34LD3A	34QD3A	34RD3A
16CD3A	16LD3A	16RD3A	34CD3B	34LD3B	34QD3B	34RD3B
16CD3B	16LD3B	16RD3B	34CD3C	34LD3C	34QD3C	34RD3C
16CD4A	16LD4A	16RD4A	34CD3D	34LD3D	34QD3D	34RD3D
16CD4B	16LD4B	16RD4B	34CD3E	34LD3E	34QD3E	34RD3E
16CD4C	16LD4C	16RD4C	34CD3F	34LD3F	34QD3F	34RD3F
16CD5A	16LD5A	16RD5A	34CD4A	34LD4A	34QD4A	34RD4A
16CD5B	16LD5B	16RD5B	34CD4B	34LD4B	34QD4B	34RD4B
16CD5C	16LD5C	16RD5C	34CD4C	34LD4C	34QD4C	34RD4C
			34CD5A	34LD5A	34QD5A	34RD5A
			34CD5B	34LD5B	34QD5B	34RD5B

Notes:
*Tracks for aircraft that do not use full length of Runway 34R and instead depart from taxiway Q

Table G.5-3. No Action Arrival Track Utilization

Runway											
16C		16L		16R		34C		34L		34R	
16CA2AO	6%	16LA2AO	6%	16RA2AO	6%	34CA2A	8%	34LA2A	8%	34RA2A	8%
16CA2AP	3%	16LA2AP	2%	16RA2AP	3%	34CA2B	7%	34LA2B	7%	34RA2B	7%
16CA2AT	1%	16LA2AT	1%	16RA2AT	1%	34CA2C	2%	34LA2C	2%	34RA2C	2%
16CA2BO	1%	16LA2BO	1%	16RA2BO	1%	34CA2D	7%	34LA2D	7%	34RA2D	7%
16CA2BP	1%	16LA2BP	0%	16RA2BP	1%	34CA3AH	1%	34LA3AH	1%	34RA3AH	1%
16CA2BT	0%	16LA2BT	0%	16RA2BT	0%	34CA3AL	3%	34LA3AL	3%	34RA3AL	3%
16CA2CO	1%	16LA2CO	1%	16RA2CO	1%	34CA3AO	14%	34LA3AO	14%	34RA3AO	14%
16CA2CP	0%	16LA2CP	0%	16RA2CP	0%	34CA3BH	1%	34LA3BH	1%	34RA3BH	1%
16CA2CT	0%	16LA2CT	0%	16RA2CT	0%	34CA3BL	3%	34LA3BL	3%	34RA3BL	3%
16CA3A	15%	16LA3A	15%	16RA3A	15%	34CA3BO	13%	34LA3BO	13%	34RA3BO	13%
16CA3B	12%	16LA3B	12%	16RA3B	12%	34CA3CH	0%	34LA3CH	0%	34RA3CH	0%
16CA3C	3%	16LA3C	3%	16RA3C	3%	34CA3CL	0%	34LA3CL	0%	34RA3CL	0%
16CA4AH	1%	16LA4AH	1%	16RA4AH	1%	34CA3CO	2%	34LA3CO	2%	34RA3CO	2%
16CA4AL	6%	16LA4AL	6%	16RA4AL	6%	34CA4A	23%	34LA4A	23%	34RA4A	23%
16CA4AO	23%	16LA4AO	23%	16RA4AO	23%	34CA5AO	10%	34LA5AO	10%	34RA5AO	11%
16CA4B	1%	16LA4B	1%	16RA4B	1%	34CA5AP	4%	34LA5AP	4%	34RA5AP	3%
16CA5A	25%	16LA5A	25%	16RA5A	25%	34CA5AT	1%	34LA5AT	1%	34RA5AT	1%
16CA5B	1%	16LA5B	1%	16RA5B	1%	34CA5B	0%	34LA5B	0%	34RA5B	0%
						34CA5C	1%	34LA5C	1%	34RA5C	1%
Total:	100%		100%								

Notes:

Table G.5-4. No Action and Proposed Action Departure Track Utilization

Runway													
16C		16L		16R		34C		34L		34Q		34R	
16CD1A	23%	16LD1A	24%	16RD1A	18%	34CD1	14%	34LD1	3%	34QD1	15%	34RD1	15%
16CD1B	9%	16LD1B	8%	16RD1B	9%	34CD2A	7%	34LD2A	1%	34QD2A	7%	34RD2A	8%
16CD1C	1%	16LD1C	1%	16RD1C	2%	34CD2B	4%	34LD2B	1%	34QD2B	4%	34RD2B	5%
16CD1D	1%	16LD1D	1%	16RD1D	1%	34CD2C	4%	34LD2C	1%	34QD2C	4%	34RD2C	5%
16CD2A	4%	16LD2A	4%	16RD2A	3%	34CD2D	6%	34LD2D	1%	34QD2D	6%	34RD2D	6%
16CD2B	23%	16LD2B	24%	16RD2B	18%	34CD3A	14%	34LD3A	3%	34QD3A	15%	34RD3A	15%
16CD3A	11%	16LD3A	11%	16RD3A	8%	34CD3B	9%	34LD3B	2%	34QD3B	9%	34RD3B	9%
16CD3B	4%	16LD3B	5%	16RD3B	3%	34CD3C	4%	34LD3C	1%	34QD3C	4%	34RD3C	5%
16CD4A	7%	16LD4A	6%	16RD4A	11%	34CD3D	4%	34LD3D	1%	34QD3D	4%	34RD3D	4%
16CD4B	7%	16LD4B	6%	16RD4B	11%	34CD3E	4%	34LD3E	1%	34QD3E	4%	34RD3E	4%
16CD4C	1%	16LD4C	1%	16RD4C	2%	34CD3F	1%	34LD3F	0%	34QD3F	1%	34RD3F	2%
16CD5A	3%	16LD5A	2%	16RD5A	4%	34CD4A	6%	34LD4A	18%	34QD4A	5%	34RD4A	5%
16CD5B	3%	16LD5B	2%	16RD5B	4%	34CD4B	4%	34LD4B	13%	34QD4B	4%	34RD4B	4%
16CD5C	3%	16LD5C	2%	16RD5C	4%	34CD4C	1%	34LD4C	4%	34QD4C	1%	34RD4C	1%
						34CD5A	10%	34LD5A	31%	34QD5A	9%	34RD5A	8%
						34CD5B	7%	34LD5B	22%	34QD5B	7%	34RD5B	6%
Total:	100%		100%										

Notes:

Table G.5-5. Proposed Action Arrival Track Utilization

Runway											
16C		16L		16R		34C		34L		34R	
16CA2AO	0%	16LA2AO	0%	16RA2AO	0%	34CA2A	8%	34LA2A	8%	34RA2A	8%
16CA2AP	2%	16LA2AP	2%	16RA2AP	2%	34CA2B	7%	34LA2B	7%	34RA2B	7%
16CA2AT	0%	16LA2AT	0%	16RA2AT	0%	34CA2C	2%	34LA2C	2%	34RA2C	2%
16CA2BO	0%	16LA2BO	0%	16RA2BO	0%	34CA2D	7%	34LA2D	7%	34RA2D	7%
16CA2BP	1%	16LA2BP	0%	16RA2BP	1%	34CA3AH	0%	34LA3AH	0%	34RA3AH	0%
16CA2BT	0%	16LA2BT	0%	16RA2BT	0%	34CA3AL	1%	34LA3AL	1%	34RA3AL	1%
16CA2CO	0%	16LA2CO	0%	16RA2CO	0%	34CA3AO	4%	34LA3AO	4%	34RA3AO	4%
16CA2CP	0%	16LA2CP	0%	16RA2CP	0%	34CA3BH	0%	34LA3BH	0%	34RA3BH	0%
16CA2CT	0%	16LA2CT	0%	16RA2CT	0%	34CA3BL	1%	34LA3BL	1%	34RA3BL	1%
16CA3A	15%	16LA3A	15%	16RA3A	15%	34CA3BO	4%	34LA3BO	4%	34RA3BO	3%
16CA3B	12%	16LA3B	12%	16RA3B	12%	34CA3CH	0%	34LA3CH	0%	34RA3CH	0%
16CA3C	3%	16LA3C	3%	16RA3C	3%	34CA3CL	0%	34LA3CL	0%	34RA3CL	0%
16CA4AH	0%	16LA4AH	0%	16RA4AH	0%	34CA3CO	0%	34LA3CO	0%	34RA3CO	0%
16CA4AL	3%	16LA4AL	2%	16RA4AL	3%	34CA4A	23%	34LA4A	23%	34RA4A	23%
16CA4AO	6%	16LA4AO	5%	16RA4AO	6%	34CA5AO	1%	34LA5AO	0%	34RA5AO	1%
16CA4B	1%	16LA4B	1%	16RA4B	1%	34CA5AP	4%	34LA5AP	4%	34RA5AP	3%
16CA5A	25%	16LA5A	25%	16RA5A	25%	34CA5AT	0%	34LA5AT	0%	34RA5AT	0%
16CA5B	0%	16LA5B	0%	16RA5B	0%	34CA5B	0%	34LA5B	0%	34RA5B	0%
BTG	18%	BTG	19%	BTG	19%	34CA5C	1%	34LA5C	1%	34RA5C	1%
BTG_HED	2%	BTG_HED	2%	BTG_HED	2%	BTG_E	2%	BTG_E	2%	BTG_E	3%
LAT_HED	0%	LAT_HED	0%	LAT_HED	0%	BTG_SON	19%	BTG_SON	19%	BTG_SON	21%
LATAY	1%	LATAY	1%	LATAY	1%	BTG_W	2%	BTG_W	2%	BTG_W	3%

Runway											
16C		16L		16R		34C		34L		34R	
ORC_DLT	0%	ORC_DLT	0%	ORC_DLT	0%	LAT_SON	2%	LAT_SON	2%	LAT_SON	2%
ORC_GRI	6%	ORC_GRI	7%	ORC_GRI	7%	LATAY_E	0%	LATAY_E	0%	LATAY_E	0%
ORCUS	1%	ORCUS	1%	ORCUS	1%	LATAY_W	0%	LATAY_W	0%	LATAY_W	0%
TOU	0%	TOU	0%	TOU	0%	ORC_SHI	1%	ORC_SHI	1%	ORC_SHI	1%
TOU_DLT	0%	TOU_DLT	0%	TOU_DLT	0%	ORCUS	8%	ORCUS	8%	ORCUS	8%
TOU_GRI	1%	TOU_GRI	1%	TOU_GRI	1%	TOU	1%	TOU	1%	TOU	1%
YVR_MOO	0%	YVR_MOO	0%	YVR_MOO	0%	TOU_SHI	0%	TOU_SHI	0%	TOU_SHI	0%
Total:	100%		100%		100%		100%		100%		100%
Notes:											

G.6 Meteorological Conditions

The NIRS has several settings that affect aircraft performance profiles and sound propagation based on meteorological data. Meteorological settings include average annual temperature, barometric pressure, and relative humidity at the airport. Weather data acquired by the Port of Seattle for 2009 from the National Climatic Data Center (NCDC) 29 for SEA (WBAN #24233) were collected and reviewed. Based on analysis of the NCDC data, the average annual conditions for SEA include a temperature of 52.8 °F, sea level pressure of 29.92 inches of Hg, and a relative humidity of 70 percent.

G.7 Modeling Locations

While the previous sections have discussed parameters that affect the noise source considered in this study, i.e. aircraft operations, this section will discuss the various modeling locations, or noise receivers, for which aircraft noise exposure levels were computed using the NIRS. These locations represent noise sensitive land use, or other locations of interest. For this study, several different types of locations were identified in the study area and these locations are represented by a total of 55,786 individual modeled points. Noise results at these points are mentioned in Appendix H as available on CD, though a copy of NIRS is needed to view the results.

All modeled points were adjusted for terrain elevation so that aircraft altitudes over the ground would be more accurately represented in the noise calculations. Elevation data were downloaded from the United States Geographic Survey (USGS). Terrain files imported into NIRS for noise computations must be in the USGS 1:250,000 scale DEM format – 1 degree square with 3 by 3 arc-second data spacing.

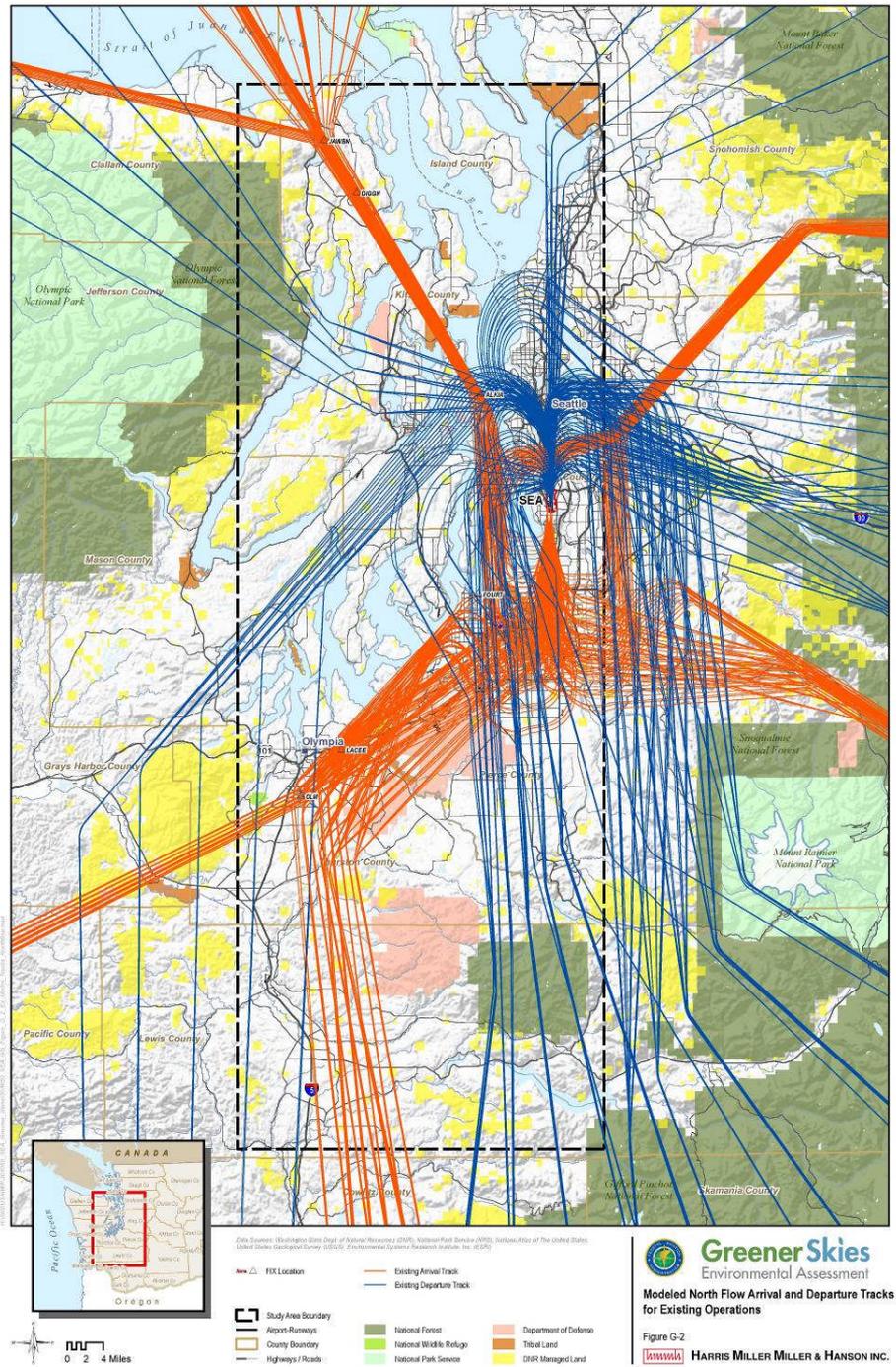


Figure G-2. Modeled North Flow Arrival and Departure Tracks for Existing Operations

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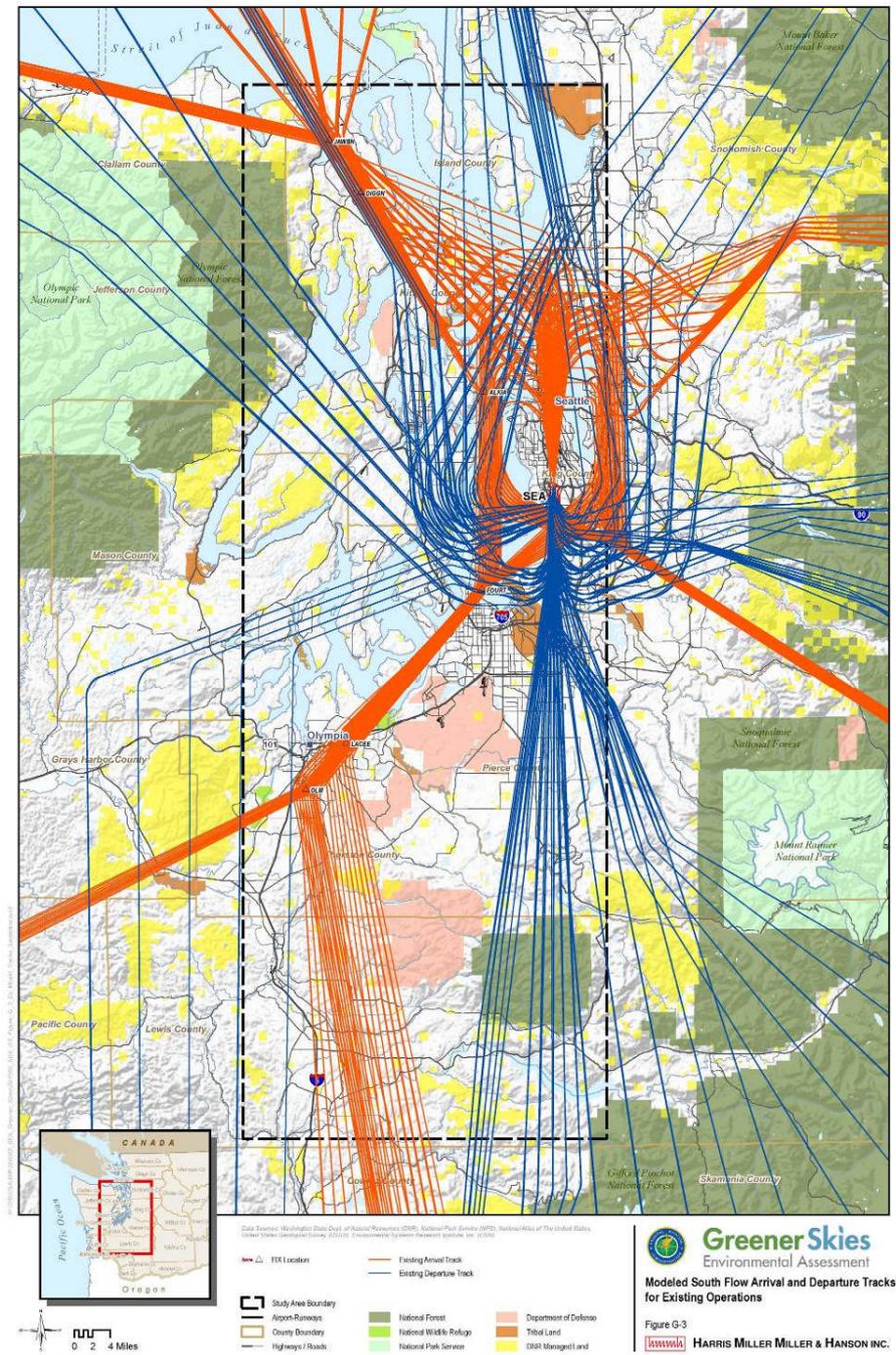


Figure G-3. Modeled South Flow Arrival and Departure Tracks for Existing Operations

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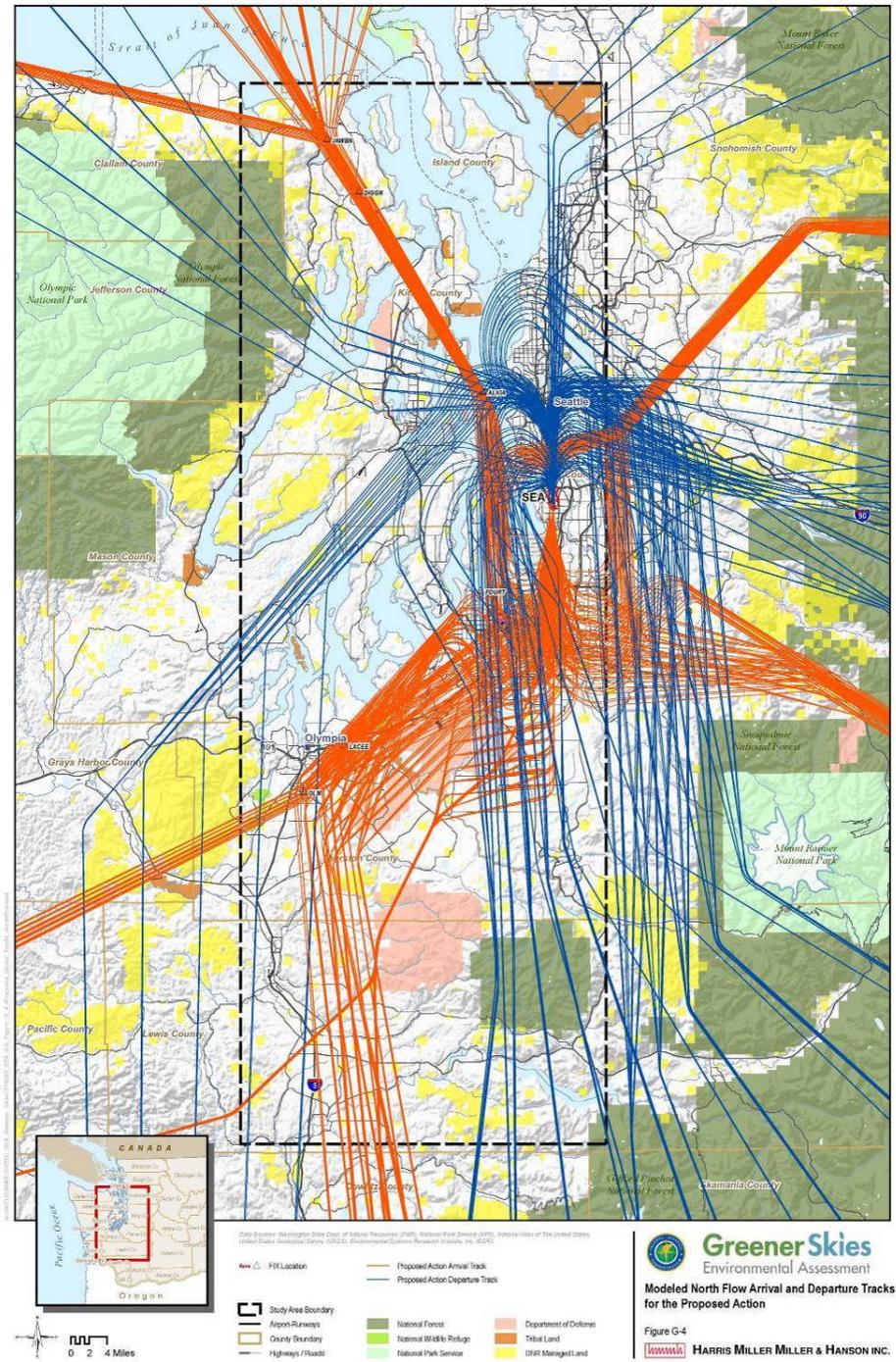


Figure G-4. Modeled North Flow Arrival and Departure Tracks for the Proposed Action

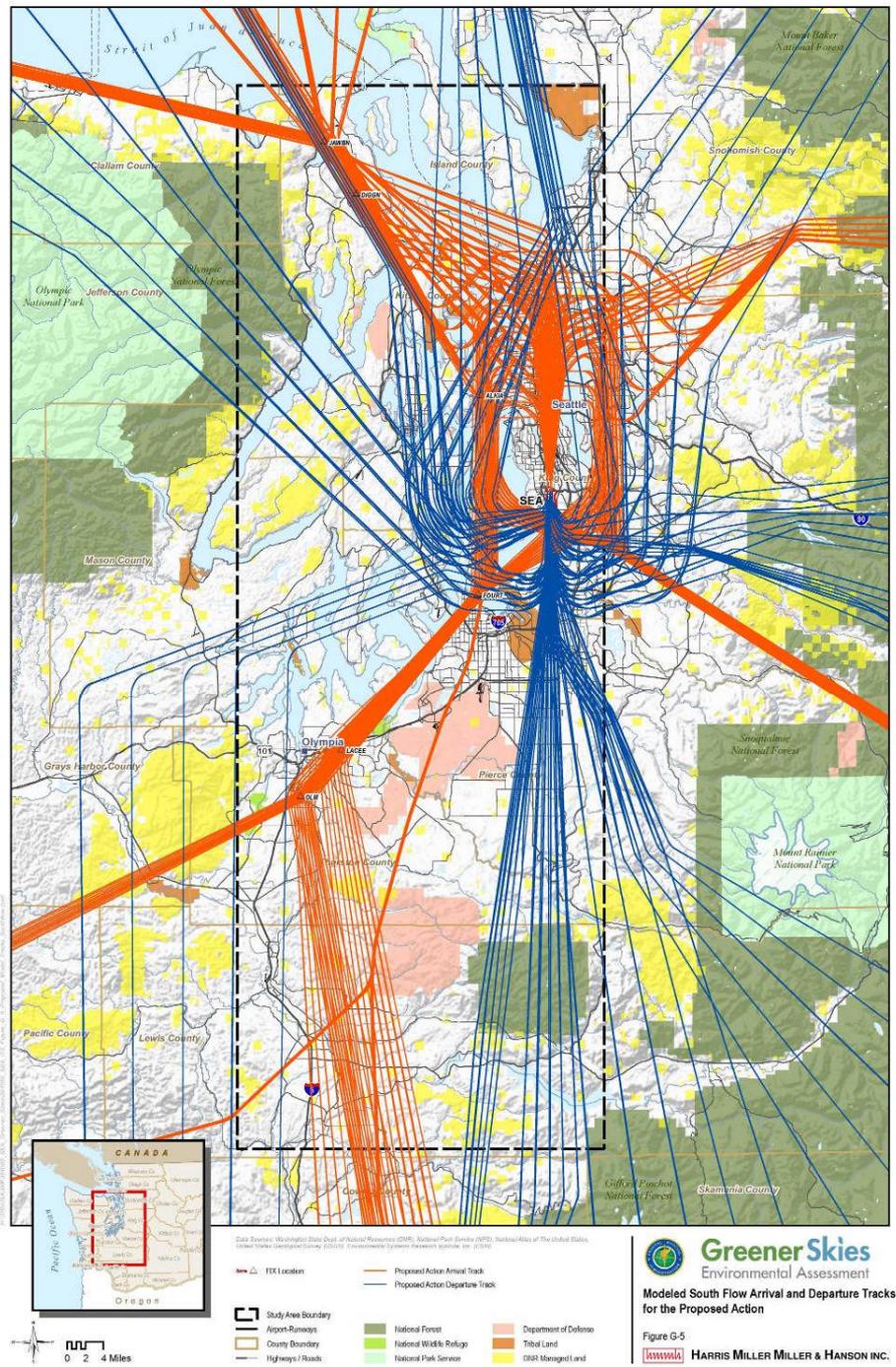


Figure G-5. Modeled South Flow Arrival and Departure Tracks for the Proposed Action

Appendix H DETAILED NIRS CALCULATIONS

NIRS results are available on CD by request.

Appendix I HISTORIC RESOURCE SITES



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

1601 Lind Avenue Southwest
Renton, Washington 98057

JUL 24 2012

Matthew Sterner
Department of Archaeology & Historic Preservation
PO Box 48343
Olympia, WA 98504-8343

RE: Greener Skies over Seattle Project -- Notification of Area of Potential Effect

The Federal Aviation Administration (FAA) proposing implementation of Area Navigation (RNAV) and Performance Based Navigation (PBN) air traffic procedures in Seattle-Tacoma International Airport (SEA) called Greener Skies over Seattle. To fulfill the National Environmental Policy Act (NEPA) requirements, the FAA is conducting an Environmental Assessment (EA) for the project. The FAA would like to initiate consultation under Section 106 of the National Historic Preservation Act for the Project. This notification is in accordance with 36 CFR Part 800.4(a) and documents the "Area of Potential Effect" (APE) for this project. Below is a summary of the proposed project.

Project Location

USGS Quadrangles: Des Moines, WA and Seattle South, WA 7.5'
Township: 23 North Range: 4 East
Sections: 4, 5, 8, 9, 16, 17, 20, 21, 28, 29, 32, and 33

Township: 22 North Range: 4 East
Sections: 4, 5, 8, 9, 16, and 17

Project Description

Over the next two decades the FAA will face major challenges meeting future demand while improving safety, reducing delays, and protecting the environment. The Next Generation Air Transportation System (NextGen) is the FAA's chief means of transforming the national air transportation system to meet these challenges. The project includes the implementation of new approach procedures into SEA, which will meet the following needs:

- Improved efficiency in a complex airspace while maintaining the same high level of safety through shorter flight paths that will reduce flight times and fuel consumption;
- Increased flight path predictability;

- Increased flexibility in the use of noise mitigation routes over Elliot Bay during Instrument Meteorological Conditions (IMC) that normally cannot be used during adverse weather conditions;
- Decreased communication requirements between controllers and pilots, hence a reduction in likelihood of “hear-back/read-back” errors and more efficient handling of air traffic by air traffic controllers.

Area of Potential Effect (APE)

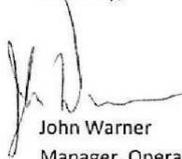
Since the procedures are flown over existing tracks, a NEPA Study Area was determined to include all the tracks flowing north and south on the west side of SEA (Figure 1). The project will establish new flight routes over a wide area, some portions of which are at relatively high altitudes. At lower altitudes, the change in flight paths has the potential to alter noise levels, which could have the potential to cause indirect effects to historic properties. Based on preliminary noise analysis the APE has been defined as the area around SEA that currently experiences the highest noise levels, that covers an area of 2017.61 hectares (4985.61 acres) in King County (Figures 2 and 3). The APE determination is based on the project areas that would experience a Day-Night Average Sound Levels (DNL) 65 dB. The DNL has been established by the U.S. Environmental Protection Agency (EPA) as the principal metric for airport noise analysis (U.S. EPA, 1974). The federal government recognizes DNL 65 dB as the threshold of significant aircraft noise impact. Figure 4 shows common environmental sounds in dBA from FAA Circular 36-3G.

Preliminary Information

In our consultations with your organization by phone on June 14, 2012, we informed of the salient features of the project highlighting the narrow strip where the proposed procedures are flowing in the vicinity of SEA and the fact that this project does not include any ground disturbing activities; therefore no direct effects to historic properties will occur. The Section 106 review for this project will include a consideration of the potential indirect effects to historic properties that may be caused by aircraft overflights. A preliminary review of the Washington State Department of Archaeology and Historic Preservation (DAHP) records indicates in that there are no National Register Properties and one cultural resource, an unevaluated archaeological site (45KI772), has been identified in this APE (Figure 5).

Please let us know if you concur with this APE determination. If you have any questions please contact Augustin Moses at (425) 203-4536 or by email at augustin.moses@faa.gov.

Sincerely,



John Warner
Manager, Operations Support Group
Federal Aviation Administration

Attachments:

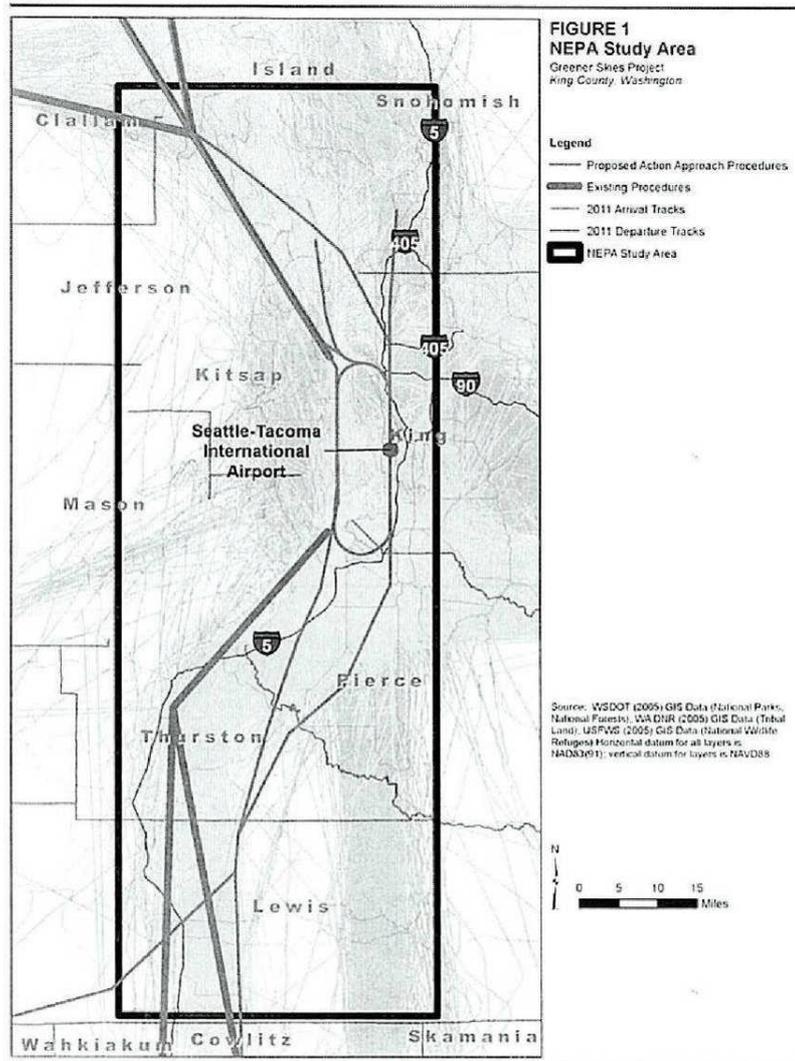
Figure 1-NEPA Study Area

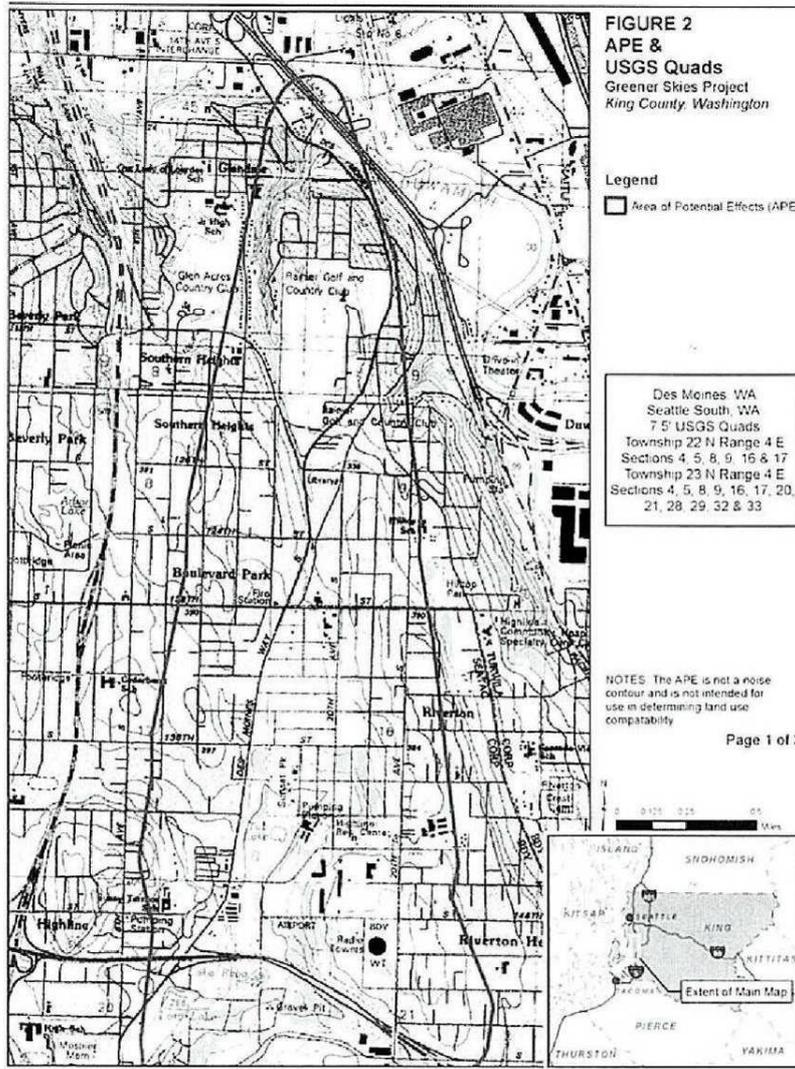
Figure 2-Area of Potential Effect -USGS Quad Maps (3)

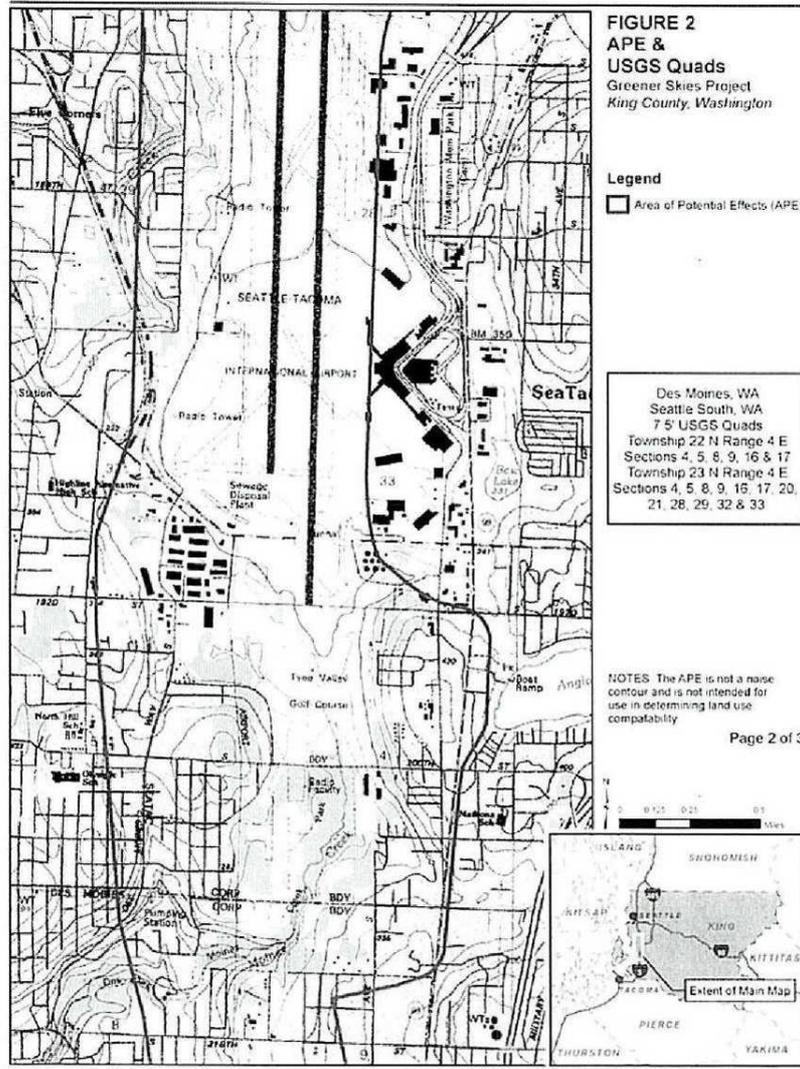
Figure 3-Area of Potential Effect –Aerial Imagery

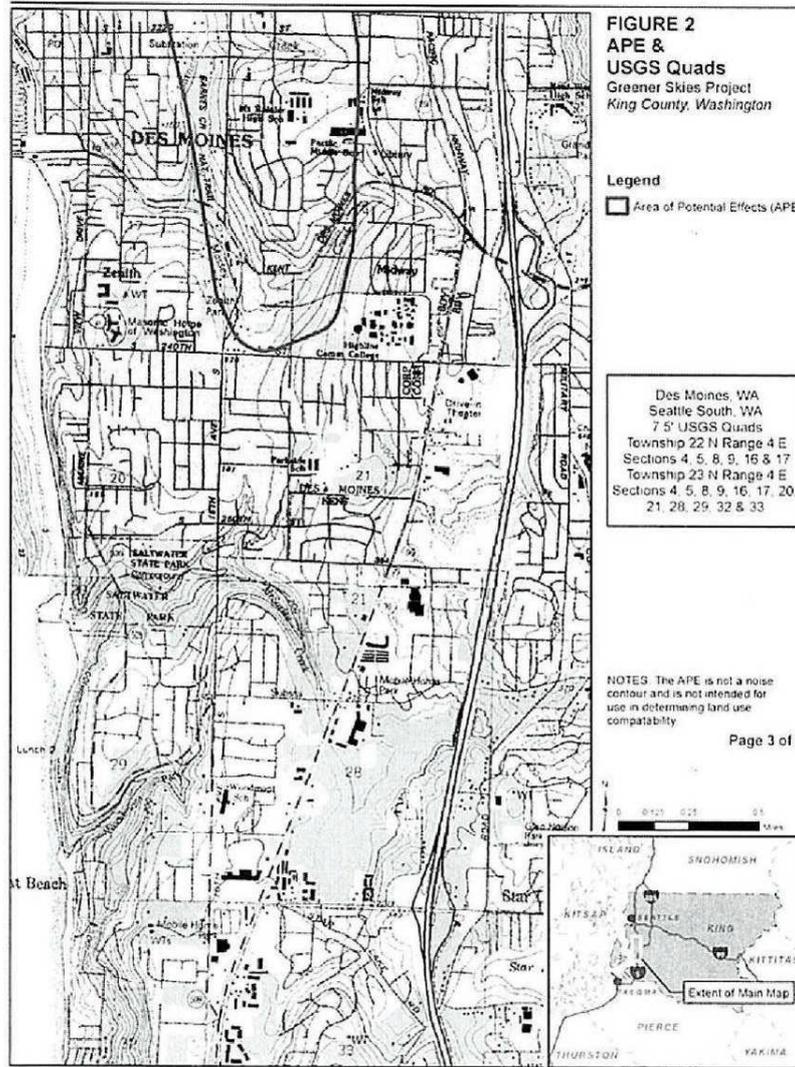
Figure 4- Common Environmental Sound Levels, in dBA

Figure 5- Area of Potential Effect - Cultural Resources









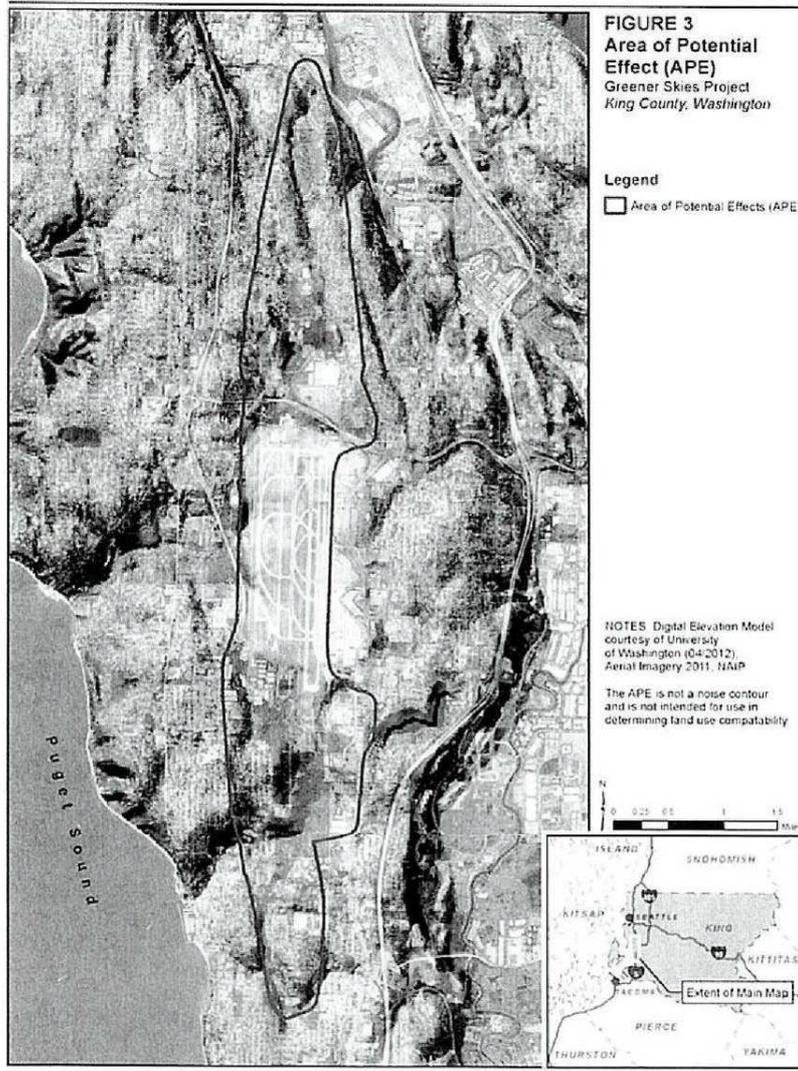
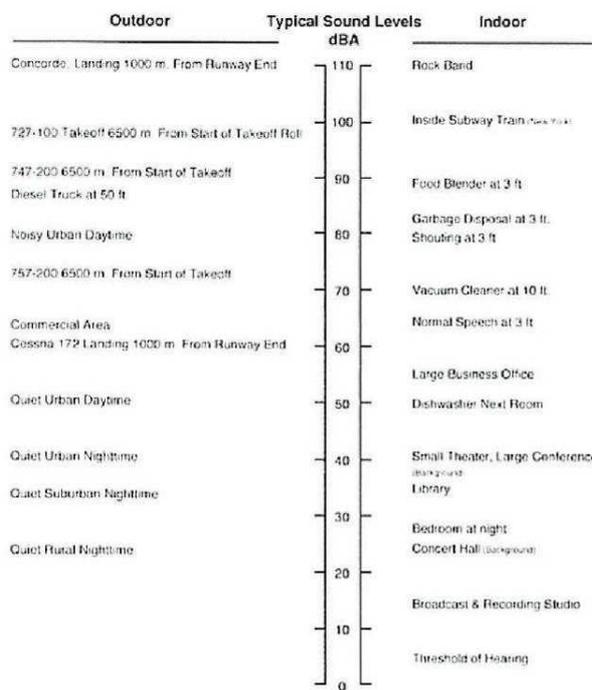
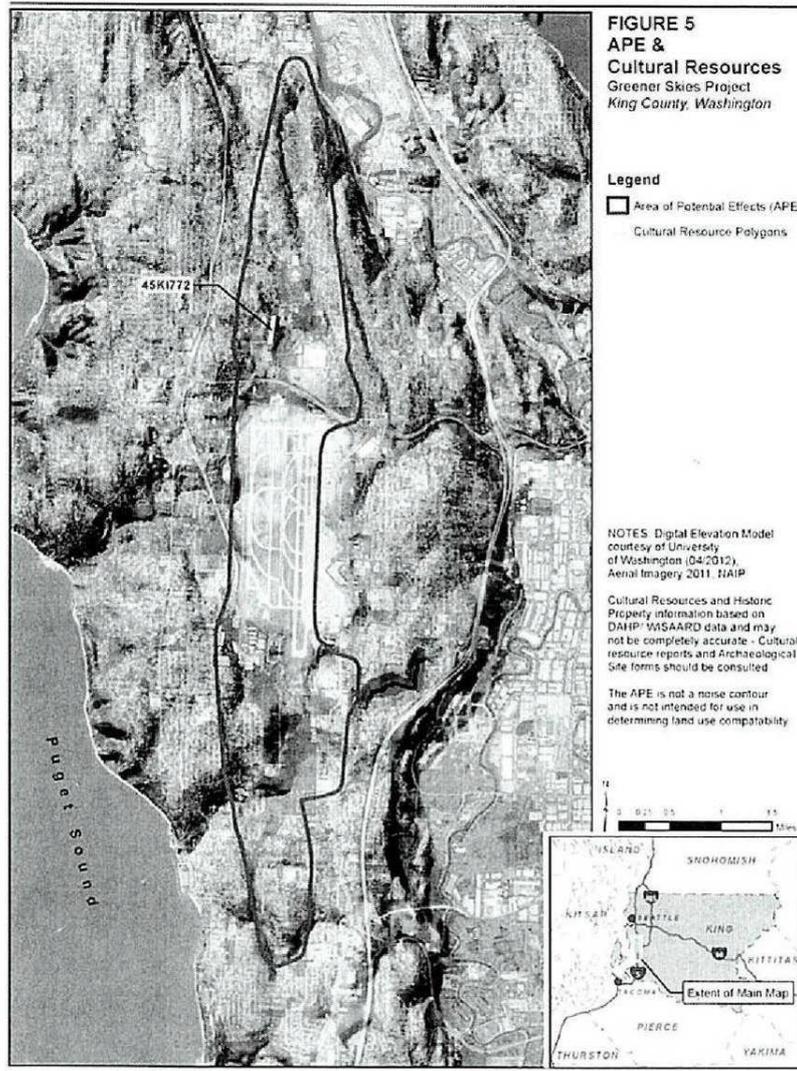


Figure 4 Common Environmental Sound Levels, in dBA



Source: HMMH (Aircraft noise levels from FAA Advisory Circular 36-3G)



Historic Resource Sites within Study Area

Name	Street Address	County	State	City	Date Listed	Listing
US Quarantine Station Surgeon's Residence	101 Discovery Way, Diamond Point	Clallam	WA	Sequim	5/11/1989	National Register Property
Cama Beach Resort	1880 SW Camano Drive	Island	WA	Camano Island	5/15/2001	National Register Property
Olympic Club	230 1 st Street	Island	WA	Langley	5/28/1991	National Register Property
Bartlett, Frank, House	314 Polk Street	Jefferson	WA	Port Townsend	4/24/1973	National Register Property
City Hall	Water and Madison Streets	Jefferson	WA	Port Townsend	5/14/1971	National Register Property
Fort Flagler	SE of Port Townsend on Marrowstone Island	Jefferson	WA	Port Townsend	5/3/1976	National Register Property
Fort Worden	Cherry and W Streets	Jefferson	WA	Port Townsend	3/15/1974	National Historic Landmark
Fowler, Captain Enoch S., House	1040 Jefferson Street	Jefferson	WA	Port Townsend	9/29/1970	National Register Property
Gagen-Sherlock House	1906 Cherry Street	Jefferson	WA	Port Townsend	3/19/1982	National Register Property
Irondale Historic District	Port Townsend Bay and Admiralty Inlet	Jefferson	WA	Port Townsend	7/14/1983	National Register Property
James, Francis Wilcox, House	1238 Washington Street	Jefferson	WA	Port Townsend	9/29/1970	National Register Property
Jefferson County Courthouse	Jefferson and Case Streets	Jefferson	WA	Port Townsend	4/24/1973	National Register Property
Leader Building	226 Adams Street	Jefferson	WA	Port Townsend	9/29/1970	National Register Property
Manresa Hall	Sheridan Street	Jefferson	WA	Port Townsend	9/29/1970	National Register Property
Old German Consulate	313 Walker	Jefferson	WA	Port Townsend	2/24/1971	National Register Property
Pettygrove, Benjamin S., House	1000 G Street	Jefferson	WA	Port Townsend	9/25/1985	National Register Property
Port Townsend Carnegie Library	1229 Lawrence Street	Jefferson	WA	Port Townsend	8/3/1982	National Register Property
Port Townsend Historic District	Roughly bounded by Scott, Blaine, Walker, and Taft Streets, and the Waterfront	Jefferson	WA	Port Townsend	5/17/1976	National Historic Landmark
Rothschild House	Taylor and Franklin Streets	Jefferson	WA	Port Townsend	9/29/1970	National Register Property
Saint's Rest, Tukey's Pioneer Cabin and Homestead House	Chevy Chase Road	Jefferson	WA	Port Townsend	7/14/1983	National Register Property

Historic Resource Sites within Study Area

Name	Street Address	County	State	City	Date Listed	Listing
Saunders, James C., House	Sims Way	Jefferson	WA	Port Townsend	10/18/1977	National Register Property
St. Paul's Episcopal Church	Corner of Jefferson and Tyler Streets	Jefferson	WA	Port Townsend	9/29/1970	National Register Property
Starrett House	744 Clay Street	Jefferson	WA	Port Townsend	9/29/1970	National Register Property
Tucker, Horace, House	706 Franklin Street	Jefferson	WA	Port Townsend	1/18/1973	National Register Property
US Post Office-Port Townsend Main	1322 Washington	Jefferson	WA	Port Townsend	5/30/1991	National Register Property
Auburn Post Office	100 Auburn Avenue NE	King	WA	Auburn	4/21/2000	National Register Property
Auburn Public Library	306 Auburn Avenue	King	WA	Auburn	8/3/1982	National Register Property
Blomeen, Oscar, house	324 B Street NE	King	WA	Auburn	6/21/1991	National Register Property
Neely, Aaron Sr., Mansion	East of Auburn off Highway 18	King	WA	Auburn	10/15/1974	National Register Property
Olson, Mary, Farm	28728 Green River Road South	King	WA	Auburn	10/5/2001	National Register Property
Patton Bridge	State Route 18 and Green Valley Road, spanning the Green River	King	WA	Auburn	5/24/1995	National Register Property
Winters, Frederick W., House	2102 Bellevue Way Southeast	King	WA	Bellevue	4/21/1992	National Register Property
Bothell Pioneer Cemetery	NE and SE corners of intersection of 108 th Avenue NE and NE 180 th Street	King	WA	Bothell	2/16/1996	National Register Property
Chase, Dr. Reuben, House	17819 113 th Avenue NE	King	WA	Bothell	8/27/1990	National Register Property
Faust-Ryan House	18604 104 th Avenue East	King	WA	Bothell	5/19/1994	National Register Property
Kirk, Lilly, House	19619 100 th Avenue NE	King	WA	Bothell	3/9/1995	National Register Property
Sorenson House	10011 West Riverside Drive	King	WA	Bothell	3/9/1995	National Register Property
Thornton, William Harper, House	17424 95 th Avenue NE	King	WA	Bothell	11/10/1997	National Register Property
Covenant Beach Bible Camp	Cliff Avenue and 220 th Street	King	WA	Des Moines	1/11/2006	National Register Property
Dockton Hotel	SW 260 th Street and 99 th Avenue SW	King	WA	Dockton	7/28/1983	National Register Property

Historic Resource Sites within Study Area

Name	Street Address	County	State	City	Date Listed	Listing
Boeing, William E., House	Huckleberry Lane	King	WA	Highlands	12/16/1988	National Register Property
Saint Edward Seminary	1445 Juanita Drive NE	King	WA	Kenmore	3/8/2007	National Register Property
Sanders, Erick Gustave, Mansion	5516 South 277 th Street	King	WA	Kent	11/6/1986	National Register Property
Dr. Trueblood House	127 7 th Avenue	King	WA	Kirkland	8/3/1982	National Register Property
Jones, William, A., House	304 8 th Avenue West	King	WA	Kirkland	8/3/1982	National Register Property
Kirk, Peter, Building	620 Market Street	King	WA	Kirkland	8/14/1973	National Register Property
Kirkland Woman's Club	407 First Street	King	WA	Kirkland	1/26/1990	National Register Property
Marsh, Louis S., House	6604 Lake Washington Boulevard	King	WA	Kirkland	6/30/1989	National Register Property
Masonic Hall- Kirkland	700 Market Street	King	WA	Kirkland	8/3/1982	National Register Property
Sears, Joshua, Building	701 Market Street	King	WA	Kirkland	8/3/1982	National Register Property
Tourist II (Auto Ferry)	25 Lake Shore Plaza, Marina Park	King	WA	Kirkland	4/15/1997	National Register Property
Wurdemann, Harry Vanderbilt, House	17602 Bothell Way NE	King	WA	Lake Forest Park	12/27/1990	National Register Property
Eddy, James G., House and Grounds	1005 Evergreen Point Road	King	WA	Medina	2/19/1982	National Register Property
Lakeview School	Island Crest Way and SE 68 th Street	King	WA	Mercer Island	6/16/1988	National Register Property
Tracy, William & Tracy, House	18971 Edgecliff Drive SW	King	WA	Normandy Park	7/13/1995	National Register Property
Pacific Coast Company House No. 75	7210 138 th Street SE	King	WA	Renton	12/21/1979	National Register Property
1411 Fourth Avenue Building	1411 Fourth Avenue	King	WA	Seattle	5/28/1991	National Register Property
Admiral Theater	2343 California Avenue SW	King	WA	Seattle	12/7/1989	National Register Property
Adventuress	Lake Union Dry Dock	King	WA	Seattle	4/11/1989	National Historic Landmark
Agen Warehouse	1201 Western Avenue	King	WA	Seattle	1/23/1998	National Register Property

Historic Resource Sites within Study Area

Name	Street Address	County	State	City	Date Listed	Listing
Agen, John B., Property	645 137 th NW	King	WA	Seattle	2/10/1995	National Register Property
Alaska Trade Building	1915-1919 First Avenue	King	WA	Seattle	5/6/1971	National Register Property
Alki Point and Duwamish Head	North side Alki Avenue SW from 65 th SW to 58 th SW	King	WA	Seattle	12/9/1970	National Register Property
Alki Point Light Station	Alki Avenue SW	King	WA	Seattle	11/19/1976	National Register Property
Arctic Building	306 Cherry Street	King	WA	Seattle	11/28/1978	National Register Property
Arthur Foss (Tugboat)	860 Terry Avenue North, Lake Union	King	WA	Seattle	4/11/1989	National Historic Landmark
Assay Office	613 Ninth Avenue	King	WA	Seattle	3/16/1972	National Register Property
Aurora Avenue Bridge	Aurora Avenue North over Lake Washington Ship Canal	King	WA	Seattle	7/16/1982	National Register Property
Baker Street House	2002 NW 60 th Street	King	WA	Seattle	2/18/1998	National Register Property
Ballard Avenue Historic District	Ballard Avenue from Northwest Market to Northwest Dock Street	King	WA	Seattle	7/1/1976	National Register Property
Ballard-Howe House	22 West Highland Drive	King	WA	Seattle	3/26/1979	National Register Property
Ballinger, Richard A., House	1733 39 th Avenue	King	WA	Seattle	5/28/1976	National Register Property
Barnes Building	2320-2322 First Avenue	King	WA	Seattle	2/24/1975	National Register Property
Bell Apartments	2326 First Avenue	King	WA	Seattle	7/12/1974	National Register Property
Bowles, Jesse C., House	2540 Shoreland Drive South	King	WA	Seattle	11/6/1986	National Register Property
Butterworth Building	1921 First Avenue	King	WA	Seattle	5/14/1971	National Register Property
Camlin Hotel	1619 Ninth	King	WA	Seattle	3/25/1999	National Register Property
Carnegie Library-Ballard	2026 Northwest Market Street	King	WA	Seattle	6/15/1979	National Register Property
Chelsea Family Hotel	620 West Olympic Place	King	WA	Seattle	12/14/1978	National Register Property
Chinese Baptist Church	925 S. King Street	King	WA	Seattle	7/31/1986	National Register Property

Historic Resource Sites within Study Area

Name	Street Address	County	State	City	Date Listed	Listing
Chittenden Locks and Lake Washington Ship Canal	Salmon Bay	King	WA	Seattle	12/14/1978	National Register Property
Church of the Blessed Sacrament, Priory, and School	5040-5041 Ninth Avenue NE	King	WA	Seattle	1/12/1984	National Register Property
Cobb Building	1301-1309 Fourth Avenue	King	WA	Seattle	8/3/1984	National Register Property
Coliseum Theater	Fifth Avenue and Pike Street	King	WA	Seattle	7/7/1975	National Register Property
Colman Building	811 First Street	King	WA	Seattle	3/16/1972	National Register Property
Colonial Hotel	1119-1123 First Avenue	King	WA	Seattle	4/29/1982	National Register Property
Columbia City Historic District	Roughly bounded by Alaska Street, Hudson Street, and extending approximately one half block east and west of Rainier Avenue	King	WA	Seattle	1/18/2005	National Register Property
Cornish School	710 East Roy Street	King	WA	Seattle	8/29/1977	National Register Property
Cowen Park Bridge	15 th Avenue North	King	WA	Seattle	7/16/1982	National Register Property
De La Mar Apartments	115 West Olympic Place	King	WA	Seattle	8/18/1980	National Register Property
Dearborn, Henry H., House	1117 Minor Avenue	King	WA	Seattle	1/23/1998	National Register Property
Dunn Gardens	13533 Northshire Road NW	King	WA	Seattle	12/15/1994	National Register Property
Duwamish	Lake Washington Ship Canal, Chittenden Locks	King	WA	Seattle	6/30/1989	National Historic Landmark
Eagles Auditorium Building	1416 Seventh Avenue	King	WA	Seattle	7/14/1983	National Register Property
El Rio Apartment Hotel	1922-1928 Ninth Avenue	King	WA	Seattle	11/30/1999	National Register Property
Federal Office Building	909 First Avenue	King	WA	Seattle	4/30/1979	National Register Property
Ferry, Pierre P., House	1531 Tenth Avenue East	King	WA	Seattle	4/18/1979	National Register Property
Fire Station No. 18	5427 Russell Avenue NW	King	WA	Seattle	6/19/1973	National Register Property
Fire Station No. 23	18 th Avenue and Columbia Street	King	WA	Seattle	9/10/1971	National Register Property

Historic Resource Sites within Study Area

Name	Street Address	County	State	City	Date Listed	Listing
Fire Station No. 25	1400 Harvard Avenue	King	WA	Seattle	4/14/1972	National Register Property
First Methodist Episcopal Church	801 Fifth Avenue	King	WA	Seattle	1/3/2011	National Register Property
First Methodist Protestant Church of Seattle	128 16 th Avenue East	King	WA	Seattle	5/14/1993	National Register Property
Fort Lawton	Fort Lawton	King	WA	Seattle	8/15/1978	National Register Property
Fox Theatre	702-710 Olive Way	King	WA	Seattle	10/7/1991	National Register Property
Fremont Building	3419 Fremont Avenue North	King	WA	Seattle	11/21/1992	National Register Property
Galland, Caroline Kline, House	1605 17 th Avenue	King	WA	Seattle	2/8/1980	National Register Property
Globe Building, Beebe Building and Hotel Cecil	1001-1023 First Avenue	King	WA	Seattle	4/29/1982	National Register Property
Graham, J.S., Store	119 Pine Street	King	WA	Seattle	12/7/1989	National Register Property
Grand Pacific Hotel	1115-1117 First Avenue	King	WA	Seattle	5/13/1982	National Register Property
Guiry and Schillestad Building	2101-2111 First Avenue	King	WA	Seattle	8/28/1985	National Register Property
Harvard-Belmont District	Bellevue Place, Broadway, Boylston and Harvard Avenues	King	WA	Seattle	5/13/1982	National Register Property
Hill, Samuel, House	814 East Highland Drive	King	WA	Seattle	5/30/1976	National Register Property
Hoge Building	705 Second Avenue	King	WA	Seattle	4/14/1983	National Register Property
Holyoke Building	1018-1022 First Avenue or 107 Spring Street	King	WA	Seattle	6/3/1976	National Register Property
Home of the Good Shepherd	50 th and Sunnyside North	King	WA	Seattle	5/23/1978	National Register Property
Hull Building	2401-2405 First Avenue	King	WA	Seattle	1/27/1983	National Register Property
Hyde, Samuel, House	3726 East Madison Street	King	WA	Seattle	4/12/1982	National Register Property
Immanuel Lutheran Church	1215 Thomas Street	King	WA	Seattle	2/25/1982	National Register Property
Interlake Public School	4416 Wallingford Avenue North	King	WA	Seattle	7/14/1983	National Register Property

Historic Resource Sites within Study Area

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Iron Pergola	First Avenue and Yesler Way	King	WA	Seattle	8/26/1971	National Register Property
John B. Allen School	6532 Phinney Avenue North	King	WA	Seattle	5/11/2011	National Register Property
King Street Station	3 rd Street South and South King Street	King	WA	Seattle	4/13/1973	National Register Property
Kraus, Joseph, House	2812 Mt. St. Helens Place	King	WA	Seattle	2/25/1982	National Register Property
Leamington Hotel and Apartments	317 Marion Street	King	WA	Seattle	5/13/1994	National Register Property
Leary, Eliza Ferry, House	1551 10 th East	King	WA	Seattle	4/14/1972	National Register Property
Liggett Building	1424 Fourth Avenue	King	WA	Seattle	8/31/2011	National Register Property
Lyon Building	607 Third Avenue	King	WA	Seattle	6/30/1995	National Register Property
M.V. Vashon	Pier 52	King	WA	Seattle	4/29/1982	National Register Property
Merrill, R.D., House	919 Harvard Avenue East	King	WA	Seattle	8/22/1977	National Register Property
Moore Theatre and Hotel	1932 2 nd Avenue	King	WA	Seattle	8/30/1974	National Register Property
Mount Baker Ridge Tunnel	East of WA 90	King	WA	Seattle	7/16/1982	National Register Property
National Building	1006-1024 Western Avenue	King	WA	Seattle	4/29/1982	National Register Property
Naval Air Station (NAS) Seattle	7400 Sand Point Way NE	King	WA	Seattle	7/2/2010	National Register Property
Naval Military Hangar-University of Washington Shell House	University of Washington Campus	King	WA	Seattle	7/10/1975	National Register Property
Naval Reserve Armory	860 Terry Avenue North	King	WA	Seattle	7/8/2009	National Register Property
New Richmond Hotel	308 Fourth Avenue South	King	WA	Seattle	7/12/2011	National Register Property
New Washington Hotel	1902 Second Avenue	King	WA	Seattle	9/28/1989	National Register Property
Nihon Go Gakko	1414 South Weller Street	King	WA	Seattle	6/23/1982	National Register Property
Nippon Kan	622 South Washington Street	King	WA	Seattle	5/22/1978	National Register Property

Historic Resource Sites within Study Area

Name	Street Address	County	State	City	Date Listed	Listing
Northern Bank and Trust Building	1500 Fourth Avenue	King	WA	Seattle	3/26/2003	National Register Property
Northern Life Tower	1212 3 rd Avenue	King	WA	Seattle	5/30/1975	National Register Property
Old Georgetown City Hall	6202 13 th Avenue South	King	WA	Seattle	4/14/1983	National Register Property
Old Public Safety Building	Fourth Avenue and Terrace, and Fifth Avenue and Yesler Way	King	WA	Seattle	6/19/1973	National Register Property
Olympic Hotel	1200-1220 4 th Avenue or 400-412 Seneca	King	WA	Seattle	6/15/1979	National Register Property
Paramount Theatre	911 Pine Street	King	WA	Seattle	10/9/1974	National Register Property
Park Department, Division of Playgrounds	301 Terry Avenue	King	WA	Seattle	3/16/1972	National Register Property
Parsons, William, House	2706 Harvard Avenue East	King	WA	Seattle	6/21/1991	National Register Property
Phillips House	711-713 East Union Street	King	WA	Seattle	4/29/1993	National Register Property
Pike Place Public Market Historic District	Bounded by Western Avenue, Virginia Street, First Avenue, and the south wall of the Economy Market and Outlook Bldg.	King	WA	Seattle	7/25/2011	National Register Property
Pioneer Building, Pergola, and Totem Pole	606 First Avenue and Yesler Way	King	WA	Seattle	5/5/1977	National Historic Landmark
Pioneer Hall	1642 43 rd Avenue East	King	WA	Seattle	6/5/1970	National Register Property
Pioneer Square- Skid Road Historic District (Including Boundary Increases)	Roughly bounded by the Viaduct, King St., 6 th and 5 th Avenues, James and Columbia St., including the 500 block of First Avenue South	King	WA	Seattle	1/15/2008	National Register Property
Pirate (R-Class Sloop)	Center for Wooden Boats, 1010 Valley Street	King	WA	Seattle	6/2/2000	National Register Property
Queen Anne Club	1530 Queen Anne Avenue North	King	WA	Seattle	1/27/1983	National Register Property
Queen Anne High School	215 Galer Street	King	WA	Seattle	11/21/1985	National Register Property
Queen Anne Post Office and Regional Headquarters	415 First Avenue North	King	WA	Seattle	7/12/2011	National Register Property
Queen Anne Public School	515 West Galer Street	King	WA	Seattle	7/30/1975	National Register Property

Historic Resource Sites within Study Area

Name	Street Address	County	State	City	Date Listed	Listing
Rainier Club	810 Fourth Avenue	King	WA	Seattle	4/22/1976	National Register Property
Ravenna Park Bridge	20 th Avenue, spans Ravenna Park Ravine	King	WA	Seattle	7/16/1982	National Register Property
Raymond-Ogden Mansion	702 35 th Avenue	King	WA	Seattle	6/15/1979	National Register Property
Redelsheimer-Ostrander House	200 40 th Avenue East	King	WA	Seattle	1/12/1990	National Register Property
Relief (Lightship)	860 Terry Avenue North, Lake Union	King	WA	Seattle	4/11/1989	National Historic Landmark
Roanoke Park Historic District	Roughly bounded by Shelby Street, Roanoke Street, Harvard Avenue, and Tenth Avenue	King	WA	Seattle	5/22/2009	National Register Property
Ronald, Judge James T., House	421 30 th Street South	King	WA	Seattle	2/20/1975	National Register Property
S.S. San Mateo	South Lake Union	King	WA	Seattle	4/7/1971	National Register Property
Schmitz Park Bridge	Spans Schmitz Park Ravine	King	WA	Seattle	7/16/1982	National Register Property
Seattle Chinatown Historic District	Roughly bounded by Main and Jackson on the north, Weller on the south, Fifth on the west, and I-5 on the east.	King	WA	Seattle	11/6/1986	National Register Property
Seattle Electric Company Georgetown Steam Plant	Off WA 99 at King County Airport, NE Corner	King	WA	Seattle	8/1/1978	National Historic Landmark
Seattle Public Library-Columbia Branch	4721 Rainier Avenue South	King	WA	Seattle	8/3/1982	National Register Property
Seattle Public Library-Fremont Branch	731 North 35 th Street	King	WA	Seattle	8/3/1982	National Register Property
Seattle Public Library-Green Lake Branch	7364 East Green Lake Drive North	King	WA	Seattle	8/3/1982	National Register Property
Seattle Public Library-Queen Anne Branch	400 West Garfield Street	King	WA	Seattle	8/3/1982	National Register Property
Seattle Public Library-University Branch	5009 Roosevelt Way NE	King	WA	Seattle	8/3/1982	National Register Property
Seattle Public Library-West Seattle Branch	2306 42 nd Avenue SW	King	WA	Seattle	8/3/1982	National Register Property
Seattle, Chief of the Suquamish, Statue	Intersection of Fifth Avenue, Denny Way, and Cedar Street	King	WA	Seattle	4/19/1984	National Register Property
Shafer Building	523 Pine Street	King	WA	Seattle	6/30/1995	National Register Property

Historic Resource Sites within Study Area

Name	Street Address	County	State	City	Date Listed	Listing
Skinner Building	1300-1334 Fifth Avenue	King	WA	Seattle	11/28/1978	National Register Property
Stimson-Green House	1204 Minor Avenue	King	WA	Seattle	5/4/1976	National Register Property
Storey, Ellsworth, Cottages Historic District	1706-1816 South Lake Washington Blvd. and 1725-1729 South 36 th Avenue	King	WA	Seattle	7/6/1976	National Register Property
Storey, Ellsworth, Residences	260, 270 East Dorffel Drive	King	WA	Seattle	4/14/1972	National Register Property
Stuart House and Gardens	619 West Comstock	King	WA	Seattle	4/14/1983	National Register Property
Summit School	East Union Street and Summit Avenue	King	WA	Seattle	10/4/1979	National Register Property
Temple De Hirsch	15 th Avenue and East Union Street	King	WA	Seattle	1/5/1984	National Register Property
Thompson, Will H., House	3119 S. Day Street	King	WA	Seattle	11/29/1979	National Register Property
Times Building	414 Olive Way	King	WA	Seattle	1/27/1983	National Register Property
Triangle Hotel and Bar	551 First Avenue South	King	WA	Seattle	5/3/1976	National Register Property
Trinity Parish Church	609 Eighth Avenue (at James Street)	King	WA	Seattle	9/26/1991	National Register Property
Turner-Koepf House	2336 15 th Avenue South	King	WA	Seattle	4/22/1976	National Register Property
U.S. Court House	1010 Fifth Avenue	King	WA	Seattle	1/8/1980	National Register Property
U.S. Immigrant Station and Assay Office	815 Airport Way South	King	WA	Seattle	1/1/1979	National Register Property
U.S. Marine Hospital	1131 14 th Avenue South	King	WA	Seattle	12/21/1979	National Register Property
Union Station	4 th South and South Jackson Streets	King	WA	Seattle	8/30/1974	National Register Property
United Shopping Tower	217 Pine Street	King	WA	Seattle	8/18/1980	National Register Property
US Immigration Building	84 Union Street	King	WA	Seattle	9/14/1987	National Register Property
Victorian Apartments	1234-1238 South King Street	King	WA	Seattle	12/18/1990	National Register Property
Virginia V.	860 Terry Avenue North, Lake Union	King	WA	Seattle	4/24/1973	National Historic Landmark

Historic Resource Sites within Study Area

Name	Street Address	County	State	City	Date Listed	Listing
Voker, William, Building	1000 Lenora Street	King	WA	Seattle	10/13/1983	National Register Property
Volunteer Park	Between E. Prospect and E. Galer Sts., and Federal and E. 15 th Aves.	King	WA	Seattle	5/3/1976	National Register Property
Wagner Houseboat	2770 Westlake Avenue North	King	WA	Seattle	2/19/1982	National Register Property
Wallingford Fire and Police Station	1629 North 45 th Street	King	WA	Seattle	1/27/1983	National Register Property
Ward, George W., House	520 East Denny Way	King	WA	Seattle	3/15/1972	National Register Property
Washington Hall	153 14 th Avenue	King	WA	Seattle	12/13/2010	National Register Property
Washington Street Pubic Boat Landing Facility	S. Washington Street, 100' Right of Way, west of Alaskan Way	King	WA	Seattle	6/10/1974	National Register Property
Wawona (Schooner)	860 Terry Avenue North, Lake Union	King	WA	Seattle	7/1/1970	National Register Property
West Point Light Station	Vicinity of Fort Lawton	King	WA	Seattle	8/16/1977	National Register Property
Wilke Farmhouse	1920 2 nd North	King	WA	Seattle	11/1/1974	National Register Property
Ye College Inn	4000 University Way NE	King	WA	Seattle	2/25/1982	National Register Property
Zodiak (Schooner)	North Northlake Way and Northlake Place, Lake Union	King	WA	Seattle	4/29/1982	National Register Property
Building No. 105, Boeing Airplane Company	Purcell Avenue	King	WA	Tukwila	8/26/1971	National Register Property
Tukwila School	14475 59 th Avenue South	King	WA	Tukwila	11/29/1979	National Register Property
Colvos Store	123 rd Avenue SW and Cove Road	King	WA	Vashon Island	8/10/2000	National Register Property
Mukai Cold Process Fruit Barreling Plant	18005 107 th Avenue SW; House: 18017 107 th SW	King	WA	Vashon Island	9/26/1994	National Register Property
Point Robinson Light Station	NE end of Maury Island in Puget Sound	King	WA	Vashon Island	4/21/2004	National Register Property
Shawnee House	11608 SW Shawnee Road	King	WA	Vashon Island	11/22/2000	National Register Property
Steen, Helmer and Selma, House	10924 SW Cove Road	King	WA	Vashon Island	6/2/2000	National Register Property
Vashon Hardware Store	17601 99 th Avenue NW	King	WA	Vashon Island	8/10/2000	National Register Property

Historic Resource Sites within Study Area

Name	Street Address	County	State	City	Date Listed	Listing
Hollywood Farm	14111 NE 145 th Street	King	WA	Woodinville	12/15/1978	National Register Property
Bainbridge Island Filipino Community Hall	7566 NE High School Road	Kitsap	WA	Bainbridge Island	3/21/1995	National Register Property
Camp Major Hopkins	900 Park Avenue NE	Kitsap	WA	Bainbridge Island	11/30/2005	National Register Property
Egledale Ferry Dock at Taylor Avenue	Taylor Avenue	Kitsap	WA	Bainbridge Island	5/8/2008	National Register Property
Fort Ward Historic District and Expansion	Fort Ward, approximately 0.5 miles north of Beans Point	Kitsap	WA	Bainbridge Island	1/12/1978	National Register Property
Bremerton Elks Temple Lodge No. 1181 Building	285 Fifth Street	Kitsap	WA	Bremerton	3/3/1995	National Register Property
Bremerton Main Post Office	602 Pacific Avenue	Kitsap	WA	Bremerton	8/7/1991	National Register Property
Hospital Reservation Historic District	Roughly bounded by Mahan Avenue, Hoogewerf Road, Decatur Avenue, and Dewey Street	Kitsap	WA	Bremerton	7/16/1990	National Register Property
Marine Reservation Historic District	Bounded by Cole Street, Dewey Street, Decatur Avenue, and Doyen Street	Kitsap	WA	Bremerton	7/16/1990	National Register Property
Navy Yard Puget Sound	North shore of Sinclair Inlet	Kitsap	WA	Bremerton	8/27/1992	National Historic Landmark
Officers' Row Historic District	Roughly bounded by Mahan Avenue, Decatur Avenue, and Coghlan Road	Kitsap	WA	Bremerton	7/16/1990	National Register Property
Puget Sound Radio Station Historic District	Roughly bounded by Mahan Avenue, Coghlan Road, and Cottman Road	Kitsap	WA	Bremerton	7/16/1990	National Register Property
U.S.S. Missouri	Puget Sound Naval Shipyard	Kitsap	WA	Bremerton	5/14/1971	National Register Property
USS Hornet	Puget Sound Naval Shipyard	Kitsap	WA	Bremerton	12/4/1991	National Historic Landmark
Point No Point Light Station	East of Hansville	Kitsap	WA	Hansville	8/10/1078	National Register Property
Nelson, Charles F., House	Corner of Nelson and Crescent Valley Roads	Kitsap	WA	Olalla	8/28/1973	National Register Property
Port Gamble Historic District	On the NW end of Kitsap Peninsula near the entrance to Hood Canal, Puget Sound	Kitsap	WA	Port Gamble	11/31/1966	National Historic Landmark
Jackson Hall Memorial Community Hall	9161 Washington Avenue	Kitsap	WA	Silverdale	8/22/1995	National Register Property

Historic Resource Sites within Study Area

Name	Street Address	County	State	City	Date Listed	Listing
Agate Pass Bridge	State Route 305, spanning Agate Passage	Kitsap	WA	Suquamish	5/24/1995	National Register Property
Birge, George E., House	715 E Street	Lewis	WA	Centralia	12/1/1986	National Register Property
Borst, Joseph, House	302 Bryden Avenue	Lewis	WA	Centralia	12/27/1977	National Register Property
Centralia Downtown Historic District	Roughly bounded by Center Street, Burlington Northern Right-of-Way, Walnut Street, and Pearl Street	Lewis	WA	Centralia	8/18/2003	National Register Property
Centralia Union Depot	210 Railroad Street	Lewis	WA	Centralia	5/19/1988	National Register Property
Hubbard Bungalow	717 North Washington Avenue	Lewis	WA	Centralia	8/24/2005	National Register Property
Olympic Club Saloon	112 North Tower	Lewis	WA	Centralia	3/10/1980	National Register Property
The Sentinel	Washington Park, bounded by Main, Pearl, Locust, and Silver	Lewis	WA	Centralia	12/17/1991	National Register Property
US Post Office-Centralia Main	214 West Locust	Lewis	WA	Centralia	8/7/1991	National Register Property
Burlington Northern Depot	Off U.S. 99	Lewis	WA	Chehalis	11/6/1974	National Register Property
Chehalis Downtown Historic District	Roughly bounded by Park and Front Streets, Washington and Cascade Avenues	Lewis	WA	Chehalis	11/21/1997	National Register Property
Everest, Wesley, Gravesite	Sticklin-Greenwood Memorial Park, 1905 Johnson Road	Lewis	WA	Chehalis	12/17/1991	National Register Property
Hillside Historic District	Roughly bounded by Jefferson Avenue, Hill Street, Washington Avenue, and 9 th Street	Lewis	WA	Chehalis	8/1/1996	National Register Property
Jackson, John R., House	At Mary's Corner, eleven miles south of Chehalis on Jackson Hwy	Lewis	WA	Chehalis	1/11/1974	National Register Property
McFadden, O.B., House	1639 Chehalis Avenue	Lewis	WA	Chehalis	4/1/1975	National Register Property
Palmer, O.K., House	673 NW Pennsylvania	Lewis	WA	Chehalis	5/15/1986	National Register Property
Pennsylvania Avenue-West Side Historic District	600 Block NW St. Helens; 440-723 Pennsylvania Avenue	Lewis	WA	Chehalis	12/3/1991	National Register Property
St. Helens Hotel	440 North Market Boulevard	Lewis	WA	Chehalis	10/8/1991	National Register Property
US Post Office-Chehalis Main	225 NW Cascade Avenue	Lewis	WA	Chehalis	5/30/1991	National Register Property

Historic Resource Sites within Study Area

Name	Street Address	County	State	City	Date Listed	Listing
Mineral Log Lodge	East side of Mineral Lake on Hill Road	Lewis	WA	Mineral	3/26/1975	National Register Property
Olsen, Ben, House	South end of D Street	Lewis	WA	Vader	11/7/1976	National Register Property
Harstine Island Community Hall	North Island Drive and Hartstine Island Drive	Mason	WA	Hartstene Island	3/16/1989	National Register Property
Haddaway Hall	4301 N Stevens	Peirce	WA	Tacoma	1/27/1983	National Register Property
Alderton School	9512 Orting Highway East	Pierce	WA	Alderton	7/15/1987	National Register Property
Anderson Island School	Eckenstam-Johnson Road	Pierce	WA	Anderson Island	7/15/1987	National Register Property
Dupont Village Historic District	Roughly bounded by Santa Cruz, Brandywine, Dupont, and Penniman	Pierce	WA	Dupont	9/10/1987	National Register Property
Galbraith, John, House	140 South Oak Street East	Pierce	WA	Eatonville	3/19/1982	National Register Property
Elbe Evangelical Lutheran Church	54222 Mountain Highway East	Pierce	WA	Elbe	10/8/1976	National Register Property
Red Shield Inn	Building 4320, Main Street	Pierce	WA	Fort Lewis Military Reservation	2/14/1979	National Register Property
Fox Island School	Gway Drive and Ninth Street	Pierce	WA	Fox Island	7/15/1987	National Register Property
Arletta School	Junction of Ninety-Sixth Avenue and Thirty-Sixth Street	Pierce	WA	Gig Harbor	9/28/1987	National Register Property
Glencove Hotel	Rt. 4, Box 4616 A	Pierce	WA	Gig Harbor	5/22/1978	National Register Property
Midway School	4121 Harborview Drive	Pierce	WA	Gig Harbor	7/15/1987	National Register Property
Skansie, Andrew and Bertha, Net Shed and House	3207 Harborview Drive	Pierce	WA	Gig Harbor	8/31/2011	National Register Property
Wollochet-Point Fosdick School	3409 East Bay Drive	Pierce	WA	Gig Harbor	7/15/1987	National Register Property
Dadisman, David, House	1814 A Street Kpn	Pierce	WA	Home	3/31/1995	National Register Property
Home School	6 th and C Streets	Pierce	WA	Home	4/12/1982	National Register Property
Longbranch School Gymnasium	Gig Harbor-Longbranch Road	Pierce	WA	Lakebay	9/28/1987	National Register Property
Adjutant General's Residence	Camp Murray	Pierce	WA	Lakewood	5/1/1991	National Register Property

Historic Resource Sites within Study Area

Name	Street Address	County	State	City	Date Listed	Listing
Boatman-Ainsworth House	6000 112 th Street SW	Pierce	WA	Lakewood	2/19/1982	National Register Property
Rhodesleigh	10815 Greendale Drive SW	Pierce	WA	Lakewood	1/27/1983	National Register Property
Thornewood	8601 and 8307 North Thorne Lane SW and 4 Thornewood Lane SW	Pierce	WA	Lakewood	3/18/1982	National Register Property
Woodbrook Hunt Club	6122 150 th Street SW	Pierce	WA	Lakewood	8/29/1997	National Register Property
McMillan School	WA 162	Pierce	WA	McMillan	7/15/1987	National Register Property
Woolrey-Koehler Hop Kiln	176 th Street East (Leach Road)	Pierce	WA	Orting	10/13/1983	National Register Property
Old Main- Pacific Lutheran University	Park Avenue South and Garfield Street	Pierce	WA	Parkland	1/27/1984	National Register Property
Parkland Lutheran Children's Home	12123 A Street Apartments	Pierce	WA	Parkland	8/7/1996	National Register Property
Smith, Peter, Farm-Donation Land Claim	12504 Spanaway Loop Road	Pierce	WA	Parkland	3/9/1995	National Register Property
Purdy Bridge	Spans Henderson Bay	Pierce	WA	Purdy	7/16/1982	National Register Property
Christ Episcopal Church	210 Fifth Street SW	Pierce	WA	Puyallup	12/15/1994	National Register Property
Lotz, J.H., House	1004 2 nd Avenue NW	Pierce	WA	Puyallup	3/10/1980	National Register Property
Meeker, Ezra, Mansion	321 Pioneer East	Pierce	WA	Puyallup	8/26/1971	National Register Property
Winnifred Street Bridge	Winnifred Street, spanning the Burlington Northern Railroad tracks	Pierce	WA	Renton	3/28/1995	National Register Property
Fort Steilacoom	Steilacoom Blvd.	Pierce	WA	Steilacoom	11/25/1977	National Register Property
Keach, Philip House	1802 Commercial Street	Pierce	WA	Steilacoom	7/27/1973	National Register Property
Orr, Nathaniel, Home and Orchard	1811 Rainier Street	Pierce	WA	Steilacoom	11/21/1972	National Register Property
Steilacoom Catholic Church	1810 Nisqually	Pierce	WA	Steilacoom	7/30/1974	National Register Property
Steilacoom Historic District	Between Nisqually Street and Puget Sound	Pierce	WA	Steilacoom	11/24/1975	National Register Property
Dieringer School	1808 East Valley	Pierce	WA	Sumner	4/14/1997	National Register Property

Historic Resource Sites within Study Area

Name	Street Address	County	State	City	Date Listed	Listing
Orton, Charles W., House	7473 Riverside Road East	Pierce	WA	Sumner	7/28/1983	National Register Property
Ryan House	1228 Main Street	Pierce	WA	Sumner	6/30/1976	National Register Property
Williams, Herbert, House	1711 Elm Street East	Pierce	WA	Sumner	10/18/1984	National Register Property
Williams, Sidney, House	15003 Elm Street East	Pierce	WA	Sumner	10/18/1984	National Register Property
Annobee Apartments	319-323 North I Street	Pierce	WA	Tacoma	7/28/1999	National Register Property
Balfour Dock Building	705 Dock Street	Pierce	WA	Tacoma	12/29/2006	National Register Property
Blue Mouse Theatre	2611 North Proctor Street	Pierce	WA	Tacoma	1/13/2010	National Register Property
Bowes Building	100 South Ninth Street	Pierce	WA	Tacoma	11/23/1979	National Register Property
Browns Point Lighthouse and Keeper's Cottage	201 Tulalip NE	Pierce	WA	Tacoma	3/29/1989	National Register Property
Building at 1602 South G Street	605 South G Street	Pierce	WA	Tacoma	3/16/1995	National Register Property
Building at 712-71 Sixth Avenue	712-716 Sixth Avenue	Pierce	WA	Tacoma	3/16/1995	National Register Property
Cabin No. 97	#97, Salmon Beach	Pierce	WA	Tacoma	12/13/1977	National Register Property
Camp Six	Within Point Defiance Park	Pierce	WA	Tacoma	3/7/1973	National Register Property
City Waterway Bridge	Spans City Waterway, 11 th Street	Pierce	WA	Tacoma	7/16/1982	National Register Property
Custer School	7700 Steilacoom Boulevard SW	Pierce	WA	Tacoma	7/15/1987	National Register Property
Devoe, Emma Smith, House	208 East 133 rd Street	Pierce	WA	Tacoma	5/6/1993	National Register Property
Drum, Henry, House	9 St. Helens St.	Pierce	WA	Tacoma	7/20/1977	National Register Property
Engine House No. 11	3802 McKinley Avenue	Pierce	WA	Tacoma	5/2/1986	National Register Property
Engine House No. 13	3825 Twenty-Fifth Street	Pierce	WA	Tacoma	5/2/1986	National Register Property
Engine House No. 4	220-222-224 East 26 th Street	Pierce	WA	Tacoma	10/18/1984	National Register Property

Historic Resource Sites within Study Area

Name	Street Address	County	State	City	Date Listed	Listing
Engine House No. 8	4301 South L Street	Pierce	WA	Tacoma	5/2/1986	National Register Property
Engine House No. 9	611 N Pine Street	Pierce	WA	Tacoma	10/18/1984	National Register Property
Fire Alarm Station	415 South Tacoma Avenue	Pierce	WA	Tacoma	5/2/1986	National Register Property
Fire Boat No. 1	Marine Park on Ruston Way	Pierce	WA	Tacoma	12/2/1983	National Historic Landmark
Fire Station No. 1	425 South Tacoma Avenue	Pierce	WA	Tacoma	5/2/1986	National Register Property
Fire Station No. 10	7247 South Park Avenue	Pierce	WA	Tacoma	5/2/1986	National Register Property
Fire Station No. 14	4701 North Forty-First Street	Pierce	WA	Tacoma	5/2/1986	National Register Property
Fire Station No. 15	3510 East Eleventh Street	Pierce	WA	Tacoma	5/2/1986	National Register Property
Fire Station No. 2	2701 South Tacoma Avenue	Pierce	WA	Tacoma	5/2/1986	National Register Property
Fire Station No. 5	1453 South Twelfth Street	Pierce	WA	Tacoma	5/2/1986	National Register Property
Fireboat Station	302 East Eleventh Street	Pierce	WA	Tacoma	5/2/1986	National Register Property
Fort Nisqually Granary and Factor's House	Point Defiance Park	Pierce	WA	Tacoma	4/15/1970	National Historic Landmark
House at 1510 Tacoma Avenue South	1510 Tacoma Avenue South	Pierce	WA	Tacoma	3/10/1995	National Register Property
House at 1610 South G Street	1610 South G Street	Pierce	WA	Tacoma	3/10/1995	National Register Property
House at 2314 South Ainsworth Avenue	2314 South Ainsworth Avenue	Pierce	WA	Tacoma	3/10/1995	National Register Property
House at 2326 South L Street	2326 South L Street	Pierce	WA	Tacoma	3/10/1995	National Register Property
House at 605 South G Street	605 South G Street	Pierce	WA	Tacoma	3/13/1995	National Register Property
House at 708-710 South 8 th Street	708-710 South 8 th Street	Pierce	WA	Tacoma	3/16/1995	National Register Property
House at 802-804 South G Street	802-804 South G Street	Pierce	WA	Tacoma	3/16/1995	National Register Property
Masonic Temple	47 St. Helens	Pierce	WA	Tacoma	4/29/1993	National Register Property

Historic Resource Sites within Study Area

Name	Street Address	County	State	City	Date Listed	Listing
McChord Field Historic District	McChord Air Force Base	Pierce	WA	Tacoma	12/12/2008	National Register Property
McIlvaine Apartments	920 S 9 TH Street	Pierce	WA	Tacoma	3/16/1995	National Register Property
Murray, Frederick H., House	402 North Sheridan Avenue	Pierce	WA	Tacoma	8/23/1985	National Register Property
Nihon Go Gakko	1715 South Tacoma Avenue	Pierce	WA	Tacoma	8/30/1984	National Register Property
North Slope Historic District	Bounded by Division Avenue, N. Grant Avenue, N. Steele Avenue, and N. I Street	Pierce	WA	Tacoma	3/28/2003	National Register Property
Northern Pacific Office Building	621 Pacific Avenue	Pierce	WA	Tacoma	5/4/1976	National Register Property
Old City Hall	7 th Avenue between Commerce and Pacific	Pierce	WA	Tacoma	5/17/1974	National Register Property
Old City Hall Historic District	Roughly bounded by St. Helens Avenue, Court C Freeway Spur, 7 th and 9 th Streets.	Pierce	WA	Tacoma	12/23/1977	National Register Property
Pacific Brewing and Malting Company	South 25 th between C Street and Jefferson Avenue	Pierce	WA	Tacoma	7/31/1978	National Register Property
Pacific National Bank Building	1302 Pacific Avenue	Pierce	WA	Tacoma	3/7/1980	National Register Property
Pantages Theatre	901 and 99 Broadway	Pierce	WA	Tacoma	11/7/1976	National Register Property
Perkins Building	1101 A Street	Pierce	WA	Tacoma	11/22/2000	National Register Property
Pythian Temple	924-926 ½ Broadway	Pierce	WA	Tacoma	8/23/1985	National Register Property
Rhodes Medical Arts Building	740 St. Helens Avenue	Pierce	WA	Tacoma	11/21/1978	National Register Property
Rialto Theater	310 Ninth Street	Pierce	WA	Tacoma	8/21/1992	National Register Property
Rust, William Ross, House	1001 North I Street	Pierce	WA	Tacoma	8/23/1985	National Register Property
Sandberg-Schoenfeld Buildings	1411-1423 Pacific Avenue	Pierce	WA	Tacoma	8/12/1999	National Register Property
Schultz Apartments	1002 South 12 th Street	Pierce	WA	Tacoma	3/16/1995	National Register Property
Slavonian Hall	2306 North 30 th Street	Pierce	WA	Tacoma	11/7/1976	National Register Property

Historic Resource Sites within Study Area

Name	Street Address	County	State	City	Date Listed	Listing
South J Street Historic District	708, 710, 712, 714, 716, 718, 720, 722 South J Street	Pierce	WA	Tacoma	5/8/1986	National Register Property
Sprague Building	1501-1505 Pacific Avenue	Pierce	WA	Tacoma	11/21/1985	National Register Property
St. Peter's Episcopal Church	Starr Street between No. 29 th and 30 th	Pierce	WA	Tacoma	11/5/1974	National Register Property
St. Rita's Church	1403 South Ainsworth	Pierce	WA	Tacoma	No date available	National Register Property
Stadium-Seminary Historic District	Roughly bounded by 1 st , I, 10 th Streets and Shoreline	Pierce	WA	Tacoma	5/26/1977	National Register Property
Sunset Telephone and Telegraph Building	1101 Fawcett Avenue	Pierce	WA	Tacoma	8/23/1985	National Register Property
Tacoma Mausoleum	5302 South Junett Street	Pierce	WA	Tacoma	4/21/2000	National Register Property
Tacoma Narrows Bridge Ruins	Highway 16 over the Tacoma Narrows	Pierce	WA	Tacoma	8/31/1992	National Register Property
Union Depot-Warehouse Historic District	Roughly bounded by railroad tracks, 15 th , 23 rd and Market Street	Pierce	WA	Tacoma	4/2/1980	National Register Property
Union Passenger Station	1713 Pacific Avenue	Pierce	WA	Tacoma	3/15/1974	National Register Property
US Post Office-Tacoma Downtown Station- Federal Building	1102 South A Street	Pierce	WA	Tacoma	5/30/1991	National Register Property
Walker Apartment Hotel	405 Sixth Avenue	Pierce	WA	Tacoma	5/16/1994	National Register Property
Washington Building	1019 Pacific Avenue	Pierce	WA	Tacoma	7/1/2009	National Register Property
Wright Park and Seymour Conservatory	Division Avenue to 6 th Avenue, between South G and I streets	Pierce	WA	Tacoma	10/8/1976	National Register Property
Y.M.C.A. Building	714 Market Street	Pierce	WA	Tacoma	1/27/1983	National Register Property
Yuncker, John F., House	519 South G Street	Pierce	WA	Tacoma	8/23/1985	National Register Property
Bates-Tanner Farm	3429 240 th Street SE	Snohomish	WA	Bothell	3/9/1995	National Register Property
North Creek School	1129 208 th Street SE	Snohomish	WA	Bothell	5/19/1994	National Register Property
Winningham Farm	3214 228 th Street SE	Snohomish	WA	Bothell	5/13/1994	National Register Property

Historic Resource Sites within Study Area

Name	Street Address	County	State	City	Date Listed	Listing
Carnegie, Andrew, Library-Edmonds	118 Fifth Avenue North	Snohomish	WA	Edmonds	4/24/1973	National Register Property
Butler-Jackson House	1703 Grand Avenue	Snohomish	WA	Everett	5/14/1998	National Register Property
Carnegie Library-Everett	3001 Oakes Avenue	Snohomish	WA	Everett	12/6/1975	National Register Property
Coaster II	C Dock South, Port of Everett	Snohomish	WA	Everett	9/28/1989	National Register Property
Commerce Building	1801 Hewitt Avenue	Snohomish	WA	Everett	10/1/1992	National Register Property
Equator (Schooner)	14 th Street Yacht Basin	Snohomish	WA	Everett	4/14/1972	National Register Property
Everett City Hall	3002 Wetmore Avenue	Snohomish	WA	Everett	5/2/1990	National Register Property
Everett Fire Station No. 2	2702 Hoyt Avenue	Snohomish	WA	Everett	5/2/1990	National Register Property
Everett High School	2400 Colby Avenue	Snohomish	WA	Everett	6/4/1997	National Register Property
Floral Hall	Forest Park	Snohomish	WA	Everett	4/26/1990	National Register Property
Hartley, Roland, House	2320 Rucker Avenue	Snohomish	WA	Everett	5/2/1986	National Register Property
Hewitt Avenue Historic District	1620-1915 Hewitt Avenue and portions of Wetmore, Rockefeller, Oakes, and Lombard Avenues	Snohomish	WA	Everett	12/13/2010	National Register Property
Knights of Columbus Community Center and War Memorial Building	1611 Everett Avenue	Snohomish	WA	Everett	2/26/1979	National Register Property
McCabe Building	3120 Hewitt Avenue	Snohomish	WA	Everett	10/21/1977	National Register Property
Monte Cristo Hotel	1507 Well Street	Snohomish	WA	Everett	6/3/1976	National Register Property
Rucker Hill Historic District	Laurel, Snohomish, Niles, Warren, Bell, Tulalip, 33 rd , and 34 th	Snohomish	WA	Everett	11/8/1989	National Register Property
Rucker House	412 Laurel Drive	Snohomish	WA	Everett	12/4/1975	National Register Property
Snohomish County Courthouse	3000 Rockefeller Avenue	Snohomish	WA	Everett	12/6/1975	National Register Property
Swalwell Block and Adjoining Commercial Buildings	2901-2903, 2905, 2907, 2909, and 2915 Hewitt Avenue	Snohomish	WA	Everett	5/17/1976	National Register Property

Historic Resource Sites within Study Area

Name	Street Address	County	State	City	Date Listed	Listing
Swalwell Cottage	2712 Pine Street	Snohomish	WA	Everett	11/28/1978	National Register Property
U.S. Post Office and Customs House	3006 Colby Avenue	Snohomish	WA	Everett	6/22/1976	National Register Property
Weyerhaeuser Office Building	1710 West Marine View Drive	Snohomish	WA	Everett	5/14/1986	National Register Property
Keeler's Korner	16401 Old U.S. Highway 99	Snohomish	WA	Lynnwood	4/29/1982	National Register Property
Indian Shaker Church	North Meridian Avenue (Church Road)	Snohomish	WA	Marysville	5/4/1976	National Register Property
Marysville Opera House	1225 Third Street	Snohomish	WA	Marysville	2/25/1982	National Register Property
St. Anne's Roman Catholic Church	Mission Beach Road, Tulalip Reservation	Snohomish	WA	Marysville	6/18/1976	National Register Property
Tulalip Indian Agency Office	3901 Mission Beach Road, Tulalip Reservation	Snohomish	WA	Marysville	5/3/1976	National Register Property
Mukilteo Light Station	608 Front Street	Snohomish	WA	Mukilteo	10/21/1977	National Register Property
Seatco Prison Site	Off of WA 507	Thurston	WA	Bucoda	5/2/1975	National Register Property
Chamber's Prairie-Ruddell Pioneer Cemetery	Junction of Ruddell and Mullen Roads, NW corner	Thurston	WA	Lacey	6/30/1995	National Register Property
Nisqually School	341 Nisqually Cut-Off Road SE	Thurston	WA	Lacey	8/23/1990	National Register Property
Allen House Hotel	114-118 North Jefferson	Thurston	WA	Olympia	6/17/1987	National Register Property
American Legion Hall	219 West Legion Hall	Thurston	WA	Olympia	6/17/1987	National Register Property
Bigelow, Daniel R., House	918 Glass Street	Thurston	WA	Olympia	8/7/1979	National Register Property
Black Lake School	6000 Black Lake Boulevard SW	Thurston	WA	Olympia	5/10/1990	National Register Property
Delphi School	7601 SW Delphi Road	Thurston	WA	Olympia	7/19/1990	National Register Property
Dofflemyer Point Light	211 NE 73 rd	Thurston	WA	Olympia	5/1/1995	National Register Property
Elks Building	607-613 South Capitol Way	Thurston	WA	Olympia	4/21/1988	National Register Property
Funk House	1202 East Olympia Avenue	Thurston	WA	Olympia	5/8/1987	National Register Property

Historic Resource Sites within Study Area

Name	Street Address	County	State	City	Date Listed	Listing
General Administration Building	210 11 th Avenue SW	Thurston	WA	Olympia	3/8/2007	National Register Property
Hale, Calvin and Pamela, House	902 Tullis Street NE	Thurston	WA	Olympia	1/12/1984	National Register Property
Jeffers Studio	500 and 502 South Washington	Thurston	WA	Olympia	6/17/1987	National Register Property
Lord, C.J., Mansion	211 West 21 st Avenue	Thurston	WA	Olympia	5/7/1981	National Register Property
Lotus (Motor Vessel)	Fiddlehead Marina, B Dock	Thurston	WA	Olympia	5/18/1987	National Register Property
McCleary, Henry, House	111 West 21 st Avenue	Thurston	WA	Olympia	10/2/1978	National Register Property
Meyer House	1136 East Bay Drive	Thurston	WA	Olympia	2/21/1985	National Register Property
Millersylvania State Park	12245 Tilley Road	Thurston	WA	Olympia	9/16/2009	National Register Property
Mottman Building	101-105 North Capitol Way	Thurston	WA	Olympia	6/16/1983	National Register Property
Olympia Downtown Historic District	Roughly bounded by State Avenue, 8 th Avenue, Columbia Street, and Franklin Street	Thurston	WA	Olympia	6/24/2004	National Register Property
Olympia National Bank	422 South Capitol Way	Thurston	WA	Olympia	6/17/1987	National Register Property
Olympia Public Library	South Franklin and East 7 th	Thurston	WA	Olympia	8/3/1982	National Register Property
Patnude, Charles, House	1239 Eighth	Thurston	WA	Olympia	5/22/1978	National Register Property
Reinhart-Young House	1106 East Olympic Avenue	Thurston	WA	Olympia	5/8/1987	National Register Property
Rudkin, Frank, House	1005 East Olympia Avenue	Thurston	WA	Olympia	5/8/1987	National Register Property
Sand Man (Tugboat)	Percival Landing	Thurston	WA	Olympia	8/6/1998	National Register Property
Schmidt, F.W., House	2831 Orange	Thurston	WA	Olympia	6/30/1995	National Register Property
South Capitol Neighborhood Historic District	Roughly bounded by Capitol Lake, U.S. 5, and 16 th Avenue	Thurston	WA	Olympia	10/22/1991	National Register Property
Steele, Alden Hatch, House	1010 South Franklin Street	Thurston	WA	Olympia	6/18/1992	National Register Property
Thurston County Courthouse	Capitol Way	Thurston	WA	Olympia	7/23/1981	National Register Property

Historic Resource Sites within Study Area

Name	Street Address	County	State	City	Date Listed	Listing
Town Square	Bounded by Seventh, Legion, Capitol Way, and South Washington	Thurston	WA	Olympia	6/17/1987	National Register Property
U.S. Post Office	801 Capitol Way	Thurston	WA	Olympia	11/30/1979	National Register Property
Washington State Capitol Historic District	State Capitol and Environs	Thurston	WA	Olympia	6/22/1979	National Register Property
Weyerhaeuser South Bay Log Dump Rural Historic Landscape	609 Whitham Road	Thurston	WA	Olympia	10/2/1991	National Register Property
Women's Club of Olympia	1002 South Washington Street	Thurston	WA	Olympia	6/15/1979	National Register Property
Tenino Depot	Off of WA 507	Thurston	WA	Tenino	12/27/1974	National Register Property
Tenino Downtown Historic District	Sussex Street SE	Thurston	WA	Tenino	6/25/2004	National Register Property
Tenino Stone Company Quarry	City Park	Thurston	WA	Tenino	7/28/1983	National Register Property
Ticknor School	7212 Skookumchuck Road SE	Thurston	WA	Tenino	5/10/1990	National Register Property
Old Capitol Building	600 Block Washington Street	Thurston	WA	Thurston	5/30/1975	National Register Property
Tumwater Historic District	Roughly bounded by I-5, Capitol Way, and Capitol Lake	Thurston	WA	Tumwater	5/22/1978	National Register Property
Tumwater Methodist Church	219 West B Street	Thurston	WA	Tumwater	1/12/1984	National Register Property
Union Cemetery-Pioneer Calvary Cemetery	5700 Littlerock Road	Thurston	WA	Tumwater	4/14/1997	National Register Property
Johnson House	19540 Johnson Road	Thurston	WA	Yelm	6/23/1988	National Register Property
Lackamas School	16240, 16312 Bald Hill Road SE	Thurston	WA	Yelm	5/10/1990	National Register Property

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I.1 State Historic Preservation Office Letter of Concurrence with APE



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

August 13, 2012

RECEIVED AUG 14 2012

RECEIVED AUG 14 2012

Mr. John Warner
Manager, Operations Support Group
Federal Aviation Administration, Western Service Center
1601 Lind Ave. SW
Renton, WA 98057

In future correspondence please refer to:
Log: 010312-24-FAA
Property: Greener Skies over Seattle-Proposed New Air Traffic Arrival Procedures at SEATAC
Re: Archaeology - APE Concur

Dear Mr. Warner:

We have reviewed the materials forwarded to our office for the Greener Skies over Seattle project. Thank you for your description of the area of potential effect (APE) for the project. We concur with the definition of the APE. We look forward to the results of your cultural resources survey efforts, your consultation with the concerned tribes, and receiving the cultural resources report or the draft Environmental Assessment (EA). We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised.

Please note that DAHP requires that all historic property inventory and archaeological site forms be provided to our office electronically. If you have not registered for a copy of the database, please log onto our website at www.dahp.wa.gov and go to the Survey/Inventory page for more information and a registration form. To assist you in conducting a survey, DAHP has developed a set of cultural resource reporting guidelines. You can obtain a copy of these guidelines from our website. Also, please note that DAHP requires that all cultural resource reports be submitted in PDF format on a labeled CD or electronically. For further information please go to http://www.dahp.wa.gov/documents/CR_ReportPDF_Requirement.pdf.

Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,

Matthew Sterner, M.A.
Transportation Archaeologist
(360) 586-3082
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I.2 FAA Cover Letter Transmittal of Cultural Resources Report



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

1601 Lind Avenue Southwest
Renton, Washington 98057

Matthew Sterner
Department of Archaeology and Historic Preservation
P.O. Box 48343
Olympia, Washington 98504-8343

SEP 24 2012

RE: FINDING OF NO ADVERSE EFFECT, TRANSMITTAL OF SECTION 106 REPORT FOR THE GREENER SKIES OVER SEATTLE, KING COUNTY, WASHINGTON

The Federal Aviation Administration is transmitting an electronic copy of the subject report for your review and comment. The Area of Potential Effect (APE) was transmitted to your office on July 24, 2012. We received your concurrence with our proposed APE on August 13, 2012.

The attached section 106 report describes the implementation of Area Navigation (RNAV) and Performance Based Navigation (PBN) air traffic procedures in Seattle-Tacoma International Airport (SEA). The literature review identified one unevaluated archaeological site, 45KI772 within the Area of Potential Effect (APE) for this project. The findings of a noise analysis completed as part of the National Environmental Policy Act (NEPA) Environmental Assessment (EA) for this undertaking show that there will be no significant change to noise levels. Because there will be no change to noise levels this undertaking will not cause any impact to cultural resources.

The FAA has also contacted tribal councils of the Muckleshoot, Puyallup and Snoqualmie tribes during scoping in January 2012 and again by letter on August 6, 2012. A meeting with tribal representatives was scheduled for September 5, 2012. No comments were received.

FAA has reached a 'no adverse effect' finding for this proposed project. We ask that you review the enclosed information and provide written concurrence with our finding by October 24, 2012.

These comments are based on the information available at the time of this letter and on the behalf of FAA in conformance with Section 106 of the NHPA, as amended, and its implementing regulations 36 CFR 800.

If you have any questions, please contact Augustin Moses at (425) 203-4536 or by email at augustin.moses@faa.gov.

Sincerely,

John Warner
Manager, Operations Support Group
Federal Aviation Administration

Enclosure: Section 106 Review, Greener Skies over Seattle, King County, Washington

I.3 Cultural Resources Report

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CULTURAL RESOURCES REPORT COVER SHEET

Author: Keith Mendez, Heather Hay, and Kate Clark (CH2M HILL)

Title of Report: Cultural Resources Review for Greener Skies over Seattle, King County, Washington

Date of Report: August 2012

County: King Section: 4, 5, 8, 9, 16, & 17
Township: 22 Range: 4 E

Section: 4, 5, 8, 9, 16, 17, 20, 21, 28, 29, 32, & 33
Township: 23 Range: 4 E

Quads: Des Moines WA, and Seattle South WA, 7.5'
Acres: 4985.61

PDF of report submitted (REQUIRED) Yes

Historic Property Inventory Forms to be Approved Online? Yes No

Archaeological Site(s)/Isolate(s) Found or Amended? Yes No

TCP(s) found? Yes No

Replace a draft? Yes No

Satisfy a DAHP Archaeological Excavation Permit requirement? Yes # No

DAHP Archaeological Site #:
45KI772

- Submission of PDFs is required.
- Please be sure that any PDF submitted to DAHP has its cover sheet, figures, graphics, appendices, attachments, correspondence, etc., compiled into one single PDF file.
- Please check that the PDF displays correctly when opened.

Section 106 Review

Greener Skies Over Seattle King County, Washington

Prepared for
Federal Aviation Administration

Prepared by
Keith Mendez, M.A.

CH2MHILL®

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Executive Summary

The project consists of the implementation of new approach procedures into Seattle-Tacoma International Airport (SEA). The project will change use of flight paths around SEA. The preparation of this Section 106 Review included a literature review, background research and analysis of potential impacts caused by the undertaking. A noise analysis was completed as part of the National Environmental Policy Act Environmental Assessment for this undertaking. The findings show that there will be no significant change to noise levels as a result of this undertaking. Because there will be no significant change in noise levels this undertaking will not cause any effects to historic properties, assuming such properties are present within the APE. The results of this Section 106 review have identified that the project as planned will have No Adverse Effect to Historic Properties.

Section 106 Review

1. Introduction

The Federal Aviation Administration (FAA) is proposing implementation of Area Navigation (RNAV) and Performance Based Navigation (PBN) air traffic procedures in Seattle-Tacoma International Airport (SEA) under a program titled Greener Skies over Seattle. This Cultural Resource Review is conducted in accordance with the National Historic Preservation Act, as amended and implementing regulations 36 CFR Part 800. The intent of this review is to identify potential effects to historic properties that may be caused by this undertaking.

1.1 Project Description

Over the next two decades the FAA will face major challenges meeting future demand while improving safety, reducing delays, and protecting the environment. The Next Generation Air Transportation System (NextGen) is the FAA's chief means of transporting the national air transportation system to meet these challenges. The project includes the implementation of new approach procedures into SEA, which will meet the following needs:

- Improved efficiency in a complex airspace while maintaining the same high level of safety through shorter flight paths that will reduce flight times and fuel consumption;
- Increased flight path predictability;
- Increased flexibility in the use of noise mitigation routes over Elliot Bay during instrument Meteorological Conditions (IMC) that normally cannot be used during adverse weather conditions;
- Decreased communication requirements between controllers and pilots, hence a reduction in likelihood of "hear-back/read-back" errors and more efficient handling of air traffic by air traffic controllers.

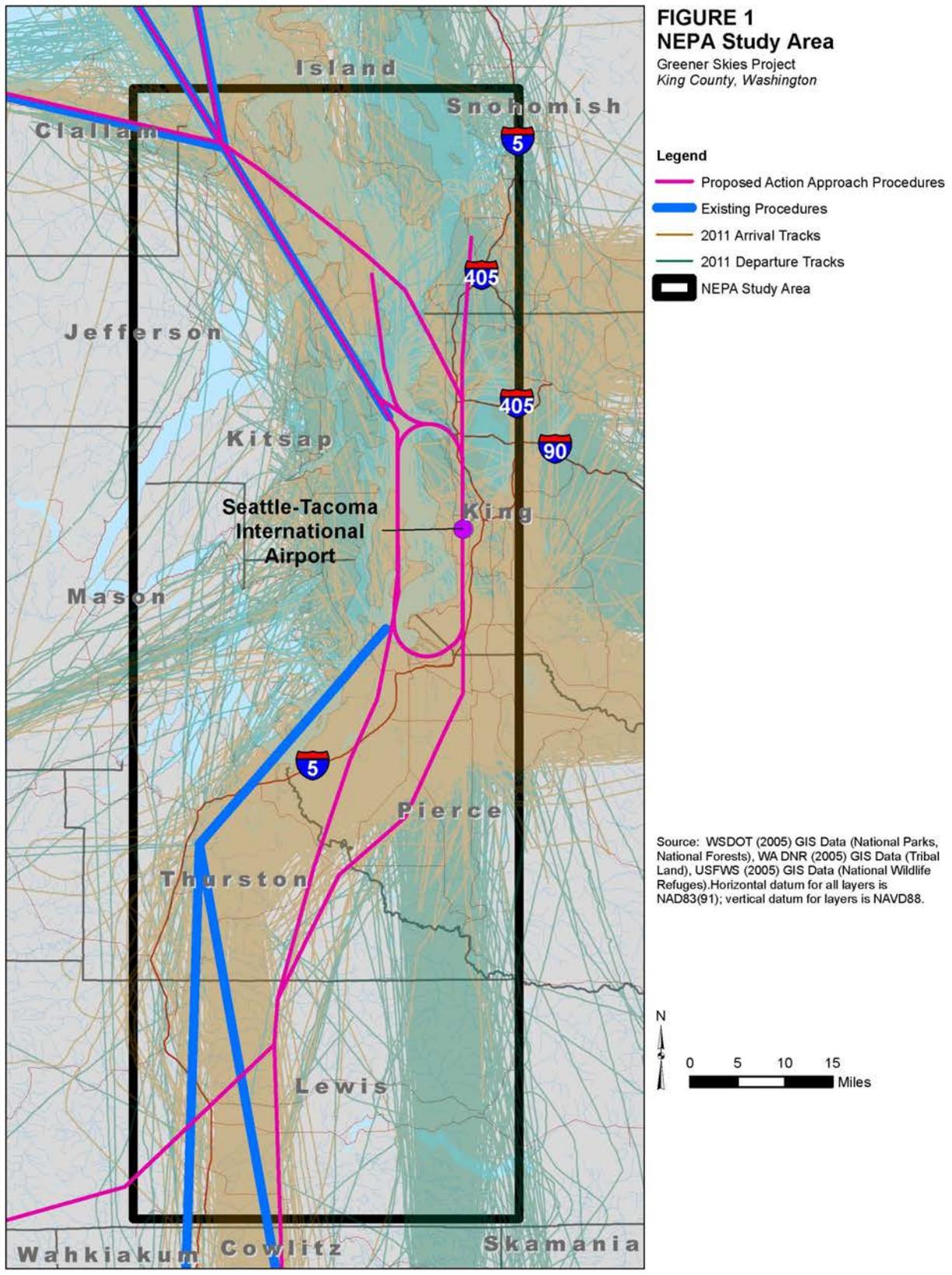
1.2 Regulatory Environment

The project is being administered through the Federal Aviation Administration. The project is a federal undertaking as defined by 36CFR 800.16(y) and is therefore subject to the provisions of Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended and to its implementing regulations; 36 CFR Part 800. The NHPA and its implementing regulations require that on any federal undertaking, the responsible federal official consider the effects of the undertaking on cultural resources and to provide the Advisory Council on Historic Preservation the opportunity to comment on those effects.

1.3 Area of Potential Effects

Since the proposed Greener Skies procedures would be flown using existing tracks on the east side of SEA, a National Environmental Policy Act (NEPA) Study Area was determined to include all the tracks flowing north and south on the west side of SEA (Figure 1). The project will alter the use of flight tracks over a wide area. The changes in flight track use in much of the NEPA Study Area would occur at relatively high altitudes and would not generate potentially significant noise impacts. At lower altitudes, the change in flight path usage has the potential to alter noise levels, which could have the potential to cause indirect effects to historic properties. Based on preliminary noise analysis, the APE has been defined as the area around SEA that currently experiences the highest noise levels. The APE determination is based on the project areas that would experience a Day-Night Average Sound Levels (DNL) of 65 dB; an area of 2017.61 hectares (4985.61) acres) in King County (Figures 2 and 3). The DNL has been established by the U.S. Environmental Protection Agency (EPA) as the principal metric for airport noise analysis (U.S. EPA, 1974). The federal government recognizes DNL 65 dB as the threshold of significant noise impact.

The Area of Potential Effects (APE) Notification for this undertaking was sent to the Washington Department of Archaeology and Historic Preservation (DAHP) on July 24, 2012. Concurrence on the APE notification was received on August 14, 2012 (Appendix A).



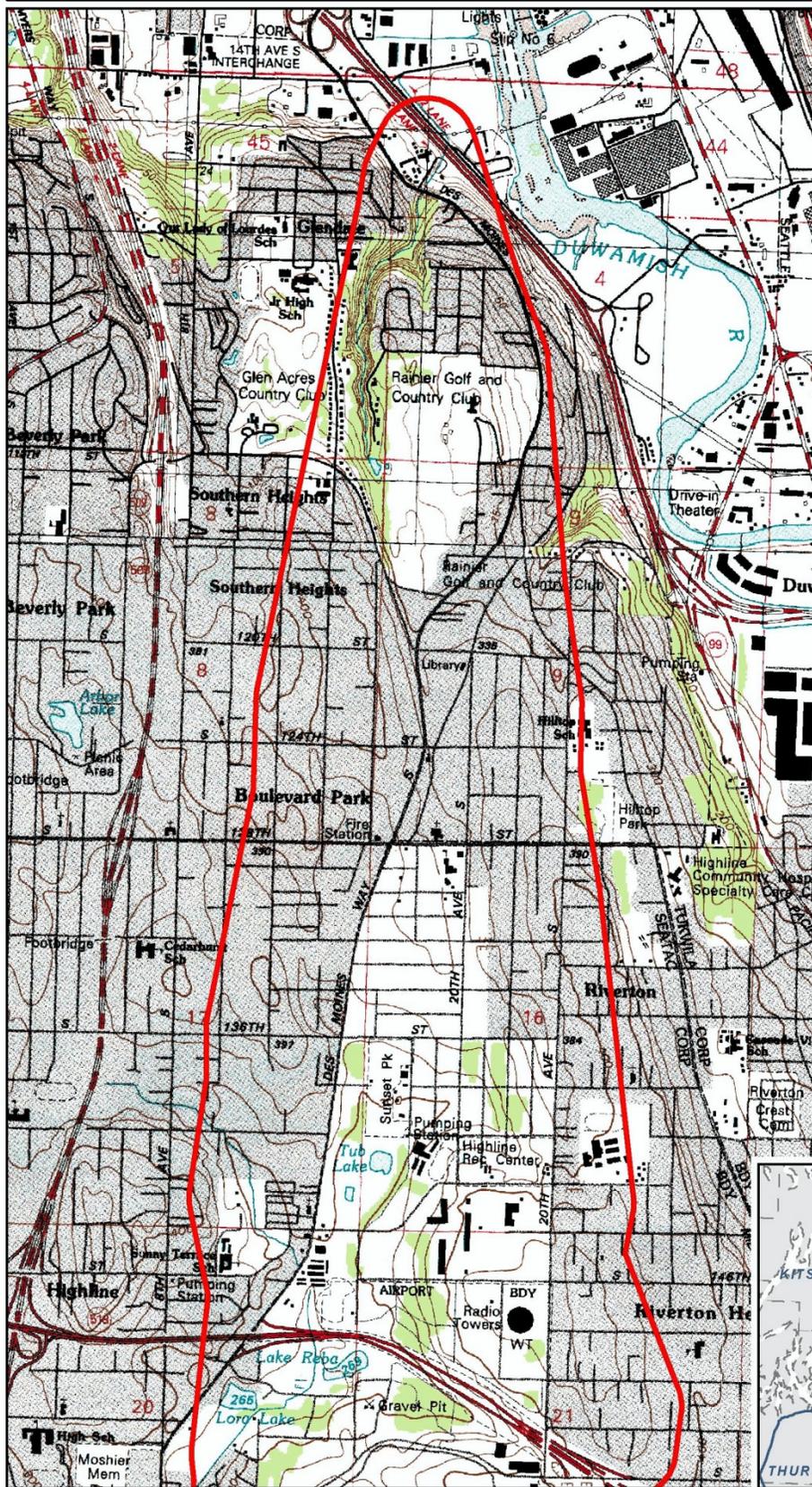


FIGURE 2
APE & USGS Quads
 Greener Skies Project
 King County, Washington

Legend

 Area of Potential Effects (APE)

Des Moines, WA
 Seattle South, WA
 7.5' USGS Quads
 Township 22 N Range 4 E
 Sections 4, 5, 8, 9, 16 & 17
 Township 23 N Range 4 E
 Sections 4, 5, 8, 9, 16, 17, 20,
 21, 28, 29, 32 & 33

NOTES: The APE is not a noise contour and is not intended for use in determining land use compatibility.



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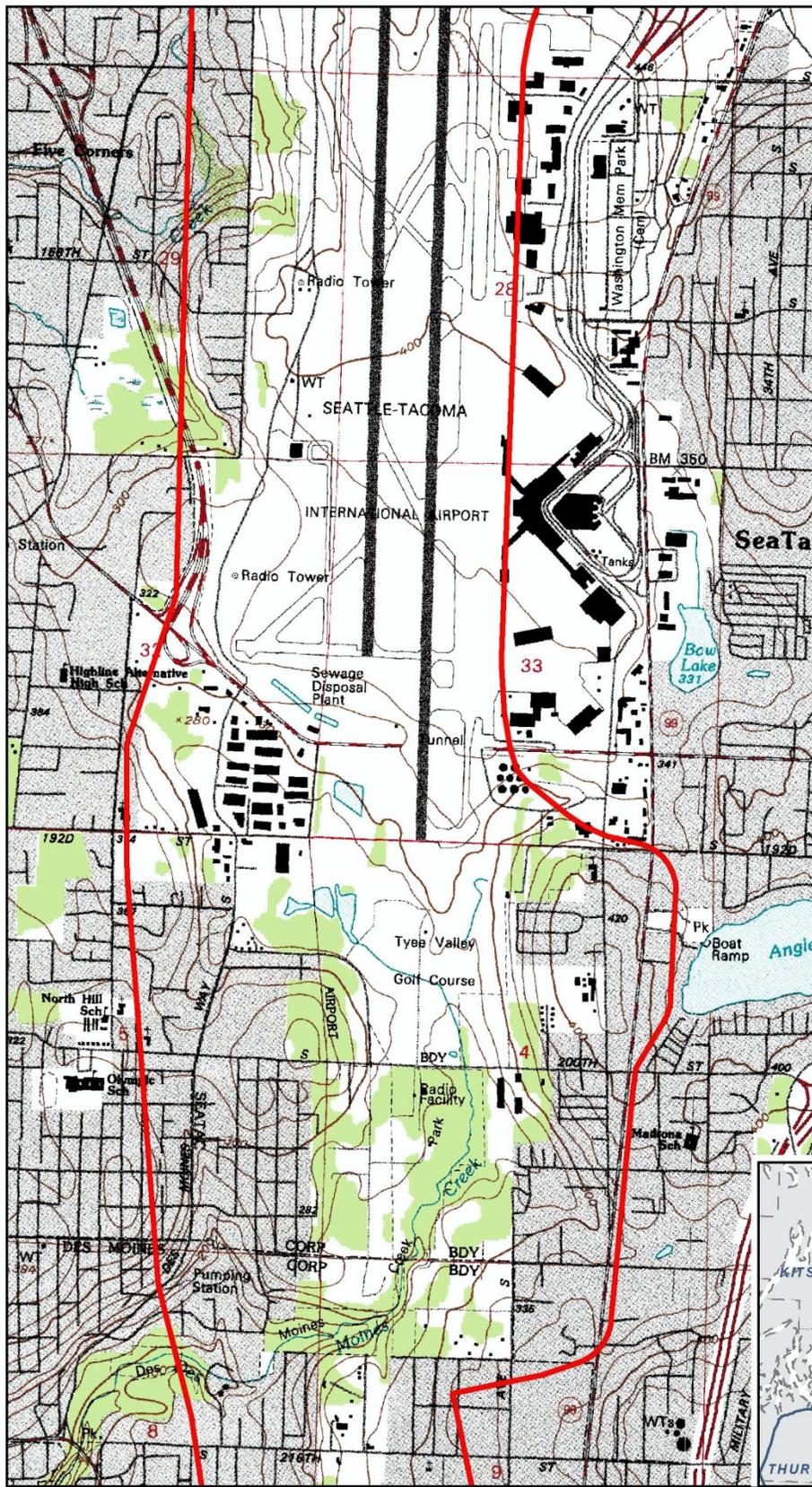


FIGURE 2
APE & USGS Quads
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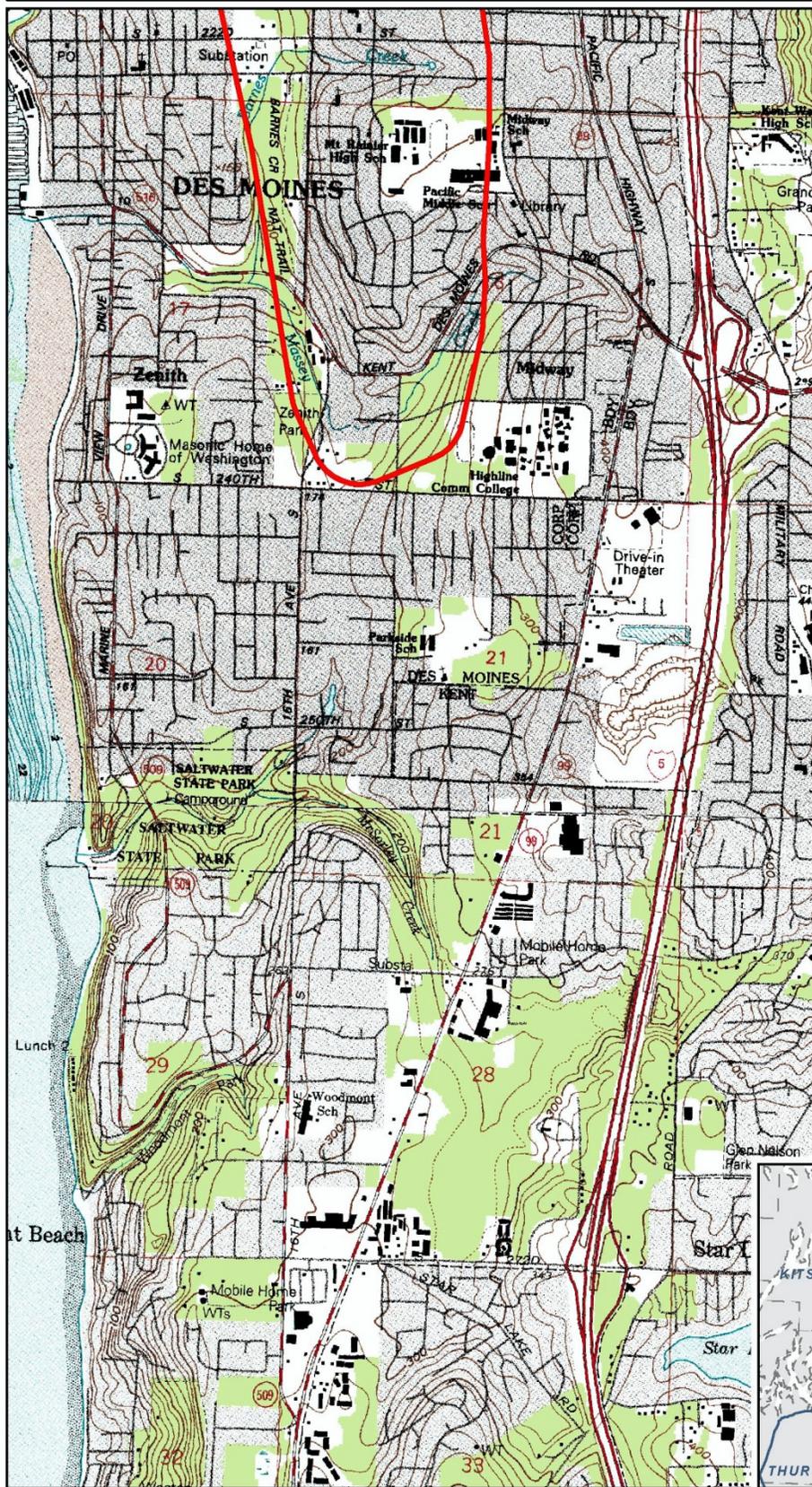


FIGURE 2
APE & USGS Quads
 Greener Skies Project
 King County, Washington

Legend

Area of Potential Effects (APE)

Des Moines, WA
 Seattle South, WA
 7.5' USGS Quads
 Township 22 N Range 4 E
 Sections 4, 5, 8, 9, 16 & 17
 Township 23 N Range 4 E
 Sections 4, 5, 8, 9, 16, 17, 20,
 21, 28, 29, 32 & 33

NOTES: The APE is not a noise contour and is not intended for use in determining land use compatibility.



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FIGURE 3
Area of Potential Effect (APE)
Greener Skies Project
King County, Washington

Legend

 Area of Potential Effects (APE)

NOTES: Digital Elevation Model courtesy of University of Washington (04/2012); Aerial Imagery 2011, NAIP.

The APE is not a noise contour and is not intended for use in determining land use compatibility.



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2. Environmental Setting

The project area is located within the Puget Sound basin in the northern portion of the Puget Trough physiographic and geologic province of Washington State (Franklin and Dyrness 1973). The Puget Sound basin is a depressed glaciated area with moderate topographic relief. The geology and topography of the region is the result of glacial action of the Pleistocene epoch. Sedimentary deposits throughout the region range from porous gravels and sands to a hard till containing clay, silt and coarser particles. The topography of the region is dominated by the terminal moraine of the Vashon glacier and the Puget Sound (Franklin and Dyrness 1973). As the weight of glacial ice reduced during glacial retreat, isostatic rebound reached heights of 140 meters. The configuration of the modern shoreline and sea levels stabilized approximately 5,000 years ago (Thorson 1981).

The Puget Sound basin is a rich environment with easy access to abundant terrestrial and marine resources. The region experiences a maritime climate characterized by generally mild temperatures, wet mild winters, cool dry summers and heavy precipitation. Within the Puget Sound basin the climate is milder than on the coast as the coastal mountains block the maritime air masses creating a rain shadow effect. Annual precipitation is approximately 40 inches per year (Franklin and Dyrness 1973, Fernandez et.al. 2011).

The Puget Sound Area is a subset of the forested region of western Washington defined as the *Tsuga heterophylla* Zone. The most extensive vegetation zone in western Washington, the *Tsuga heterophylla* Zone extends from south from British Columbia through the Olympic Peninsula, Coast Ranges, Puget Trough, and both Cascade physiographic provinces in western Washington (Franklin and Dyrness 1973). The major forest tree species for this zone are Douglas fir (*Pseudotsuga menziesii*) western hemlock (*Tsuga heterophylla*) and western red cedar (*Thuja plicata*). Hardwoods are rare in this zone; however, Red alder (*Alnus rubra*) bigleaf maple (*Acer macrophyllum*) and golden chinkapin (*Castanopsis chrysophylla*) do occur in disturbed areas and specialized habitats such as riparian zones. Within the larger *Tsuga heterophylla* zone the Puget Sound Area contains a unique distribution of species due to both geologic and climatic factors. Some of the notable features of the Puget Sound Area that are rare or not present in the rest of the *Tsuga heterophylla* Zone include the presence of lodge pole pine (*Pinus contorta*) western white pine (*Pinus monticola*) and ponderosa pine (*Pinus ponderosa*). The Puget Sound Area contains species such as Rocky Mountain juniper (*Juniperus scopulorum*) quaking aspen (*Populus tremuloides*) ponderosa pine (*Pinus ponderosa*), and northwestern paper birch (*Betula papyrifera*) which are rarely or never seen elsewhere in western Washington. An understory of salal (*Gaultheria shallon*) is common in the area as well as groves of Oregon white oak (*Quercus garryana*), extensive prairies, and poorly drained swamp or bog communities (Franklin and Dyrness 1973). A wide range of species that are a potential food source are present throughout the region including swordfern (*Polystichum muritum*), bracken fern (*Pteridium aquilinum*), Oregon grape (*Mahonia aquifolium*), vine maple (*Acer circinatum*), huckleberry (*Vaccinium spp.*), blackberry (*Rosaceae spp.*), ocean spray (*Holodiscus discolor*), salal (*Gaultheria shallon*), blueberries and huckleberries (*Vaccinium sp.*), blackberry, salmonberry, and thimbleberry (*Rubus sp.*), Wapato (*Sagittaria latifolia*), red elderberry (*Sambucus racemosa*), common camas (*Camassia quamash*), and tiger lily (*Lilium columbianum*) (Fernandez et.al. 2011).

3. Cultural Setting

3.1 Pre-Contact Overview

Archaeological remains provide a context for the earliest inhabitants of the Puget Sound region. Pre-contact archaeological assemblages in the Puget Sound reflect the heterogeneous environments found there. In littoral areas early archaeological remains consist largely of shell middens which contain abundant faunal remains but relatively few manufactures artifacts or formal tools. Though relatively scarce tools recovered from early sites in littoral contexts are, in general stylistically analogous to those found in coastal areas of Washington and British Columbia, and the San Juan Islands (Nelson 1990). In riverine settings tool assemblages are more abundant where as faunal remains are rarely preserved. Diagnostic tools types recovered from early sites in riverine settings show strong stylistic similarities to styles and sequences from the Columbia Plateau and Frasier River Valley. These

similarities suggest that an active and stable trade network existed between inhabitants of these regions (Nelson 1990).

3.2 Ethnographic Overview

The project area is located within a region that was occupied by various Native American groups collectively referred to as the Southern Coastal Salish. The Southern Coastal Salish refers to groups who speak two Coast Salish languages; Lushootseed and Twana. Native peoples of this region first came into contact with Europeans in 1792 when the British expedition led by George Vancouver explored the Puget Sound and Hood Canal, although they had experienced small pox and possessed some metal (Suttles and Lane 1990). Many of the tribes in the region participated in the treaties of 1855 which established several reservations. The late 20th century saw an economic, political, and cultural revitalization among Southern Coastal Salish tribes and the Boldt decision of 1974 secured traditional fishing rights for many tribes in western Washington (Suttles and Lane 1990).

The project area around SEA is located within the traditional territory of the Duwamish. Neighboring groups include the Suquamish to the west and the Green River (Muckleshoot), the Lower White River (Muckleshoot), the Upper White River (Muckleshoot) and the Puyallup to the south (Iversen et.al. 2000). The people in this area subsisted on the abundant natural resources of the area. Salmon was the primary food resources. In marine settings salmon were caught by trolling and with seines and gill nets. In fresh water settings salmon fishers utilized weirs, traps, dip nets, trawl nets, gaff hooks, harpoons, and leisters (Suttles and Lane 1990).

3.3 Historic Overview

The Hudson's Bay Company established a presence in the region with Fort Nisqually in 1833. By the 1840's several short lived missions were attempted. The Treaty of Washington gave the region to the United States in 1846 and the Donation Land Act of 1850 brought settlers to the region (Suttles and Lane 1990). The project area was first settled by homesteader Mike Kelly in the 1870's. Constructed between 1855 and 1860 the Seattle to Steilacoom Military Road was the first in the area (Iversen et.al. 2000). The area was developed gradually with the construction of Des Moines Memorial Way and Highway 99 (International Boulevard). The completion of SEA in 1944 fueled this development and became the region's primary aviation hub following World War II (Historylink.org). The City of SeaTac was incorporated on March 14, 1989. Today the city of SeaTac is approximately 10 square miles and contains a population of approximately 25,000 (CityofSeaTac.wa.us).

4. Literature Review

A literature review was conducted by Keith Mendez on August 3, 2012 through the Department of Archaeology and Historic Preservation (DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD) electronic database. The literature review included previous cultural resources reviews and survey reports, archaeological site and isolate forms, historic cemetery records, and historic property inventory records. The search was conducted within a 1 mile research area around the APE.

4.1 Cultural Resource Reviews and Survey Reports

The literature review identified 42 cultural resource reviews and inventory reports within the 1 mile research area and 10 within the APE (Table 1) (Figure 4).

4.2 Previously Recorded Cultural Resources

The literature review identified 11 archaeological sites, three historic properties and four cemeteries within the 1-mile research area and one archaeological site within the APE (Table 2) (Figure 5).

TABLE 1
Surveys

NADB #	Title	Location	Reference
1339749	Cultural Resources Monitoring Alki Transfer/CSO Project Allentown Trunk	Research Area	Robbins et al. 1995
1339765	M. Jordan Perrine Shell Midden (45KI446) Marine View Park, City of Normandy Park, Washington: Site Identification Report	Research Area	Leeds 1996
1339769	Results of a Cultural Resources Assessment for the Tolt Pipeline No. 2, Phase IV Project, North King County, Washington	Research Area	Goetz and Warner 1997
1339799	Port of Seattle North SeaTac Airport Employee Parking Lot Cultural Resource Assessment	APE	Forsman and Larson 1998
1339816	Central Link Light Rail Project Draft Environmental Impact Statement; Historic and Archaeological Technical Report	APE	Courtois et.al. 1998
1339836	Central Link Light Rail Transit Project Final Technical Report	APE	Courtois et.al. 1999
1339853	Port of Seattle, Seattle-Tacoma International Airport Master Plan, Proposed Third Runway Archaeological Resources and Traditional Cultural Places Assessment	APE	Iversen et.al. 2000
1339864	Preliminary Report, Cliff Condominiums Archaeological Resources and Traditional Cultural Places Assessment, Des Moines, King County, Washington	Research Area	Iversen and Larson 2000
1339888	S. 228 th Street Extension Archaeological Resources and Traditional Cultural Places Assessment, King County, Washington	Research Area	Iversen et al. 2001a
1339898	Heritage Resources Investigation of the South Park Cell # 41982 Tower T. 24 N., R. 4 E., Section 32 King County, Washington	Research Area	Cole 2001
1339904	Letter to Ronda Strauch (King County Road Services Division) Regarding the Archaeological Resources Monitoring for the South Park Bridge Project	Research Area	Roedel 2001
1340493	Pacific Highway South HOV Lanes Cultural Resources Assessment King County, Washington	Research Area	Iversen et al. 2001b
1340519	Pacific Highway South HOV Lanes Cultural Resources Assessment King County, Washington	Research Area	Iversen et al. 2001b
1342167	February 14, 2003 Letter to Steve Shipe (WSDOT) Regarding I-5 Pierce County Line to Tukwila 1/C Stage 2N Agreement No. Y-7856, Task Order AN from Lorelea Hudson (NWA).	Research Area	Hudson and Weaver 2003
1343164	Cultural Resources Survey and Testing for the North Wind's Weir Intertidal Restoration Project on the Duwamish River, City of Tukwila, King County, Washington	Research Area	Kent 2004
1344408	South Park Bridge Project Cultural and Historical Resources Technical Report.	Research Area	Historical Research Associates, Inc. 2004
1345556	Archaeological and Historical Resources Technical Report for the Tukwila South Project	Research Area	ENTRIX, Inc. 2005
1348322	Archaeological Monitoring at 9229 E. Marginal Way Tukwila, King County, Washington	Research Area	Gilpin 2006
1349400	Cultural Resources Report, Burien Town Square Street Improvement Project, Burien, Washington	Research Area	Tingwall and Goetz 2006a
1349413	SR 518/509 Interchange Improvements Cultural Resources Discipline Report	Research Area	PB and Larson Anthropological Archaeological Services Ltd 2007
1349571	Cultural Resources Report, 4 th Avenue SW Improvement Project, Burien, Washington	Research Area	Tingwall and Goetz 2006b

TABLE 1
Surveys

NADB #	Title	Location	Reference
1351645	Cultural Resources Survey for the South Park Bridge Project.	Research Area	ENTRIC Inc. and BOAS Inc. 2008
1351930	Cultural Resources Survey of a Portion of the Des Moines Creek Trail, Des Moines, King County, Washington	Research Area	Hoyt et al. 2008
1352086	Historic Resources Survey and Inventory Kent, Washington	Research Area	Scott 2008
1352262	Letter to Patrice Thorell (City of Des Moines) Regarding the Cultural Resources Monitoring during Geotechnical Borings at the Covenant Beach Park from Bryan Hoyt and Paula Johnson (Paragon Research Associates)	Research Area	Hoyt and Johnson 2008
1352487	Park Lake Homes II Redevelopment Project (PLH II) Cultural Resources Technical Report	Research Area	Keeney 2008
1352540	City of Des Moines North Marina Combined Improvements Project, King County, Washington	Research Area	Boggs et al. 2009
1353028	Cultural Resources Reconnaissance for Norfolk Water Quality Treatment Site and Puget Creek Natural Area City of Seattle, King County, Washington		Silverman et al. 2009
1353654	Cultural Resources Assessment of the City of Des Moines Transportation Gateway Project	APE	Goetz et.al. 2009
1353773	Cultural Resource Inventory for the Des Moines Kingdom Hall	APE	Brethower, Steinkamp and Baker 2009
1353867	Cultural Resources Study for the SR99 Intelligent Transportation System Improvements Project	APE	Foutch et.al. 2009
1354031	Cultural Resources Assessment for the Des Moines Creek Flood Mitigation Project, King County, Washington	Research Area	Hoyt et al. 2009
1354290	The Duwamish River Bend Site Data Recovery at 45KI703	Research Area	Blukis Onat et al. 2010
1354568	Upper Johnson Creek Restoration Cultural Resource Survey	Research Area	Elder et al. 2009
1354596	Cultural Resources Discipline Report for the Burien to Renton RapidRide-F Line Project	APE	Rooke 2010a
1680138	Cultural Resources Assessment of the E.J. Nist Park Improvement Project, Normandy Park, King County, Washington	Research Area	Lara 2010b
1680411	A Cultural Resources Survey of Proposed Duwamish Bend Development, Tukwila, Washington	Research Area	Lenz 2010
1680783	Barnes Creek Cultural Resource Investigation	APE	Stipe 2010
1681216	Cultural Resources Survey Report: Lake to Sound Trail-Segment B	APE	Fernandez et.al. 2011
1681545	Letter to Dennis Clark (King County Department of Natural Resources and Parks Water and Land Resources Division) Regarding Subsurface Investigation of the Proposed Duwamish Gardens from Paula Johnson and Bryan Hoyt (Paragon Research Associates, LLC)	Research Area	Johnson and Hoyt 2008
1681766	Archaeological Monitoring for the City of Des Moines North Marina Combined Improvements Project, King County, Washington	Research Area	Hoyt et al. 2011
1682084	Results of Archaeological Monitoring for the Norfolk MLK Water Quality Treatment Site Project, Seattle, Washington	Research Area	Earley 2012

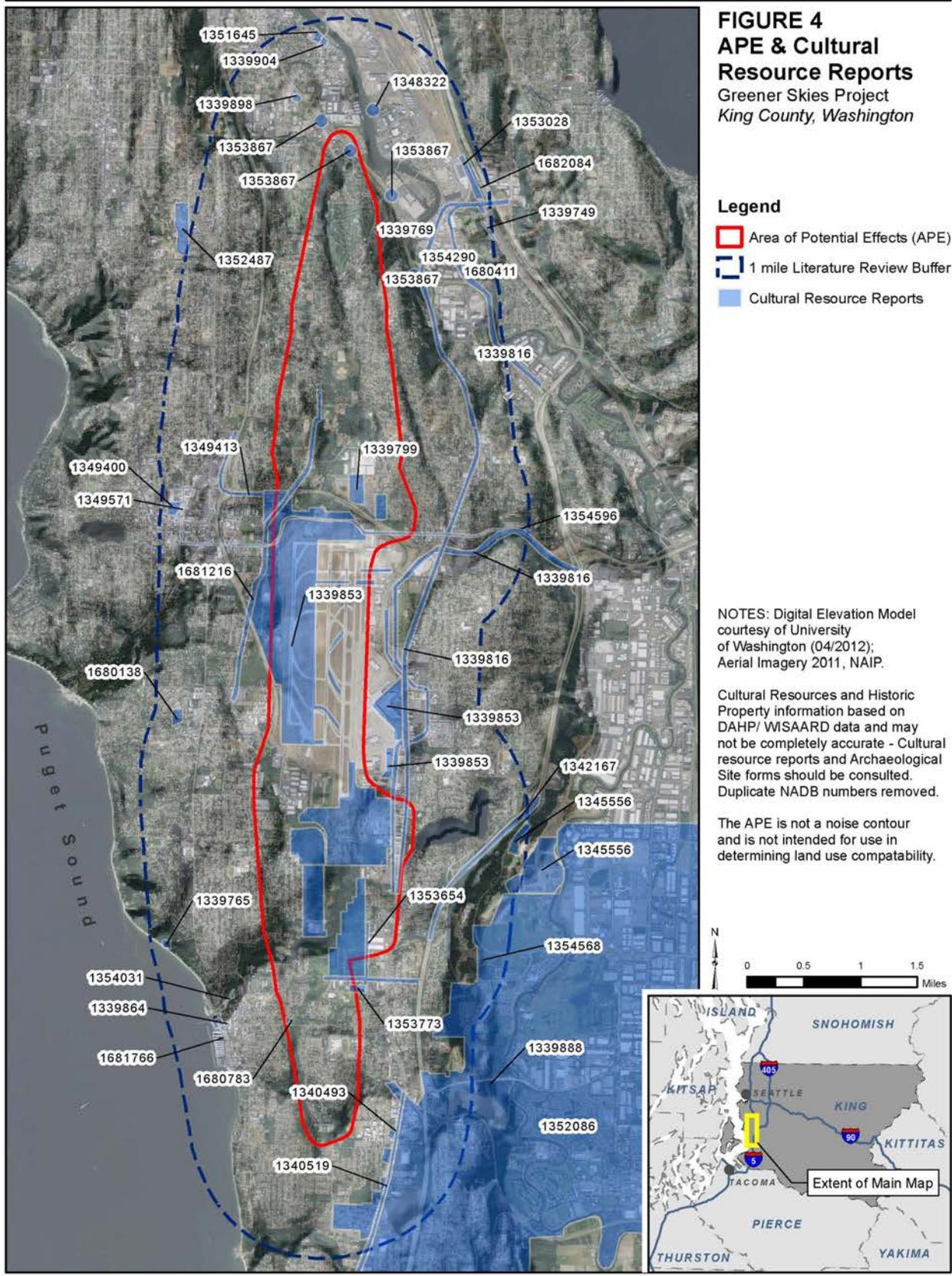
TABLE 2
Sites

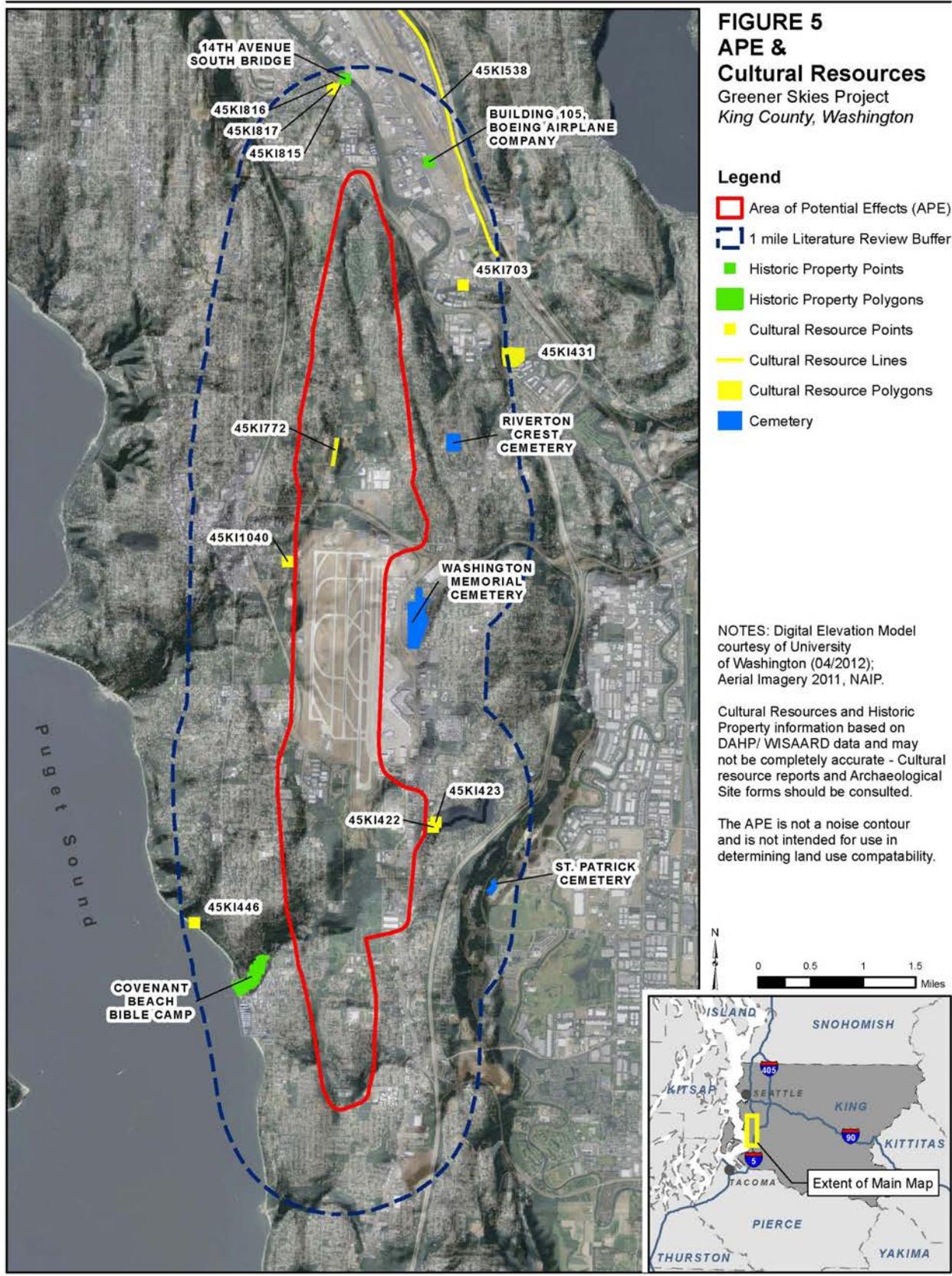
Site	Site type	Description	Eligibility Status	Location
14 Ave. S. Bridge	Historic Bridge	Spans Duwamish River	Listed	Research Area
45KI1040	Pre Contact Isolate	Lithic Flake	Unevaluated	Research Area
45KI422	Pre Contact Isolate	Cedar Salish Canoe	Unevaluated	Research Area
45KI423	Pre Contact Isolate	Cedar Salish Canoe	Unevaluated	Research Area
45KI431	Traditional Cultural Property	Allentown Fishing Camp	Eligible	Research Area
45KI449	Pre Contact Midden	Shell Midden	Unevaluated	Research Area
45KI703	Pre Contact Feature	Lithic Scatter	Eligible	Research Area
45KI772	Historic Railroad Property	Columbia & Puget Sound/Pacific Coast Railroad Grade	Unevaluated	APE
45KI538	Historic Railroad Property	Columbia & Puget Sound/Pacific Coast Railroad Grade	Unevaluated	Research Area
45KI815	Pre Contact Midden	Shell Midden	Eligible	Research Area
45KI816	Pre Contact Camp	Camp and Shell Midden	Unevaluated	Research Area
45KI817	Pre Contact Camp	Short term occupation site	Unevaluated	Research Area
Bld. 105, Boeing Airplane co.	Historic Industrial	Historic Site of Boeing Airplane Company	Listed	Research Area
Covenant Beach Bible Camp	Historic Structures/Religious Properties	Complex of historic religious camp buildings	Listed	Research Area
Riverton Crest Cemetery	Cemetery	Historic cemetery est. 1902	Inventory	Research Area
St. Patrick Cemetery	Cemetery	Historic cemetery est. 1880	Inventory	Research Area
Washington Memorial Cemetery	Cemetery	Historic cemetery est. 1930	Inventory	Research Area

^a Information gathered from Washington Information System for Archaeological and Architectural Records Data (WISAARD)

4.2.1 Archaeological Site 45KI772

Archaeological site 45KI772 was originally recorded in 2007. The site is located along the eastern edge of Des Moines Memorial Drive South in the City of SeaTac. The site consists of subsurface historic debris and features. A total of 12 features were identified within the site. The site has not been evaluated for NRHP eligibility.





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5. Research Design

The literature review and cultural context provided a basis to develop a research design for this project. The research design includes investigation of existing cultural resource and historical information, analysis of geomorphologic data, the use of Geographic Information Systems (GIS) and archaeological fieldwork to address potential effects to cultural resources.

5.1 Objectives/Expectations

The objective of the Cultural Resource Review was to comply with the Section 106 process of the NHPA of 1966 as amended, specifically CFR 800(3) to determine if there is a potential to cause effects to NRHP eligible historic properties.

This undertaking involves altering the use of flight paths into SEA and does not include any ground disturbing activities. The change in flight paths does have the potential to alter noise levels which could cause indirect effects to historic properties. For an undertaking to have an adverse effect it must be demonstrated that the undertaking may alter any of the characteristics of a historic property which qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. The information presented in this review has been used to take into account the effects on historic properties that could result from this project.

5.2 Methodology

The purpose of this section 106 review is to take into account the effects this undertaking may have on historic properties. A methodology was developed to identify historic properties that may be affected by this undertaking. Identification methods should be designed to the degree required to make specific decisions about potential impacts and preservation management. Since there is no ground disturbance associated with this project the research methodology is focused on identification of the types of historic properties that could be affected by the types of potential impacts associated with this undertaking. This undertaking has the potential to alter noise levels due to the change in flight paths. A noise analysis was completed as part of the Environmental Assessment (EA) for this undertaking. Appendix B Contains Figures 6.1-12 and 6.1-13 from the noise analysis. These figures show projected DNL values for the No-Action Alternative and the Proposed Action Alternative respectively. The findings show that there will be no significant change to noise levels as a result of this undertaking, and all noise changes (increase or decrease) will be of 1.5 dB or less (FAA 2012). Because there will be no significant change in noise levels this undertaking will not cause any effects to historic properties, assuming such properties are present within the APE. An inventory of existing documentation and previously recorded archaeological sites as presented in the literature review section is a reasonable and good faith effort for identification to make decisions regarding impacts to historic properties. No additional identification effort is needed to satisfy Section 106 requirements

6. Conclusions

The project includes the implementation of new approach procedures into SEA. The project will change use of flight paths around SEA. The preparation of this Section 106 Review included a literature review, background research and analysis of potential impacts caused by the undertaking. The results of this research provide a basis with which to identify a finding of effects for this undertaking. The literature review and other research indicate that ten surveys have been conducted for various projects and one previously recorded archaeological site is located within the APE. A noise analysis was completed as part of the National Environmental Policy Act Environmental Assessment for this undertaking. The findings show that there will be no significant change to noise levels as a result of this undertaking (FAA 2012). Because there will be no significant change in noise levels, this undertaking will not cause any effects to historic properties, assuming such properties are present within the APE. The results of this Section 106 review have identified that the project as planned will have No Adverse Effect to Historic Properties. No avoidance or mitigation measures are necessary to maintain this finding.

The Washington State Historic Preservation Office and interested parties have 30 days from receipt of this document to provide an opinion.

9. References

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Appendix A
APE Correspondence



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

August 13, 2012

RECEIVED AUG 14 2012

RECEIVED AUG 14 2012

Mr. John Warner
Manager, Operations Support Group
Federal Aviation Administration, Western Service Center
1601 Lind Ave, SW
Renton, WA 98057

In future correspondence please refer to:

Log: 010312-24-FAA

Property: Greener Skies over Seattle-Proposed New Air Traffic Arrival Procedures at SEATAC

Re: Archaeology - APE Concur

Dear Mr. Warner:

We have reviewed the materials forwarded to our office for the Greener Skies over Seattle project. Thank you for your description of the area of potential effect (APE) for the project. We concur with the definition of the APE. We look forward to the results of your cultural resources survey efforts, your consultation with the concerned tribes, and receiving the cultural resources report or the draft Environmental Assessment (EA). We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised.

Please note that DAHP requires that all historic property inventory and archaeological site forms be provided to our office electronically. If you have not registered for a copy of the database, please log onto our website at www.dahp.wa.gov and go to the Survey/Inventory page for more information and a registration form. To assist you in conducting a survey, DAHP has developed a set of cultural resource reporting guidelines. You can obtain a copy of these guidelines from our website. Also, please note that DAHP requires that all cultural resource reports be submitted in PDF format on a labeled CD or electronically. For further information please go to http://www.dahp.wa.gov/documents/CR_ReportPDF_Requirement.pdf.

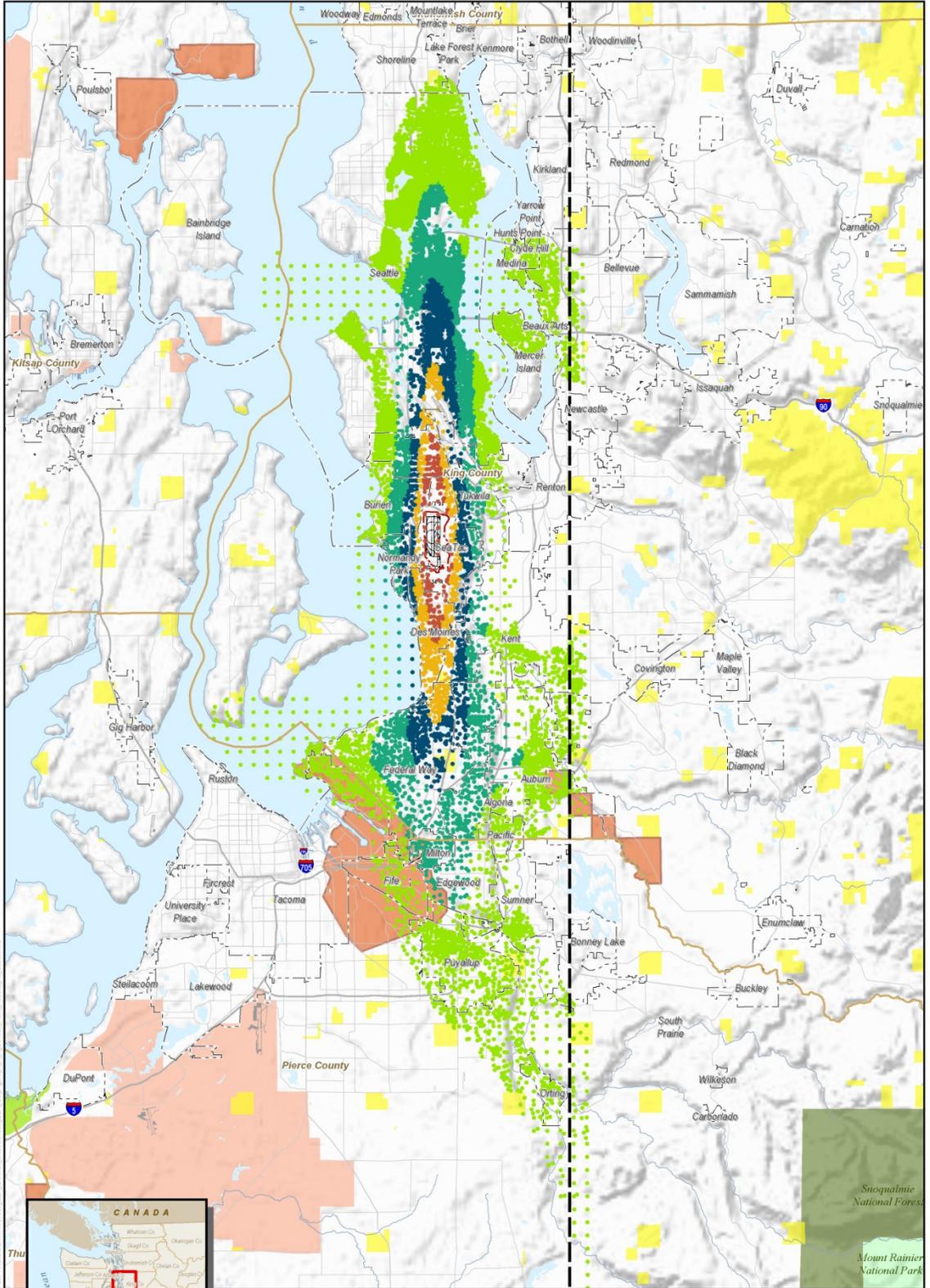
Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,

Matthew Sterner, M.A.
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov



Appendix B Noise Data

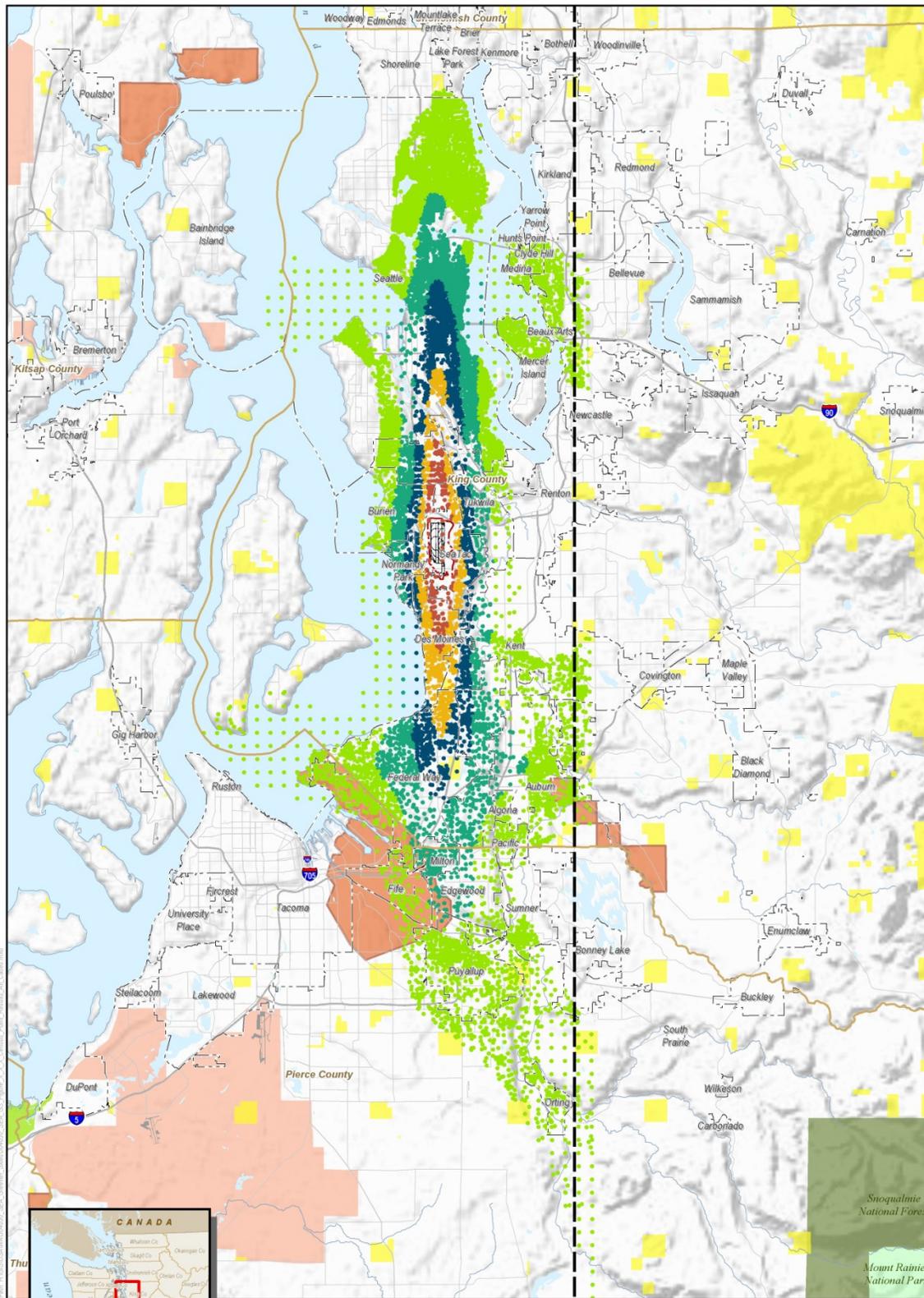


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 User: jhanson



- Data Sources: Washington State Dept. of Natural Resources (DNR), National Park Service (NPS), National Atlas of the United States, United States Geological Survey (USGS), Environmental Systems Research Institute, Inc. (ESRI)
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Greener Skies
 Environmental Assessment
2023 DNL Values for No-Action Alternative
 Figure 6.1-12
HARRIS MILLER MILLER & HANSON INC.



Data Sources: Washington State Dept. of Natural Resources (DNR), National Park Service (NPS), National Atlas of the United States, United States Geological Survey (USGS), Environmental Systems Research Institute, Inc. (ESRI)

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Greener Skies
Environmental Assessment

2023 DNL Values for Proposed Action Alternative

Figure 6.1-13

HARRIS MILLER MILLER & HANSON INC.

Appendix J ENDANGERED SPECIES ACT COMPLIANCE

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Memorandum of No Effect Determination for Federally Listed Threatened and Endangered Species for the Greener Skies Project

PREPARED FOR: Federal Aviation Administration
U.S. Fish and Wildlife Service, Lacey Field Office

COPY TO: Harris Miller Miller & Hanson, Inc.

PREPARED BY: CH2M HILL

DATE: July 13, 2012

PROJECT NUMBER: 428632.A1.04

Introduction

This memorandum provides the rationale for concluding that the Federal Aviation Administration's (FAA) "Greener Skies over Seattle" Project (the Proposed Action) would have "no effect" on listed species, their habitats, or proposed or designated critical habitat.

Section 7 of the Endangered Species Act (ESA) requires that federal actions do not jeopardize the continued existence of any threatened, endangered, or proposed species or result in the destruction or adverse modification of critical habitat. In meeting this requirement, the responsible federal official must consult with the U. S. Fish and Wildlife Service (USFWS) and/or National Marine Fisheries Service (NMFS), as appropriate, "if the applicant has reason to believe that an endangered species or a threatened species may be present in the area affected by his project and that implementation of such action will likely affect such species" [16 USC §1536 (a) (3)].

Section 7 is implemented through the USFWS and NMFS joint consultation rules (50 CFR Part 402, subpart B). The rules establish an optional informal consultation process and a mandatory formal consultation process. Formal consultation between an action agency and the service(s) is required if a proposed action "may affect listed species or critical habitat" [50 CFR §402.14(a)]. As described in the Endangered Species Consultation Handbook, the first step in the consultation process is a determination by the action agency that a proposed action might affect listed species or designated habitat (USFWS/NMFS, 1998). In the absence of circumstances indicating that an action might affect listed species or critical habitat, consultation is not required. For reasons explained in the following sections, the Proposed Action is expected to have no effects on listed plant, wildlife, and fish species or proposed species or designated or proposed critical habitat. In the absence of any effect, consultation under Section 7 is not required.

Project Description

Seattle-Tacoma International Airport (Sea-Tac) serves the cities of Seattle and Tacoma, Washington, as well as the western portion of Washington state. The Sea-Tac Airport is the primary hub for Alaska Airlines, whose headquarters are located in the immediate vicinity, and also for its low-cost sister company Horizon Air. The airport has service to destinations throughout North America, Europe, and East Asia.

In 2009, Alaska Air Group (AAG, the holding company for Alaska Airlines and Horizon Air) and Sea-Tac staff, in cooperation with the Boeing Company and the FAA, developed a plan to evaluate new flight procedures that would use the latest navigational technologies and allow all appropriately equipped operators, which included Alaska Airlines and Horizon Air, to fly optimal descent paths, while reducing their environmental impact during approaches to land at Sea-Tac.

The purpose of the Proposed Action is to enhance the efficiency of the existing air traffic control system serving Sea-Tac. Greener Skies seeks to achieve this purpose by leveraging the FAA's existing Next Generation Air Transportation System (NextGen) performance-based technology enhancements to reduce controller and pilot workloads, reduce the complexity of operations within the Seattle airspace, and increase system flexibility and predictability. Through Greener Skies, FAA intends to accomplish the following:

- Implement standard instrument arrival procedures to improve the predictability and repeatability of flight routes and more efficiently serve Sea-Tac's three runways.
- Redesign the supporting airspace management structure to enable the efficient use of optimized standard instrument procedures..

The Proposed Action, to be implemented in phases, would not increase the number of aircraft operations at Sea-Tac, but would increase efficiency with which the aircraft are controlled and reduce fuel burn, thereby reducing carbon emissions.

Study Area

FAA Order 1050.1E identifies the maximum altitude for environmental consideration of airspace actions as 10,000 feet above ground level (AGL). Additionally, FAA recommends considering proposed changes up to 18,000 feet AGL when the proposed changes are over a National Park, Wilderness Area, or Tribal Lands where natural quiet may be an attribute of the land use. Because of the proximity of Olympic National Park to the northwest and Mount Rainier National Park to the southeast, and the presence of tribal lands in the region, the study area examined in this environmental assessment (EA) (FAA, 2012) was conservatively created to encompass the geographic areas anywhere that the proposed changes to aircraft routes would occur below 18,000 feet AGL so as to assure that any areas of natural quiet were included.

The proposed airspace changes for the project occur northwest and southwest of Sea-Tac; no changes are being planned or proposed for areas east of the airport. A rectangular study area was, therefore, created, oriented in a north-south direction with Sea-Tac towards the eastern edge. This area includes all areas in which proposed new procedures diverge from existing procedures at altitudes of 18,000 feet AGL or less. The northern and western boundaries of the study area are positioned approximately 5 nautical miles (NM) beyond the navigational points at which the proposed new traffic procedures would begin to diverge from existing procedures. The southern boundary of the study area reflects the locations where aircraft would be descending below the 18,000-foot AGL altitude limit as they are sequenced on their approach to land; this location is closer to Sea-Tac than the common navigational points from which the existing and proposed procedures diverge. To the east and west, the study area extends to boundaries that are approximately 5 NM beyond any procedural changes proposed; the width of the area is approximately 33 NM. The entire rectangle covers slightly less than 3,200 square miles and is shown in Figure 1.

Methods

Information on bird usage and ESA species in the study area was obtained from USFWS during a conference call with Martha Jensen and Karen Myers of the Washington Department of Fish and Wildlife (WDFW), Augustin Moses of FAA, and Alisa Swank and Bill Willkie of CH2M HILL on April 3, 2012; summary items from the call are included as Attachment A. In addition, WDFW data for Priority Habitats and Species (PHS), Wildlife Survey Data Management Point/Polygon (including Marbled Murrelet points), Spotted Owl and Bald Eagle Buffer Management Zone Databases and Seabird Colonies were reviewed (WDFW 2012).

Implementing the Proposed Action would alter the vertical and lateral distribution of some of aircraft using the new procedures. To capture the effects of these changes, two sound metrics were used to evaluate potential noise impacts to listed species, critical habitat, and wildlife refuges: the day-night average sound level (DNL) and the maximum sound level (L_{max}). Both of these metrics are based on the "A-weighted" decibel (dBA), a weighting that most closely approximates the human response to sound. A-weighting also approximates the shapes of hearing threshold curves in birds¹. A summary of these metrics follows:

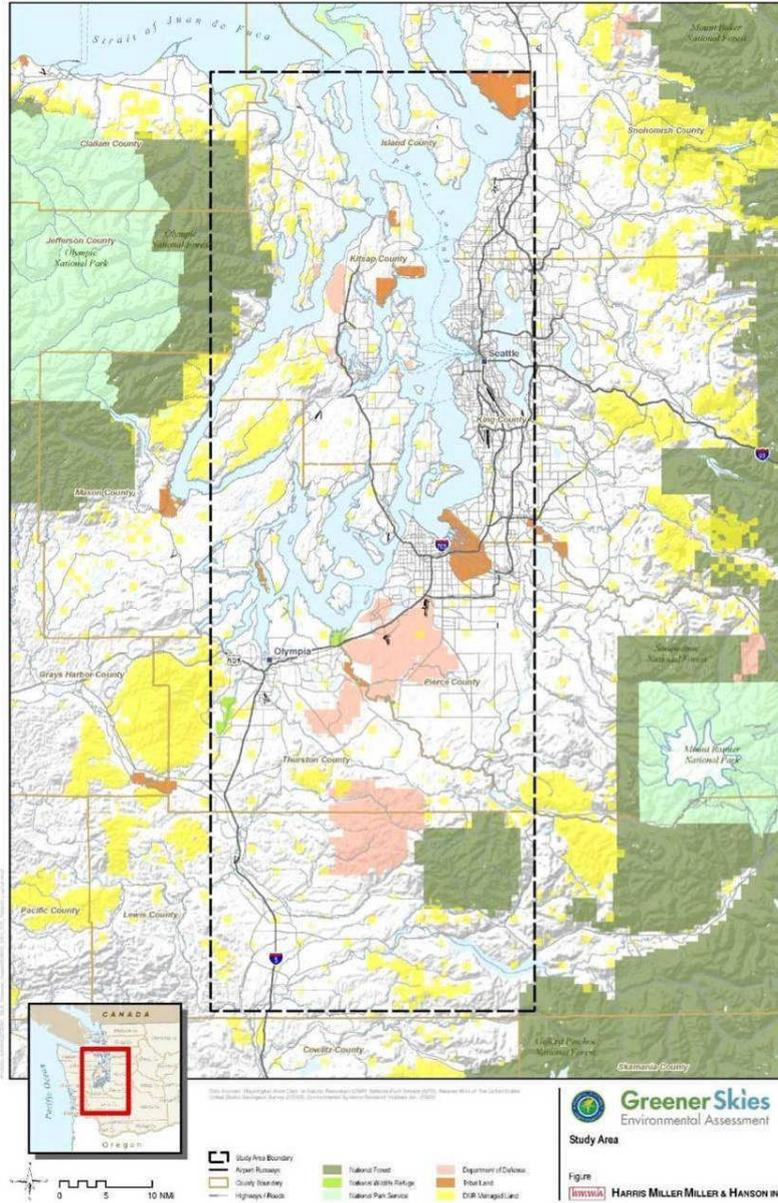
FIGURE 1

¹ Barber, Jesse R. Kevin R. Crooks and Kurt M. Fristrup. 2009. "The costs of chronic noise exposure for terrestrial organisms." *Trends in Ecology and Evolution*, Vol. 25, No. 3, p. 180.

Final Environmental Assessment for
Proposed Arrival Procedures to Seattle-Tacoma International Airport

MEMORANDUM OF NO EFFECT DETERMINATION FOR FEDERALLY LISTED THREATENED AND ENDANGERED SPECIES FOR THE GREENER SKIES PROJECT

Study Area

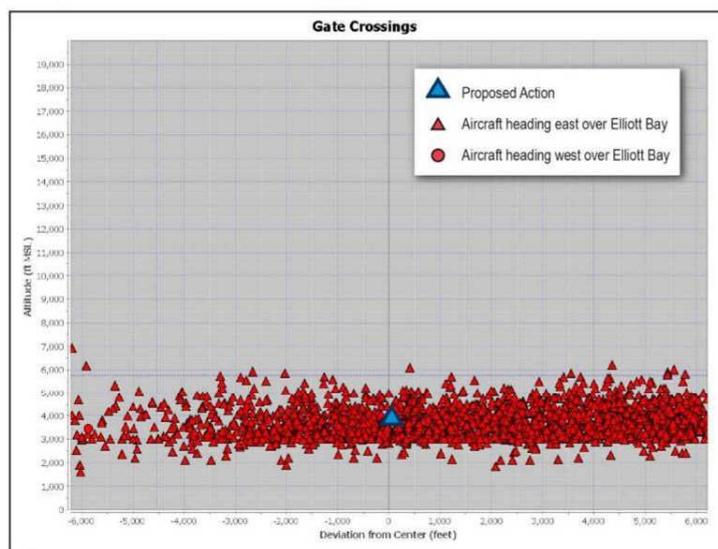


- The DNL noise analysis reflects any change in average daily cumulative sound levels due to implementation of the Proposed Action. DNL reflects the total amount of aircraft activity that is close enough to the site to contribute to cumulative noise levels.
- The L_{max} is the maximum instantaneous noise level. For this project, the type and number of aircraft are the same as in the No Action Alternative; therefore, any change in the L_{max} would reflect an increase or a decrease in the distance from the loudest events to the site in question. Analysis of noise level changes at the Nisqually, Dungeness, and Protection Island National Wildlife Refuges (NWRs) found that implementing the Proposed Action would have essentially no effect on L_{max} values.

As noted above, the changes in noise levels in the study area are caused by changes in the vertical and lateral distribution of aircraft. These changes are evaluated graphically in areas of high bird concentrations to illustrate the reasons for any changes in noise levels and to assess potential changes in bird strike risk. In order to understand the current distribution and altitudes of aircraft in north and south flows, a gate-crossing analysis was conducted. Gates, or cross-sections of the airspace, were created to display the vertical and lateral distribution of aircraft flying through the gate using radar data collected in 2011. Gates were drawn across areas where the Proposed Action would present a change over nearshore areas, which included across Elliott Bay between West Seattle and downtown Seattle in the north and across Commencement Bay between Tacoma and Federal Way in the south (see Figures 2, 3, and 4).

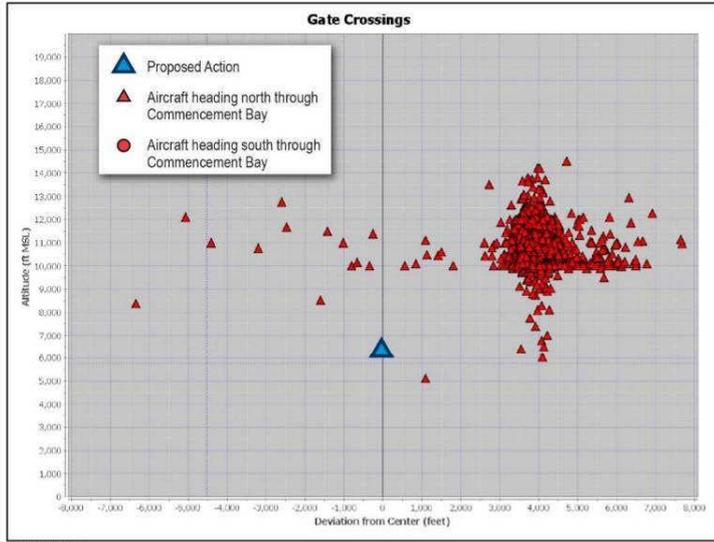
FIGURE 2

Elliott Bay Gate: Arrival Jets in South Flow



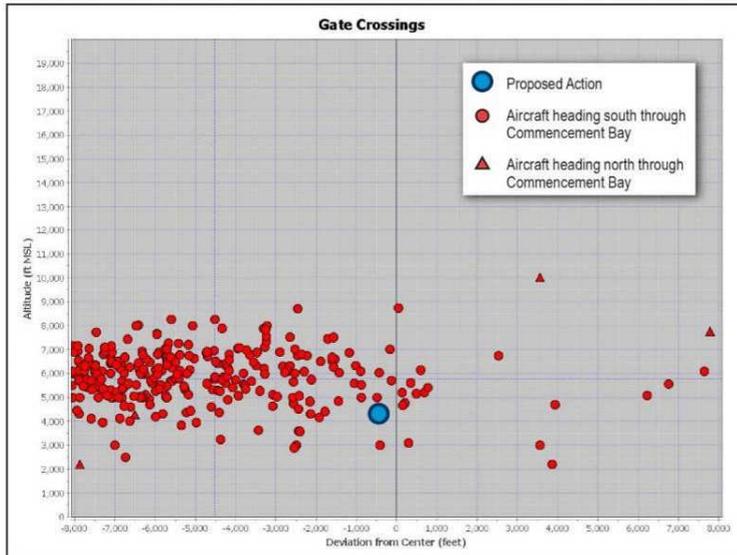
MEMORANDUM OF NO EFFECT DETERMINATION FOR FEDERALLY LISTED THREATENED AND ENDANGERED SPECIES FOR THE GREENER SKIES PROJECT

FIGURE 3
Commencement Bay Gate-Arrival Jets in South Flow



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FIGURE 4
Commencement Bay Gate: Arrival Jets in North Flow



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Effect on Plants, Fish, or Terrestrial Wildlife

Due to the lack of physical development related to the Proposed Action, there are no potential impacts to plants, fish, and terrestrial wildlife. Fish and essential fish habitat would not be impacted by the Proposed Action. The remaining memorandum, therefore, focuses on threatened and endangered birds and bald eagles.

No Effect on Birds

Noise analyses prepared for the EA identified changes in noise levels for every location in the study area at which either alternative would generate at least DNL 45 decibels (dB). These analyses determined no location would experience a change in exposure that would exceed the 1.5 dB criterion for “significant impact” above DNL 65, the 3.0 dB criterion for “consideration of mitigation” from DNL 60 to 65, or the 5.0 dB criterion for “disclosure” from DNL 45 to 60.

The maximum increase in noise levels caused by implementing the Proposed Action in the years 2014 and 2018 would be DNL 0.9 dB; the maximum decrease would be DNL 0.8 dB for the same periods. The maximum increase in DNL attributable to the Proposed Action would be DNL 1.1 dB in 2023, when higher percentages of aircraft would be following the new procedures. No significant impacts due to noise from the Proposed Action were identified.

Marbled Murrelet: Listed as Threatened

The majority of marbled murrelets (*Brachyramphus marmoratus*) in the WDFW database are clustered in the northwestern and southeastern portions of the study area, with a noticeable gap in the central portion over the populated areas in King County. Only one occurrence is located in the vicinity of the proposed approaches where the change in noise levels is expected to range between DNL 0.1 and 1.5 dB. The WDFW database describes this occurrence as a biotic detection of above-canopy behavior in the Seattle South quadrangle in July 1992 (WDFW 2012).

Proposed flight paths would be redirected further inland, away from Puget Sound and associated aquatic habitat. The resulting flight paths would be more concentrated over urban areas and located further inland where there are fewer foraging opportunities for marbled murrelets. The changes in noise levels are not expected to affect marbled murrelets. Although marbled murrelets travel from shorelines to mountains, perpendicular to the flight paths, the study area is already used by existing aircraft on approach or departure from Sea-Tac. The Proposed Action would not increase the number of aircraft operations at Sea-Tac; it would only alter the pattern of the approach from stepped descent to a smooth descent. Therefore, the Proposed Action is not anticipated to affect marbled murrelets.

Streaked-Horned Lark: Candidate

The only occurrence of streaked-horned lark (*Eremophila alpestris strigata*) in the WDFW database that fell within the study area was a breeding occurrence at the Olympia Regional Airport, with a location accuracy to within 1 mile (WDFW 2012). Even with a 1-mile buffer from the Olympia Airport, this occurrence is not located within the vicinity of the proposed new procedures. In regards to potential streaked-horned larks elsewhere in the vicinity of the proposed approaches, the study area is already used by existing aircraft on approach or departure from Sea-Tac, and the Proposed Action would not increase the number of aircraft operations at Sea-Tac; it would only alter the pattern of the approach from stepped descent to a smooth descent. Therefore, the Proposed Action is not anticipated to affect streaked-horned lark.

Bald Eagle: Delisted

The majority of nesting bald eagles (*Haliaeetus leucocephalus*) in the WDFW database are clustered in the northwestern portion of the study area and, to a lesser extent, in the central portion of the study area. There are no bald eagle nests within a 1-mile radius of the airport; the closest bald eagle nest is approximately 2.5 miles away from the airport parcel boundary. Proposed flight paths would be redirected further inland, away from Puget Sound and associated shorelines where there is higher quality eagle nesting and foraging habitat. The resulting flight paths would be more concentrated over urban areas located further inland where there are fewer

MEMORANDUM OF NO EFFECT DETERMINATION FOR FEDERALLY LISTED THREATENED AND ENDANGERED SPECIES FOR THE GREENER SKIES PROJECT

eagle nests. Therefore, the Proposed Action would result in a decreased number of aircraft flying over eagle nesting and foraging habitat within Puget Sound, thereby benefitting resident and wintering eagles. As discussed during the call with USFWS, bald eagles nesting in Puget Sound near Sea-Tac are already habituated to an urban setting. The study area is already used by existing aircraft on approach or departure from Sea-Tac, and the Proposed Action would not increase the number of aircraft operations at Sea-Tac; it would only alter the pattern of the approach from stepped descent to a smooth descent. Additionally, as mentioned above, the Proposed Action would not result in any significant noise impacts. Therefore, the Proposed Action is not anticipated to affect bald eagles.

Critical Habitat

Critical habitat for the following six species falls within the study area: bull trout (*Salvelinus confluentus*), chum salmon (*Oncorhynchus keta*), Chinook salmon (*Oncorhynchus tshawytscha*), northern spotted owl (*Strix occidentalis caurina*), marbled murrelet, and killer whale (*Orcinus orca*) (Table 1). Of these six critical habitat designations, only three occur within the noise change area: bull trout, Chinook salmon, and killer whale. As previously stated, due to the lack of physical development related to the Proposed Action, there are no potential impacts to plants, fish, and terrestrial wildlife. Therefore, the marine and aquatic species and associated critical habitat would not be impacted by the Proposed Action. Although the expansive study area includes portions of northern spotted owl critical habitat in the Olympic Peninsula in the northwest and forested areas in the southeast, most changes to flight paths and the revised pattern of descent would occur over inland areas of King, Pierce, and Thurston counties and will not affect northern spotted owls or northern spotted owl critical habitat. As discussed above, the Proposed Action is not anticipated to affect marbled murrelets or marbled murrelet critical habitat. Therefore, the Proposed Action is not anticipated to affect designated critical habitat within the study area.

TABLE 1
Critical Habitat Within the Study Area

Common Name	Scientific Name	Status	Listing Date
Bull Trout	<i>Salvelinus confluentus</i>	T	6/10/98
Chum salmon	<i>Oncorhynchus keta</i>	T	8/2/99
Chinook salmon, Puget Sound ESU	<i>Oncorhynchus tshawytscha</i>	T	8/2/99
Northern spotted owl	<i>Strix occidentalis caurina</i>	T	6/26/90
Marbled murrelet	<i>Brachyramphus marmoratus</i>	T	10/1/92
Killer whale	<i>Orcinus orca</i>	E	2/16/06

Source: USFWS Critical Habitat Portal (<http://criticalhabitat.fws.gov/crithab/>)

Summary of Conclusions

The Proposed Action would have no effect on federally listed species, candidate species, or designated critical habitat. Proposed flight paths would be redirected further inland, away from Puget Sound and associated shorelines and marine habitat. The resulting flight paths would be more concentrated over urban areas where there are fewer foraging opportunities for marbled murrelets and bald eagles and where there are fewer eagle nests. There is no physical development related to the Proposed Action, and it would not increase the number of aircraft operations at Sea-Tac; it would only alter the flight paths and pattern of the stepped descent to a smooth descent approach for some aircraft. Therefore, potential for aircraft collision with streaked-horned lark is not expected to change from the current conditions. Additionally, the Proposed Action would not result in any significant noise impacts. The study area is already used by existing aircraft on approach or departure from Sea-Tac. In consideration of these project characteristics, the Proposed Action is anticipated to result in a determination of “no effect” on listed species and critical habitat.

References

- FAA. 2012. *Draft Environmental Assessment for Greener Skies Over Seattle; Proposed Arrival Procedures to Seattle-Tacoma International Airport*. Draft. Internal Deliberative Material. Prepared by the United States Department of Transportation, Federal Aviation Administration with technical support from Harris Miller Miller & Hanson, Inc. April 11.
- USFWS. *Critical Habitat Portal*. Available at <http://criticalhabitat.fws.gov/crithab/>. Accessed July 9, 2012. U.S. Fish and Wildlife Service.
- USFWS/NMFS. 1998. *Endangered Species Act Consultation Handbook: Procedures for Conducting Section 7 Consultations and Conferences*. U.S. Fish and Wildlife Service and National Marine Fisheries Service. March.
- WDFW. 2012. *Priority Habitats and Species Digital Data for CH2M HILL Project: Environmental Assessment for New Flight Patterns Over Western Washington*. Washington Department of Fish and Wildlife. June 7.

Attachment A

From: Swank, Alisa/SEA
Sent: Wednesday, April 04, 2012 8:09 AM
To: Martha_L_Jensen@fws.gov; karen_myers@fws.gov
Cc: augustin.moses@faa.gov; Willkie, Bill/BAO; Marina.Landis@faa.gov; admin-seattle@hmmh.com
Subject: RE: Agenda and Materials for Conference Call today

Martha and Karen-

Thank you again for participating in our conference call yesterday regarding the Greener Skies project and we appreciate your input at this stage of the project. Below is a summary of the input we heard from you:

Migratory birds:

- Migratory birds in the project area would likely fly at relatively low altitudes to take advantage of the resting and feeding opportunities afforded by the shoreline. Keeping aircraft at higher altitudes might reduce the potential for bird strikes.
- Bird use at higher altitudes may still occur, and can depend on a variety of factors, including species, destination and time of day.
- The proposed shift in jet aircraft away from nearshore areas and wildlife refuges along Puget Sound is likely to be beneficial
- The consolidation of flight paths into a more precise pathway is likely to be beneficial
- The area between Lake Washington and Puget Sound is important to look at because birds travel between these two water bodies

Bald eagles:

- Bald eagles in this area are habituated to urban life
- The EA should identify known eagle nests near the Airport

ESA Species

- Marbled murrelets travel from shorelines to mountains, perpendicular to the flight paths
- Radar data providing altitude information is available for marbled murrelets
- Streaked horned lark is candidate species in the study area
- No impacts to non-avian species are expected

We are interested in obtaining the radar data for marbled murrelets, and any other unpublished information you may have available regarding altitudes at which migratory birds may commonly be found. If you would like further information on the project at this time, additional scoping materials are available on the project website – <http://www.greener skiesea.com/public-outreach.html>. Of particular interest may be the meeting exhibits for the existing Radar Flight Tracks, which show the current dispersion of air traffic. These can be compared with the Proposed RNAV Flight Procedures, which show how these routes would be condensed.

Thanks,
Alisa

Alisa Swank
Environmental Planner
CH2M HILL
1100 112th Avenue NE
Suite 400
Bellevue, WA 98004-4504

Phone: (425) 233-3524
Mobile: (425) 213-7307
Fax: (425) 468-3124
Email: Alisa.Swank@ch2m.com

From: Martha_L_Jensen@fws.gov [mailto:Martha_L_Jensen@fws.gov]
Sent: Tuesday, April 03, 2012 12:58 PM
To: Swank, Alisa/SEA
Cc: augustin.moses@faa.gov; Willkie, Bill/BAO; Marina.Landis@faa.gov; karen_myers@fws.gov
Subject: Re: Agenda and Materials for Conference Call today

All
Thanks for organizing the call today. Let us know if and when you will be wanting or needing anything more from us.

Martha Jensen
Federal Activities Branch Manager
Division of Consultation and Technical Assistance
Washington Fish and Wildlife Office
510 Desmond Dr SE
Lacey, WA 98503
tel: (360) 753-9000/ fax: (360) 753-9008
martha_l_jensen@fws.gov

<Alisa.Swank@CH2M.com>

04/03/2012 08:09 AM

To <martha_jensen@fws.gov>, <augustin.moses@faa.gov>, <Bill.Willkie@CH2M.com>, <Marina.Landis@faa.gov>
cc
Subject: Agenda and Materials for Conference Call today

Hi everyone-

Here is the agenda for our call at 11 am. I have attached some background material for our discussion.

- 1) Introductions/roles
- 2) Greener Skies project background
- 3) Specific changes planned
- 4) Potential for interaction with Migratory Birds

Thanks,
Alisa

Alisa Swank
Environmental Planner
CH2M HILL
1100 112th Avenue NE
Suite 400
Bellevue, WA 98004-4504

Phone: (425) 233-3524

Mobile: (425) 213-7307

Fax: (425) 468-3124

Email: Alisa.Swank@ch2m.com

[attachment "Greener Skies_Final Agency Letter_USFWS.doc" deleted by Martha L Jensen/WWO/R1/FWS/DOI]

Appendix K AGENCY COORDINATION

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K.1 Sample Letter of Invitation to Agency Scoping Meeting



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

1601 Lind Avenue, Southwest
Renton, Washington 98057

December 22, 2011

Mr. Tristin Atkins
Director of Aviation
Washington State Department of Transportation
18204 59th Dr. NE, Ste. B
Arlington, WA 98223

**Subject: Invitation to Participate in Agency Scoping for *Greener Skies Over Seattle* -
Proposed Implementation of New Air Traffic Arrival Procedures**

Dear Mr. Atkins:

The Federal Aviation Administration (FAA) is preparing an Environmental Assessment (EA) for new flight procedures in the airspace surrounding Seattle Tacoma International Airport (SEA). This EA is being initiated with a scoping effort to identify potential environmental issues related to proposed new flight arrival procedures. This letter is an invitation to your agency to participate in this scoping process.

Over the next two decades the FAA will face major challenges meeting future demand while improving safety, reducing delays, and protecting the environment. The Next Generation Air Transportation System (NextGen) is the FAA's primary means to transform the national air transportation system. NextGen is a highly complex, multilayered, long-term process, developing and implementing new technologies and changes in the operating environment.

The Proposed Action to be evaluated in this EA is the implementation of new approach procedures into SEA, which will meet the following needs:

- Improved efficiency in a complex airspace while maintaining the same high level of safety through shorter flight paths that will reduce flight times and fuel consumption;
- Increased flight path predictability;
- Increased flexibility in the use of noise mitigation routes over Elliot Bay during Instrument Meteorological Conditions (IMC) that normally cannot be used during adverse weather conditions;
- Decreased communications between controllers and pilots, hence a reduction in likelihood of hear-back/read-back errors and more efficient handling of air traffic by the controllers.

The proposed procedures to be evaluated are depicted in the graphic attached to this letter.

The FAA will conduct a scoping meeting specifically for interested federal, state, and local regulatory agencies on Thursday, January 26, 2012 from 12:30 to 2:00 p.m. in the Rainier Room at the Wizards of the Coast building, 1600 Southwest Lind Avenue, Renton, WA. The location is adjacent to the FAA leased Landmark building in Renton. EA team members will be available to present and discuss project information. Attendance is encouraged as this is an opportunity for agencies to learn more about the project and indicate their respective concerns.

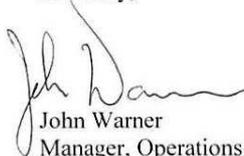
If you will attend this scoping meeting, please kindly RSVP to Laura Taylor (Harris Miller Miller & Hanson Inc.) at (916) 368-0707 or ltaylor@hmmh.com.

Agency representatives are also welcome to attend the public scoping meetings that will be held from 6 to 8 p.m. on the following dates:

- Wednesday, January 25, 2012 at the Federal Way Library, 848 S. 320th Street, Federal Way, WA 98003
- Thursday, January 26, 2012 at the Shoreline Conference Center, 18560 1st Avenue N.E., Shoreline, WA 98155

The FAA is welcoming comments on the proposed project at any time, up to and including February 29, 2012. Comments may be submitted at any of the scoping meetings or via email to Augustin Moses, FAA at comments@greener skiesea.com or mailed to FAA's environmental consultants, Harris Miller Miller & Hanson Inc., Attention: Robert Miller, 8880 Cal Center Drive, Suite 430, Sacramento, CA 95826.

Sincerely,



John Warner
Manager, Operations Support Group
Western Service Center

Attachment: FAA Greener Skies Proposed Action and Study Area

K.2 List of Invitees to Agency and Tribal Scoping Meetings

Agency & Tribal Contacts
Greener Skies EA
December 16, 2011

Puget Sound Clean Air Agency
Leslie Stanton, Team Lead
Climate & Transportation Planning
1904 Third Avenue, Suite 105
Seattle, WA 98101

US Environmental Protection Agency
Christine Reichgott, Environmental Review Manager
US EPA, Region 10
1200 Sixth Avenue
Mail Code: ETPA-088
Seattle, WA 98101

Washington State Department of Archaeology and Historic Preservation
Dr. Allyson Brooks, Ph.D.
State Historic Preservation Officer
1063 South Capital Way, Suite 106
Olympia, WA 98501

Martha Jensen
US Fish and Wildlife Service
Western WA Fish & Wildlife Office
Department of the Interior
510 Desmond Drive, S.E. Suite 102
Lacey, WA 98503
(360)753-6046

Stephen Kiehl, Principal Planner
Puget Sound Regional Council
1011 Western Avenue., Ste 500
Seattle, WA 98104

Mike Grady, Transportation Branch Chief
National Marine Fisheries Service
Northwest Regional Office
7600 Sand Point Way, NE
Seattle, Washington 98115-0070
(206) 526-6150

Matt Longenbaugh, Central Puget Sound Habitat Branch Chief
National Marine Fisheries Service
510 Desmond Drive SE, Suite 103
Lacey, WA 98503

Jeff Fisher, Southwest Washington Branch Chief
National Marine Fisheries Service
510 Desmond Drive SE, Suite 103
Lacey, WA 98503

US Army Corps of Engineers
Evan Lewis, Chief
Environmental Resources Branch
US Army Corps of Engineers, Seattle District
P.O. Box 3755
Seattle, WA 98124-3755

Jeannie Summerhays
Director, Northwest Regional Office
Washington Department of Ecology
3190 160th Ave SE
Bellevue WA, 98008-5452

Agency & Tribal Contacts
Greener Skies EA
December 16, 2011

Page 2

Sally Toteff
Director, Southwest Regional Office
Washington Department of Ecology
PO Box 47775
Olympia, WA 98504-7775

Gordon White
Program Manager, Shorelands and Environmental Assistance
Washington Department of Ecology
PO Box 47600
Olympia, WA 98504-7600

Stu Clark
Program Manager, Air Quality
Washington Department of Ecology
PO Box 47600
Olympia, WA 98504-7600

Jenifer Coleson
Environmental Specialist
USDA/NRCS
316 W.Boone Ave., Suite 450
Spokane, WA 99201-2345

Isaac Conlen
Planner
City of Federal Way
33325th Avenue South
Federal Way, WA 98063

Karen Wolf
Senior Planner
King County Office of Strategic Planning and Performance Management
401 5th Avenue, Suite 800
Seattle, WA 98104

Chip Davis
Planner
City of Burien
400 S.W. 152nd St., Ste 300
Burien, WA 98166

Stacy MacGregor
Assistant Planner
City of Tukwila
6300 Southcenter Blvd.
Tukwila, WA 98188

John Shambaugh
Senior Aviation Planner
Washington State – Dept. of Transportation
3704 172nd Street, N.E. Ste K2
Arlington, WA 98223

Tristin Atkins
Director of Aviation
18204 59th Drive NE, Ste. B
Arlington, WA 98223

Agency & Tribal Contacts
Greener Skies EA
December 16, 2011

Page 3

Denise Lathrop
Planning Manager
City of Des Moines
21630 11th Avenue South, Ste D
Des Moines, WA 98166

Doug Schulze
City Manager
City of Normandy Park
801 SW 174th Street
Normandy Park, WA 98166

Marshall Foster
City Planning Director
City of Seattle Department of Planning and Development
700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

George Steirer
Principal Planner
City of Mercer Island
9611 SE 36th Street
Mercer Island, WA 98040

Kristin Kissinger, AICP
City of Medina Planning Consultant
501 Evergreen Point Road
Medina, WA 98039

Chris Salomone
Director of Planning & Community Development
City of Bellevue
450 110th Avenue NE
Bellevue, WA 98004

Steve Rybolt
Port of Seattle
Aviation Environmental Programs
P.O. Box 68727
Seattle, WA 98168

Tribes

Virginia Cross, Chair
Muckleshoot Tribal Council
39015 172nd Avenue, S.E.
Auburn, Washington 98092

Herman Dillan, Sr. Chairman
Puyallup Tribal Council
2002 East 28th Street
Tacoma, Washington 98404

Matt Mattson, Tribal Administrator
Snoqualmie Tribe of Indians
P.O. Box 280
Carnation, Washington 98014

Agency & Tribal Contacts
Greener Skies EA
December 16, 2011

Page 4

Lavina Washines
Chairwoman
Confederated Tribes and Bands of the Yakama
P.O. Box 151
Toppenish, WA 98948-0151

Mike Marchand
Chairman
Confederated Tribes of the Colville Reservation
P.O. Box 150
Nespelem, WA 99155-0150

John Barnette
Chairman
Cowlitz Indian Tribe
P.O. Box 2547
Longview, WA 98632-8594

Cynthia Iyall
Chairperson
Nisqually Indian Tribe of the Nisqually
4820 She-Nah-Num Dr., S.E.
Olympia, WA 98513-9199

Janice Mabee
Chairperson
Sauk-Suiattle Indian Tribe of Washington
5318 Chief Brown Ln.
Darrington, WA 98241-9421

Ronald Charles
Chairman
Port Gamble Indian Community of the Port Gamble
31912 Little Boston Rd., N.E.
Kingston, WA 98346

Denese LaClair
Chairperson
Skokomish Indian Tribe of the Skokomish
N. 80 Tribal Center Rd.
Skokomish Nation, WA 98584

Shawn Yanity
Chairman
Stillaguamish Tribe of Washington
P.O. Box 277
Arlington, WA 98223

Leonard Forsman
Chairman
Suquamish Indian Tribe of the Port Madison
P.O. Box 498
Suquamish, WA 98392-0498

M. Brian Cladoosby
Chairman
Swinomish Indians of the Swinomish Reservation
P.O. Box 817
LaConner, WA 98257-0817

Agency & Tribal Contacts
Greener Skies EA
December 16, 2011

Page 5

Melvin Sheldon
Chairman
Tulalip Tribes of the Tulalip Reservation
6700 Totem Beach Road
Marysville, WA 98271-9715

Jennifer Washington
Chairwoman
Upper Skagit Indian Tribe of Washington
25944 Community Plaza Way
Sedro Woolley, WA 98284-9739

K.3 Sign-in Sheet for Agency Scoping Meeting

Meeting Sign-In - 1/26/12

SEA Greener Skies - Agency Scoping Meeting

Lastname	Firstname	Agency	Sign-In	E-mail address
Brooks, Ph.D.	Allyson	Washington State Department		
Clark	Stu	Washington Department of Ecology		
Coleson	Jenifer	USDA / NRCS		
Conlen	Isaac	City of Federal Way		
Davis	Chip	City of Burien		
Fisher	Jeff	National Marine Fisheries Service		
Foster	Marshall	City of Seattle		
Grady	Mike	National Marine Fisheries Service		
Jensen	Martha	Western WA Fish & Wildlife Office		
Kiehl	Stephen	Puget Sound Regional Council	<i>Stephen Kiehl</i>	skiehl@psrc.org
Kissinger, AICP	Kristin	City of Medina		
Lathrop	Denise	City of DesMoines		
Lewis	Evan	US Army Corps of Engineers		
Longenbaugh	Matt	National Marine Fisheries Service		
MacGregor	Stacy	City of Tukwila	<i>Stacy MacGregor</i>	stacy.m.mcgregor@tukwila.wa.gov
Reichgott	Christine	US Environmental Protection Agency		
Salomone	Chris	City of Bellevue		
Shambaugh	John	Washington State DOT		
Shulze	Doug	City of Normandy Park		
Stanton	Leslie	Puget Sound Clean Air Agency		
Steirer	George	City of Mercer Island		
Sumerhays	Jeannie	Washington Department of Ecology		

K.4 Minutes of Agency Scoping Meeting

Seattle Greener Skies Environmental Assessment Agency Scoping Meeting

January 26, 2012

Meeting Notes

12:40 pm Meeting started

Bob Miller welcome – introduction of attendees

Bob Miller opening remarks. Introduce Doug Marek, FAA.

Doug Marek – Technical presentation.

Questions from audience:

2500 ft separation – what is driving that?

Doug responds also further explanation of ILS. Signal is ground based versus RNAV being signaled from space.

Bob Miller – Environmental presentation.

Any questions or concerns?

No questions from audience.

Bob – invitation to attendees to view boards and ask any questions one on one.

Question Mike Grady NOAA – looks like a good project. Don't anticipate water quality issues. Seems to be a good thing without any obvious potential impacts to fish and wildlife.

Bob – mentioned concern for migratory birds. Discussed narrowing of track and changes in dispersion. Concentrated path. Noise issues may be a factor. Fish and wildlife not expected to be an issue.

Meeting ended approximately 2:00 pm

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K.5 Sample Letter of Invitation to Tribal Scoping Meeting



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

1601 Lind Avenue, Southwest
Renton, Washington 98057

December 20, 2011

Mr. Melvin Sheldon
Chairman
Tulalip Tribes of the Tulalip Reservation
6700 Totem Beach Road
Marysville, WA 98271-9715

**Subject: Invitation to Participate in Agency Scoping for *Greener Skies over Seattle* -
Proposed Implementation of New Air Traffic Arrival Procedures**

Dear Mr. Sheldon:

The Federal Aviation Administration (FAA) is preparing an Environmental Assessment (EA) for new flight procedures in the airspace surrounding Seattle Tacoma International Airport (SEA). This EA is being initiated with a scoping effort to identify potential environmental issues related to proposed new flight arrival procedures. This letter is an invitation to your tribe to participate in this scoping process.

Over the next two decades the FAA will face major challenges meeting future demand while improving safety, reducing delays, and protecting the environment. The Next Generation Air Transportation System (NextGen) is the FAA's primary means to transform the national air transportation system. NextGen is a highly complex, multilayered, long-term process, developing and implementing new technologies and changes in the operating environment.

The Proposed Action to be evaluated in this EA is the implementation of new approach procedures into SEA, which will meet the following needs:

- Improved efficiency in a complex airspace while maintaining the same high level of safety through shorter flight paths that will reduce flight times and fuel consumption;
- Increased flight path predictability;
- Increased flexibility in the use of noise mitigation routes over Elliot Bay during Instrument Meteorological Conditions (IMC) that normally cannot be used during adverse weather conditions;
- Decreased communications between controllers and pilots, hence a reduction in likelihood of hear-back/read-back errors and more efficient handling of air traffic by the controllers.

The proposed procedures to be evaluated are depicted in the graphic attached to this letter.

The FAA will conduct a scoping meeting specifically for interested tribal leaders on Thursday, January 26, 2012 from 10:00 to 11:30 a.m. in the Rainier Room at the Wizards of the Coast building, 1600 Southwest Lind Avenue, Renton, WA. The location is adjacent to the FAA Landmark building in Renton. Regional Administrator's staff and EA team members will be available to present and discuss project information. Attendance is encouraged as this is an opportunity for tribal representatives to learn more about the project and indicate their concerns.

Please RSVP to Laura Taylor (Harris Miller Miller & Hanson Inc.) at (916) 368-0707 or ltaylor@hmmh.com.

You are also welcome to attend the public scoping meetings that will be held from 6:00 p.m. to 8 p.m. on the following dates:

- Wednesday, January 25, 2012 at the Federal Way Library, 848 S. 320th Street, Federal Way, WA 98003
- Thursday, January 26, 2012 at the Shoreline Conference Center, 18560 1st Avenue N.E., Shoreline, WA 98155

The FAA is welcoming comments on the proposed project at any time, up to and including February 29, 2012. Comments may be submitted at any of the scoping meetings or via email to Augustin Moses, FAA at comments@greener skiesea.com or mailed to FAAs environmental consultants, Harris Miller Miller & Hanson Inc., Attention: Robert Miller, 8880 Cal Center Drive, Suite 430, Sacramento, CA 95826.

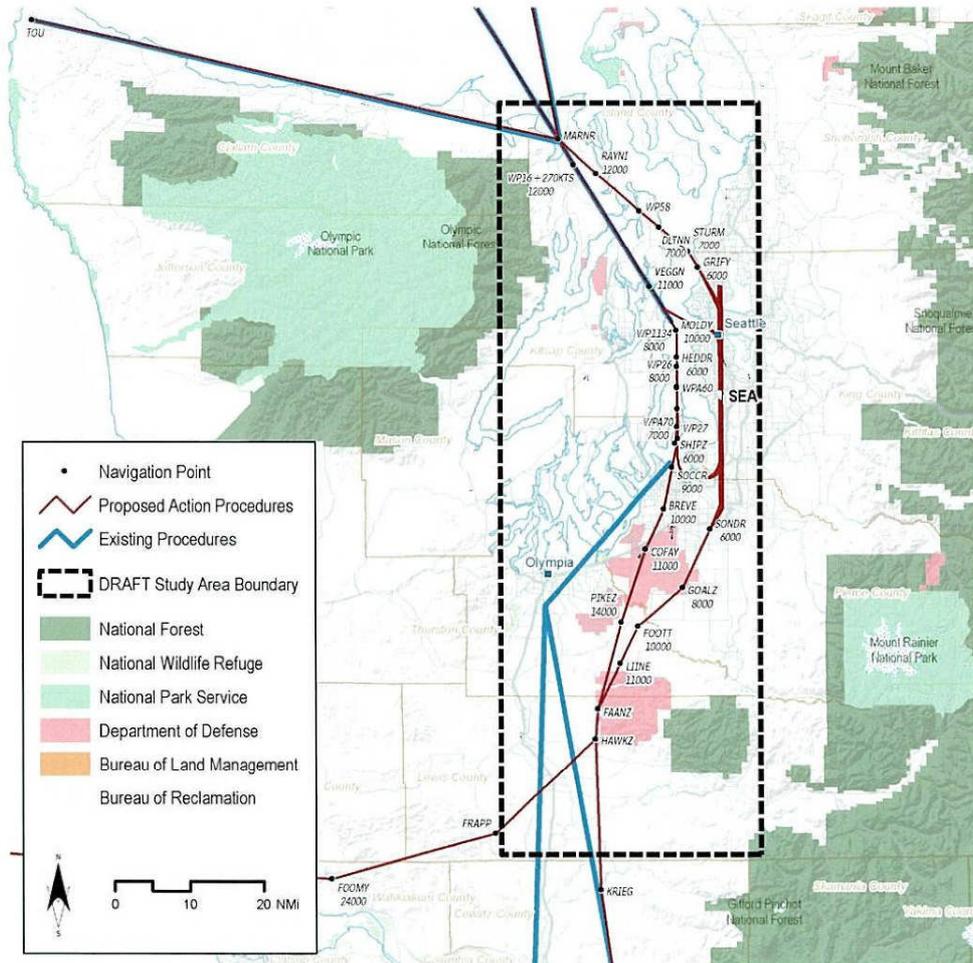
Sincerely,



Ronald G. Beckerdite
Director, Western Service Center

Attachment: FAA Greener Skies Proposed Action and Study Area

**FAA Greener Skies
 Proposed Action and Study Area**



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K.7 Minutes of Tribal Scoping Meeting

Seattle Greener Skies Environmental Assessment Tribal Scoping Meeting

January 26, 2012

Meeting Notes

There were no attendees to the Tribal Scoping Meeting other than FAA and contractor staff.

Subsequently, no presentation was made.

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K.8 Handout for All Scoping Meetings

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Environmental Analysis Considerations

The EA will assess the environmental consequences of the Proposed Action and reasonable alternatives. Impact categories will be analyzed according to the criteria included in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*. The eighteen impact areas are as follows:

- Noise
- Compatible Land Use
- Air Quality
- Fish, Wildlife, and Plants
- Section 4(f) of the Department of Transportation (DOT) Act of 1966
- Historical, Architectural, Archeological, and Cultural Resources
- Light Emissions and Visual Impacts
- Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks
- Cumulative Impacts
- Coastal Resources
- Construction Impacts
- Energy Supply and Natural Resources
- Farmlands
- Floodplains
- Hazardous Materials and Solid Waste
- Water Quality
- Wetlands
- Wild and Scenic Rivers

Recognizing that the Proposed Action is limited to changing aircraft flight paths and does not require new infrastructure, the major emphasis of analysis is expected to be on noise and noise-related impacts.

Public Input

The FAA encourages interested members of the public to review these materials, and provide their input by email to comments@greener skiesea.com.

Also, submissions can be made by regular mail to:

Greener Skies EA

c/o Laura Taylor

Harris Miller Miller & Hanson Inc.

8880 Cal Center Drive, Suite 430

Sacramento, CA 95826

For Additional Information

For additional information, please visit the website at: www.greener skiesea.com.

Environmental Assessment for Proposed New Approach Procedures into Seattle-Tacoma International Airport (SEA)

Greener Skies Environmental Assessment

January 2012



The Federal Aviation Administration (FAA) is embarking on a project to evaluate proposed new approach procedures into Seattle-Tacoma International Airport (often denoted by the FAA's three-letter identifier as SEA). Prior to implementing any such procedures, the FAA must conduct an environmental study in compliance with the National Environmental Policy Act (NEPA) of 1969.

The consultant team of Harris Miller Miller & Hanson Inc., CH2M Hill, Inc. and Mosaic ATM, Inc. are assisting FAA in this study.

Background

The Next Generation Air Transportation System (NextGen) is the FAA's primary means to transform the national air transportation system to meet future demand while improving safety, reducing delays, and protecting the environment. NextGen is a comprehensive initiative that involves not only the development of new technologies, but also the leveraging of existing technologies. Seamless airspace and Performance Based Navigation (PBN) are key building blocks for NextGen. Area Navigation (RNAV) and Required Navigation Performance (RNP) are the two main components of PBN. RNAV enables aircraft to fly without relying solely on ground based navigation aids. Aircraft can fly on any desired flight path within the coverage of ground- or spaced-based navigation aids, within the limits of the capability of aircraft self-contained systems. RNP is RNAV with the addition of in-flight monitoring of the airplane's performance. The pilot receives an alert if the aircraft is not performing in accordance with the requirements for a specific procedure.

The Proposed Action to be evaluated in the current EA is to implement new RNAV and RNP approach procedures at SEA.

Study Area

The study area is defined as the geographic area potentially environmentally impacted by the Proposed Action. According to the FAA, the altitude ceiling for environmental consideration regarding airspace actions is 10,000 feet above ground level (AGL). Additionally, FAA recommends considering proposed changes up to 18,000 feet AGL when the proposed changes are over a National Park or a Wildlife Refuge. The Preliminary Study Area shown in this brochure was created to encompass the geographic areas where the proposed changes to aircraft routes would occur below 18,000 feet AGL; the area is

approximately 40 nautical miles (NM) wide and extends roughly 40 NM to the north of SEA and 60 NM to its south.

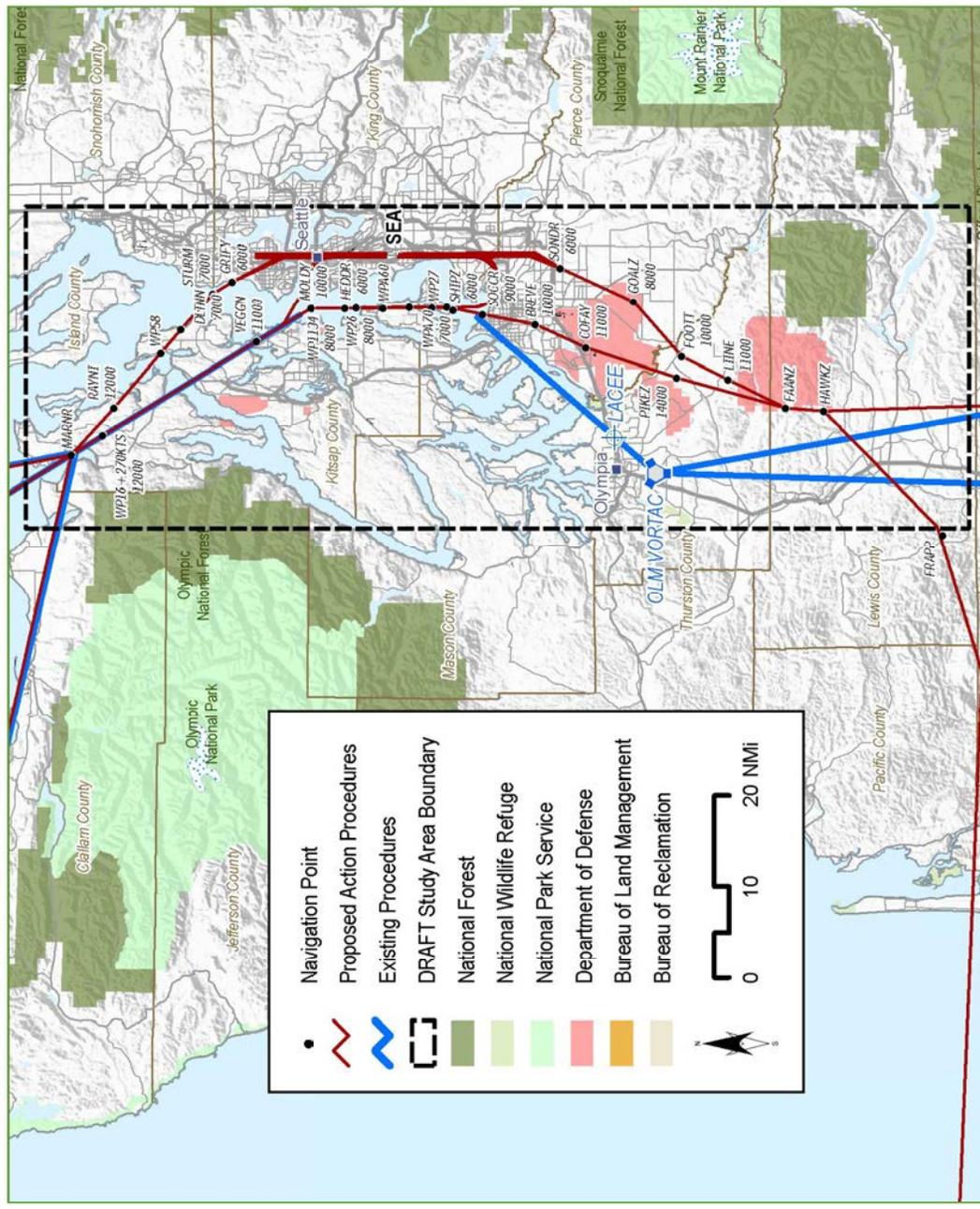
Project Details

Consistent with the FAA's responsibility for the safe, efficient and secure operation of the National Airspace System (NAS), the Proposed Action at Seattle will meet the following needs:

- Improve efficiency in a complex airspace while

maintaining the same high-level of safety through shorter flight paths that will reduce flight times and fuel consumption

- Increase in-flight track predictability/flexibility using the capability to land on any runway under Instrument Meteorological Conditions (IMC) that normally cannot accommodate traffic during adverse weather
- Decrease in flight track length through direct routing, resulting in a reduction in jet engine emissions



K.9 Display Boards for All Scoping Meetings

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Greener Skies
Environmental Assessment

Environmental Assessment for
Proposed New Approach Procedures into
Seattle-Tacoma International Airport (SEA)

Welcome to the Greener Skies Environmental Assessment Scoping Meeting

Lead Federal Agency
Federal Aviation Administration
Air Traffic Organization

Consultant Team
Harris Miller Miller & Hanson Inc.
CH2M Hill, Inc.
Mosaic ATM, Inc.



Environmental Resource Categories

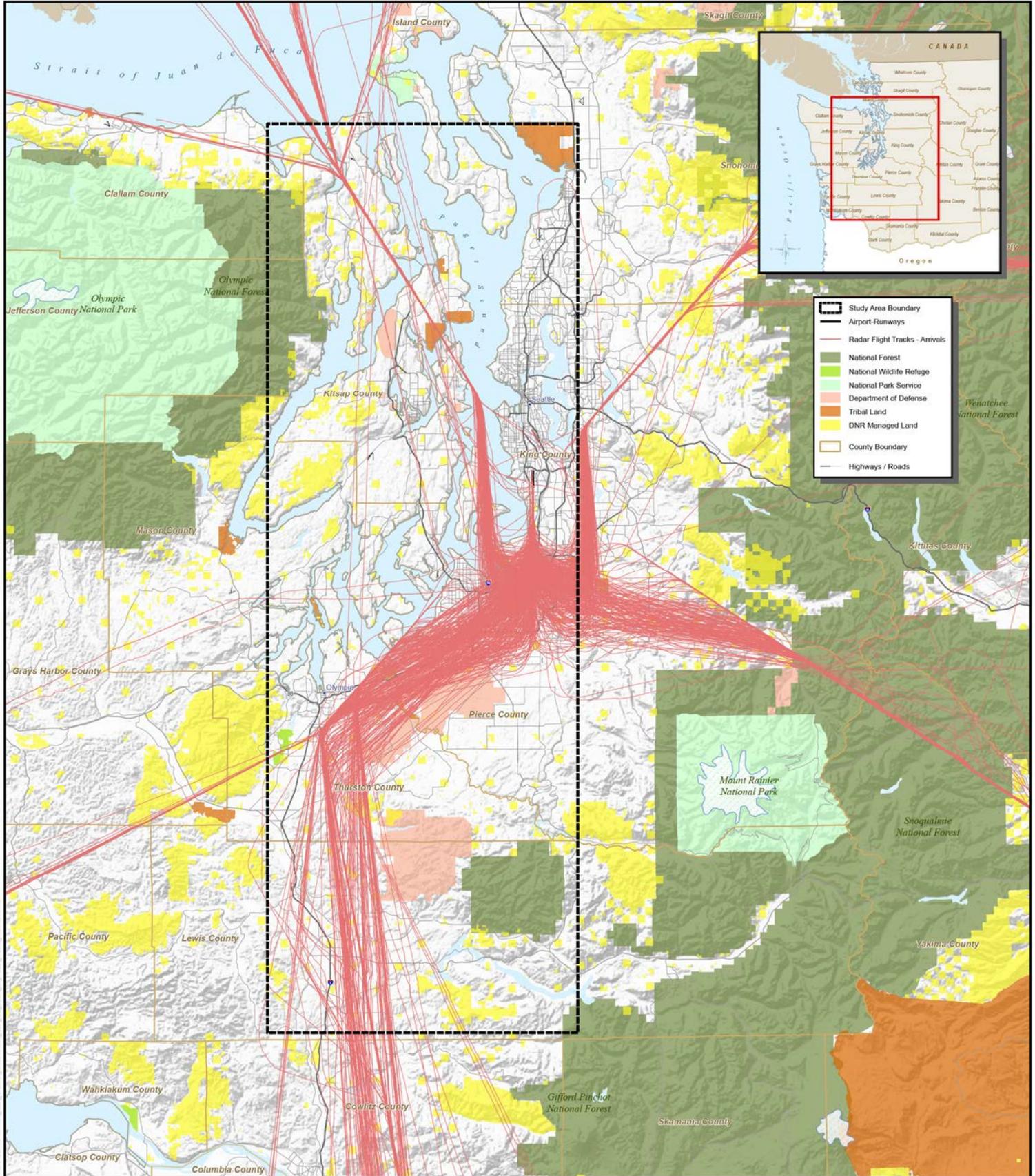
- Noise
- Compatible Land Use
- Air Quality
- Fish, Wildlife, and Plants
- Section 4(f) of the Department of Transportation (DOT) Act of 1966
- Historical, Architectural, Archeological, and Cultural Resources
- Light Emissions and Visual Impacts
- Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks
- Cumulative Impacts
- Coastal Resources
- Construction Impacts
- Energy Supply and Natural Resources
- Farmlands
- Floodplains
- Hazardous Materials and Solid Waste
- Water Quality
- Wetlands
- Wild and Scenic Rivers



Greener Skies

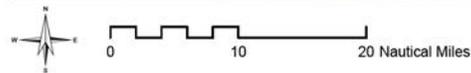
Environmental Assessment

Radar Flight Tracks - North Flow



- Study Area Boundary
- Airport-Runways
- Radar Flight Tracks - Arrivals
- National Forest
- National Wildlife Refuge
- National Park Service
- Department of Defense
- Tribal Land
- DNR Managed Land
- County Boundary
- Highways / Roads

PHOTOGRAPH BY GUY LAWRENCE FOR THE AVIATION AUTHORITY



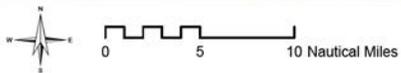
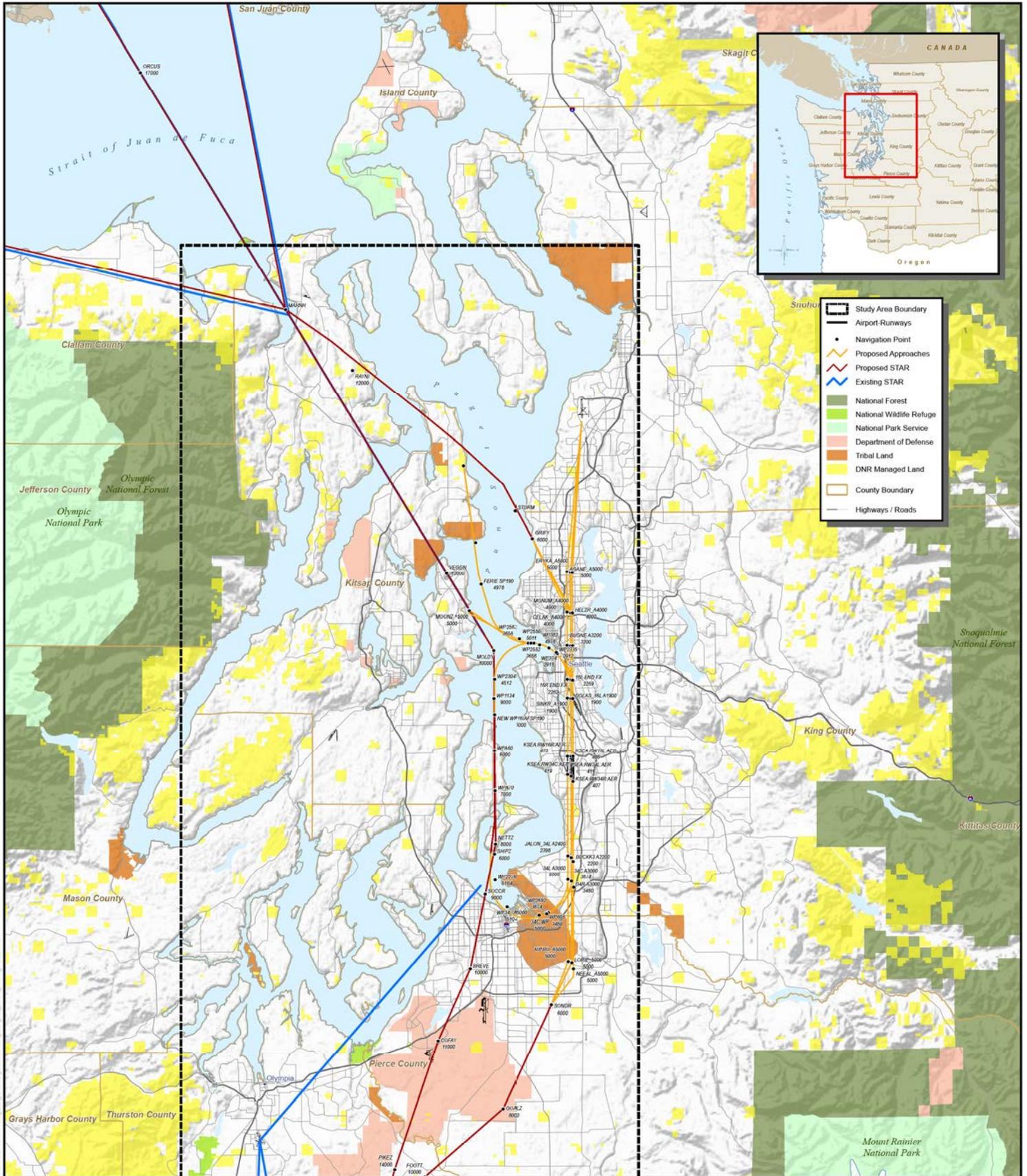
Data Sources: Washington State Department of Natural Resources (DNR), National Park Service (NPS), National Atlas of the United States, United States Geological Survey (USGS), Environmental Systems Research Institute, Inc. (ESRI)



Greener Skies

Environmental Assessment

Proposed RNAV Procedures for Arrivals from the North



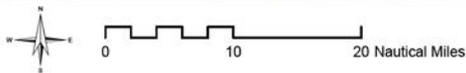
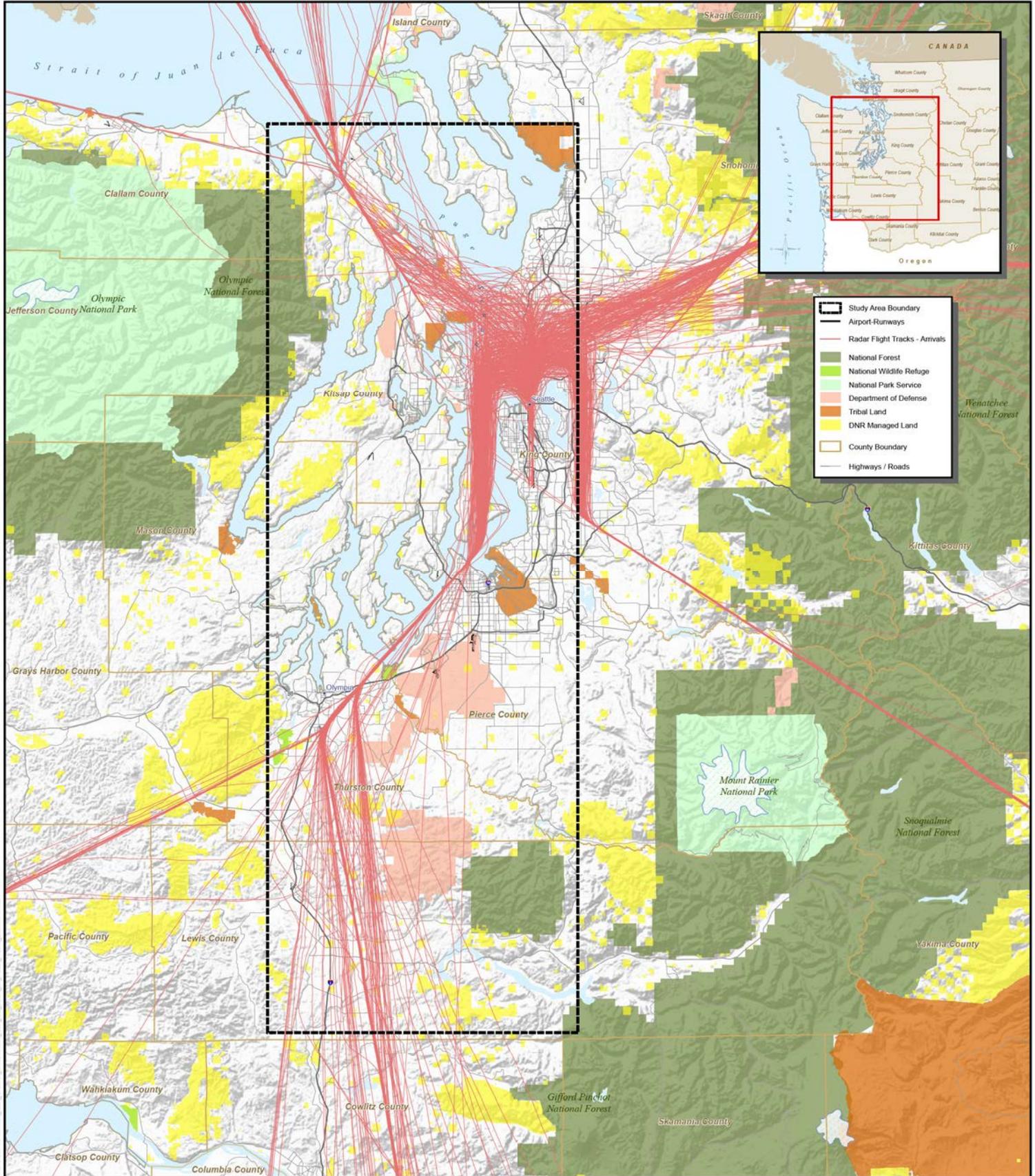
Data Sources: Washington State Department of Natural Resources (DNR), National Park Service (NPS), National Atlas of the United States, United States Geological Survey (USGS), Environmental Systems Research Institute, Inc. (ESRI)



Greener Skies

Environmental Assessment

Radar Flight Tracks - South Flow



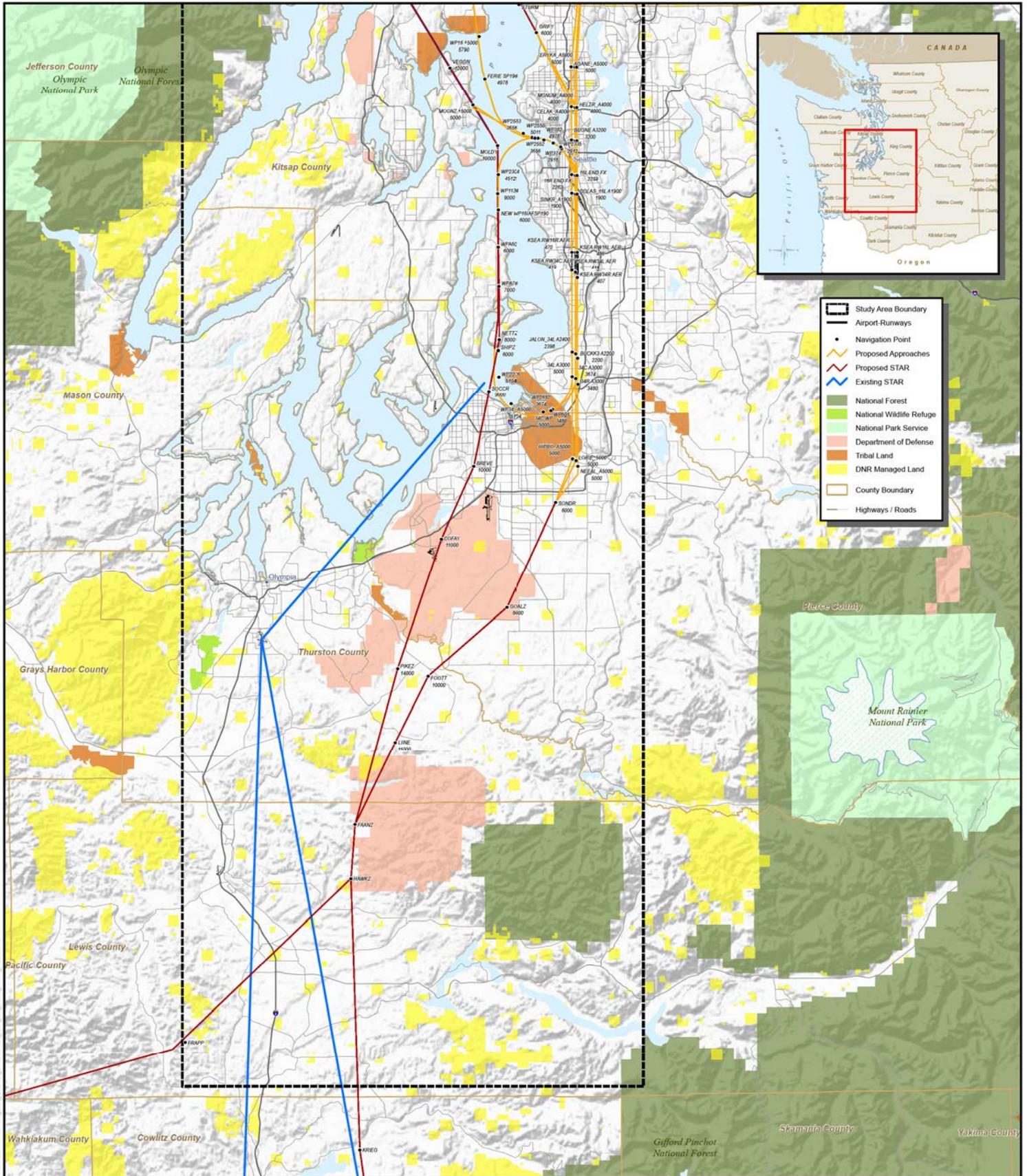
Data Sources: Washington State Department of Natural Resources (DNR), National Park Service (NPS), National Atlas of the United States, United States Geological Survey (USGS), Environmental Systems Research Institute, Inc. (ESRI)



Greener Skies

Environmental Assessment

Proposed RNAV Procedures for Arrivals from the South



H:\DOD\GAMA\1040402_BEL_Gov\Gov\1040402_BEL_Gov\Barr\RNAV_Tracks.mxd

Data Sources: Washington State Department of Natural Resources (DNR),
 National Park Service (NPS), National Atlas of the United States,
 United States Geological Survey (USGS),
 Environmental Systems Research Institute, Inc. (ESRI)

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K.10 Presentations for All Scoping Meetings (2)

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Federal Aviation
Administration



Greener Skies Over Seattle Project

Doug Marek – FAA i1
Nick Tallman – FAA i1
Minh Nguyen, Ph.D – FAA i2
Dave Ford – Digitalbiz i2

January 2012
Seattle, WA

Greener Skies Project

i1 –Design/Implement PBN instrument procedures into a complex airspace, while providing an environment for research.

i2 - Evaluate concepts, research alternatives and establish requirements resulting in full implementation of PBN technologies within SEA/BFI airspace and NAS-wide.



January 2012

2

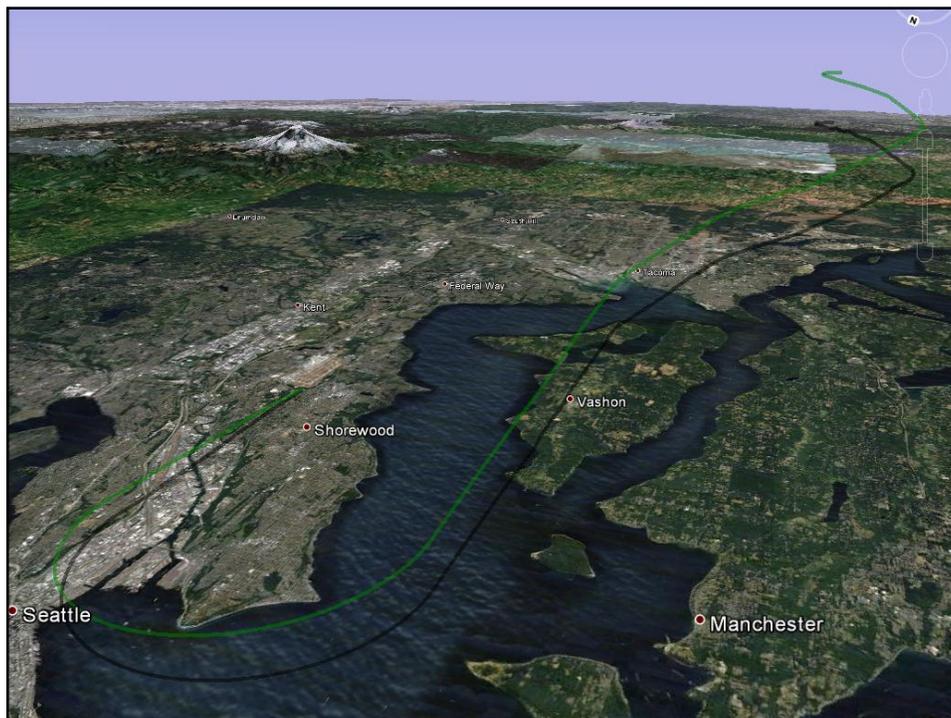
Optimized Profile Descent (OPD)

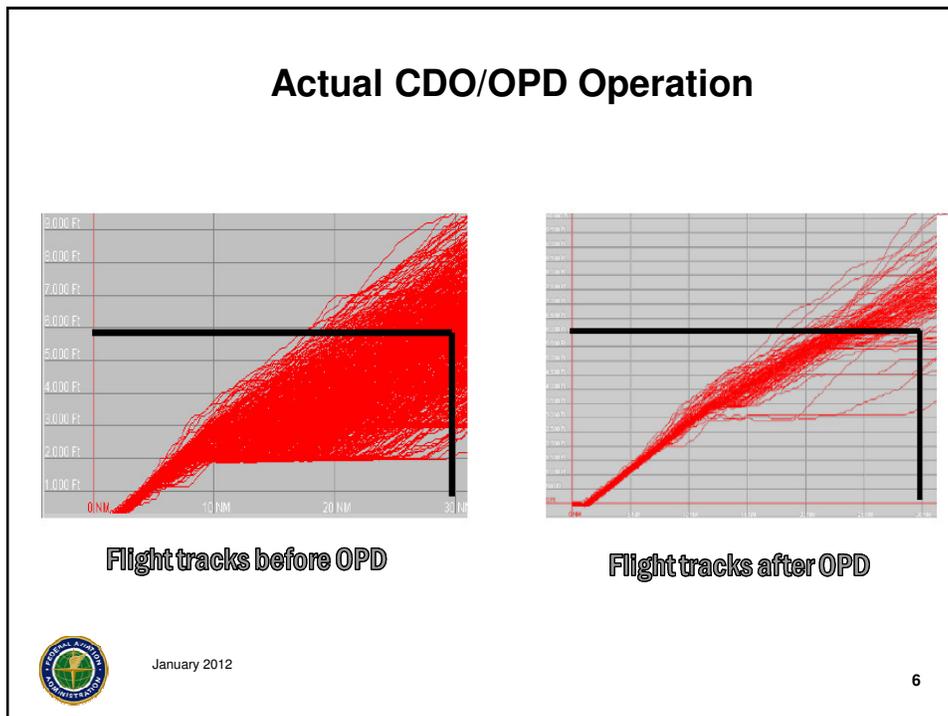
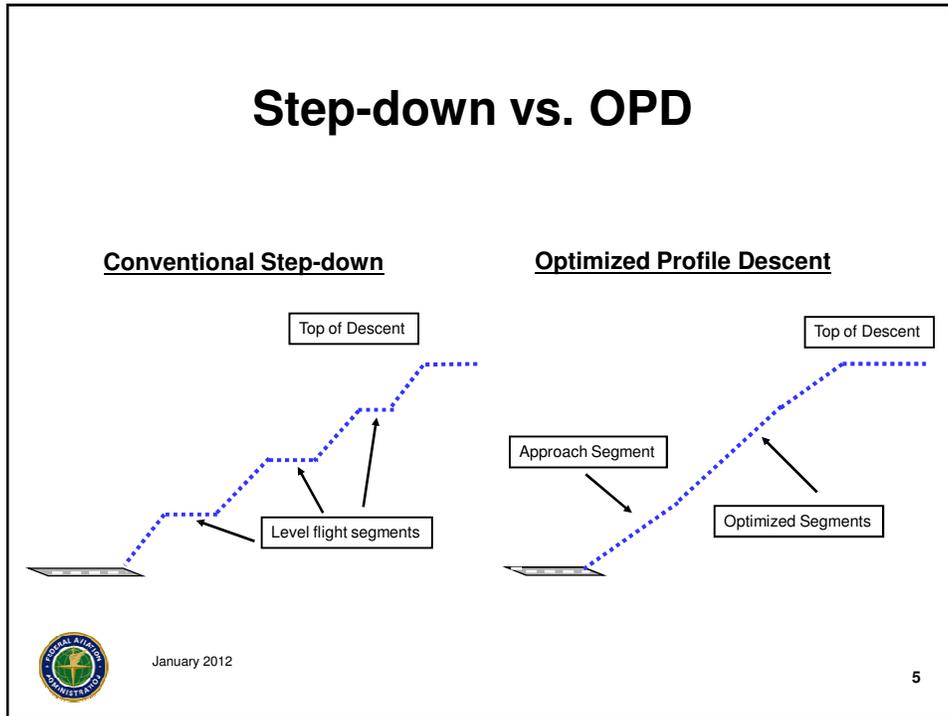
- Where the aircraft descends continuously to the extent possible
- Employing minimum engine thrust, in a low drag configuration
- An engine idle Descent



January 2012

3

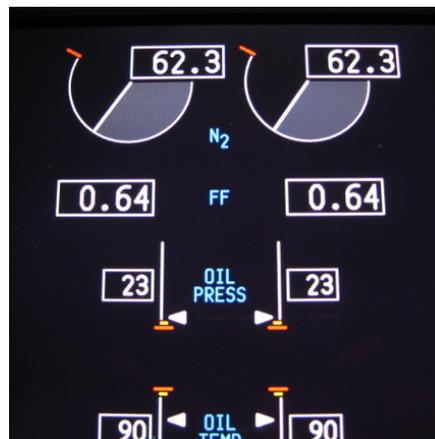






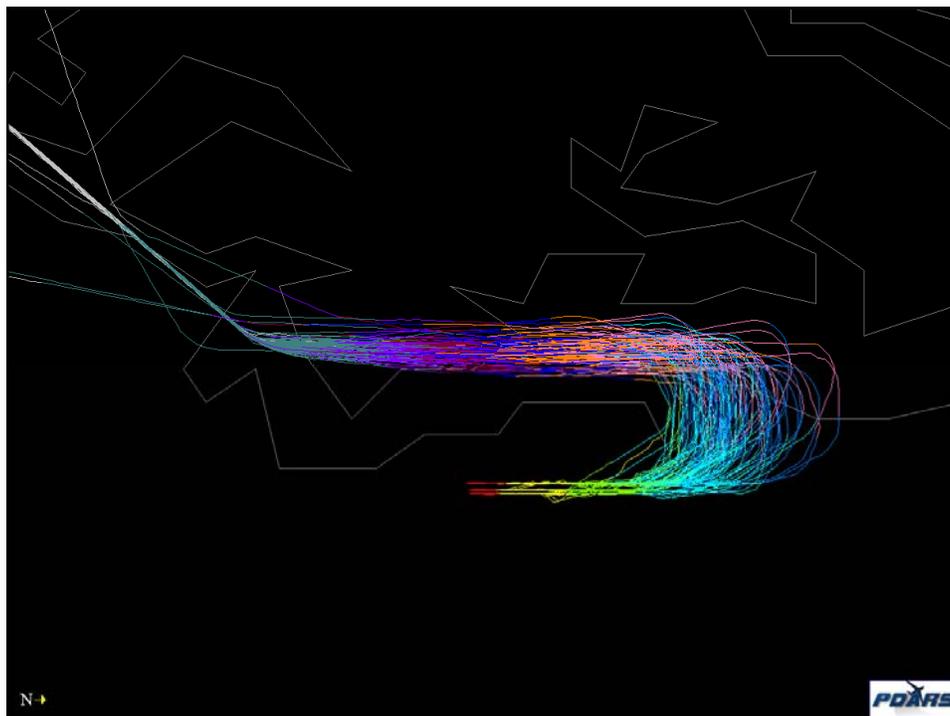
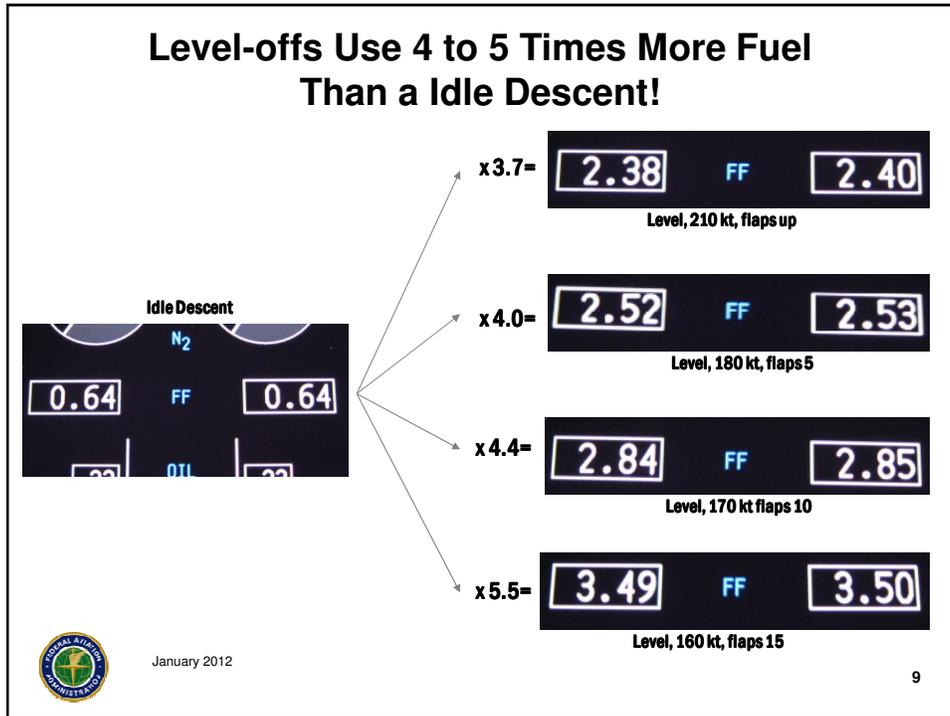
Importance of an Idle Descent

- Idle Descent
- 640 lbs/hr/engine
- 1280 lbs/hr
- 3.2 gal/min

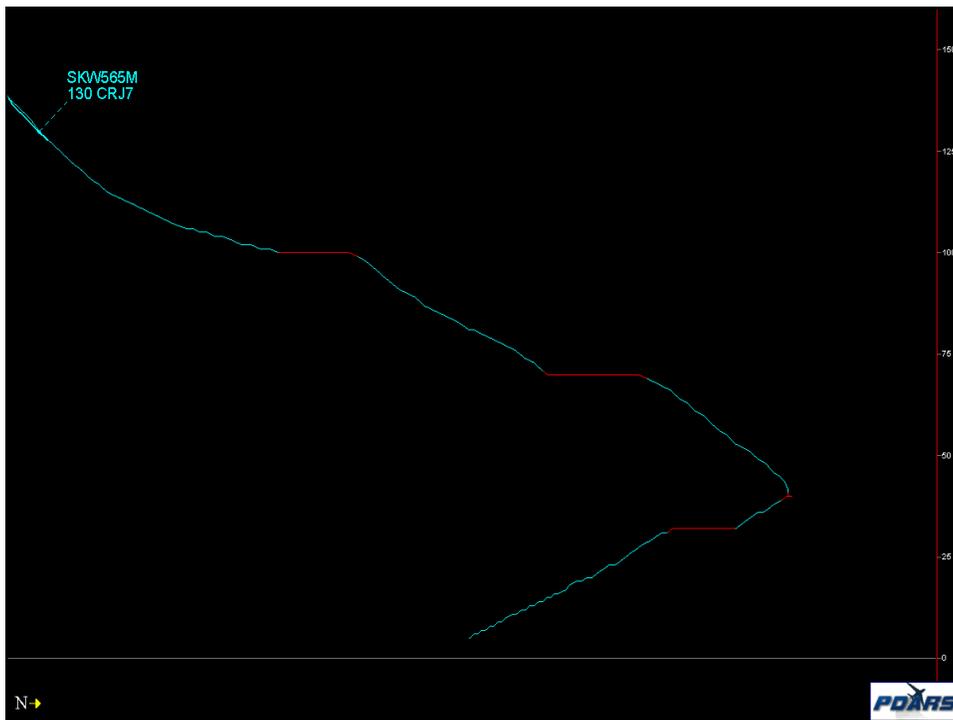
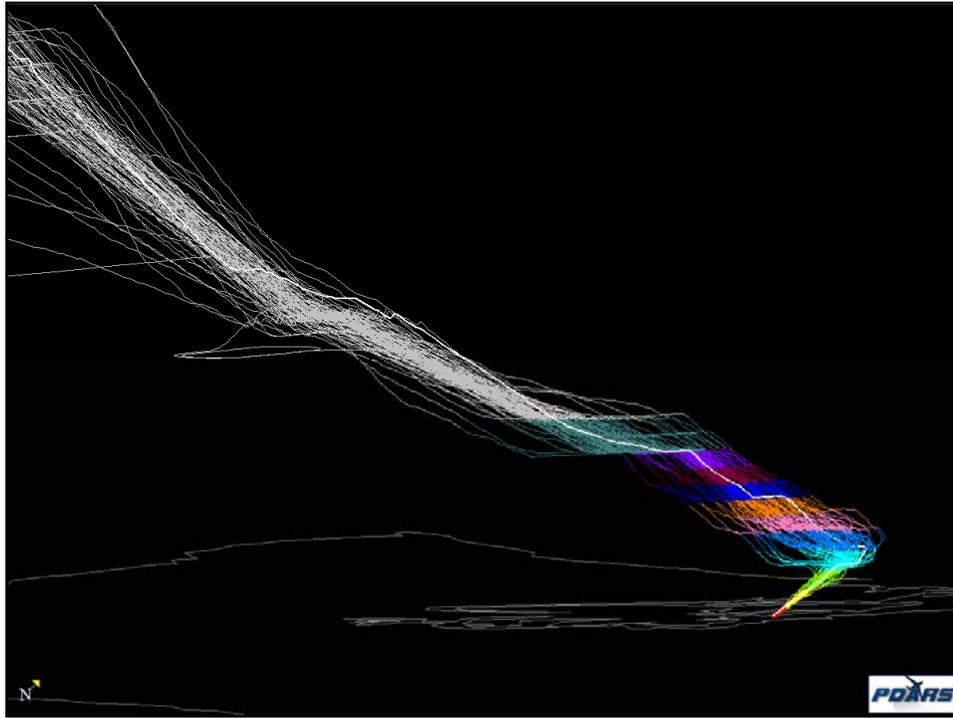


January 2012

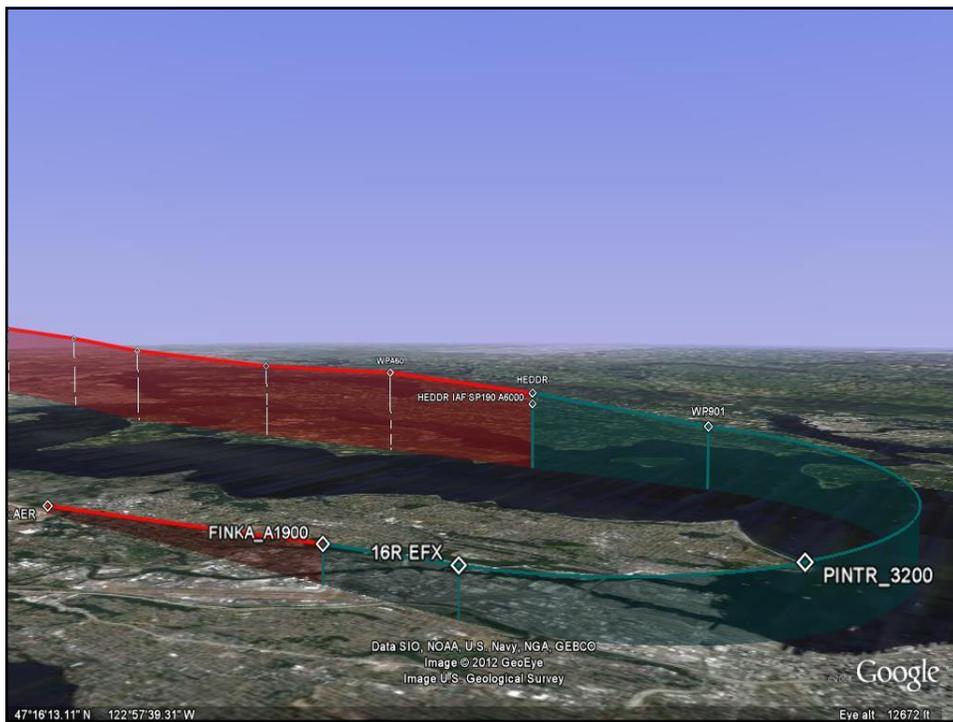
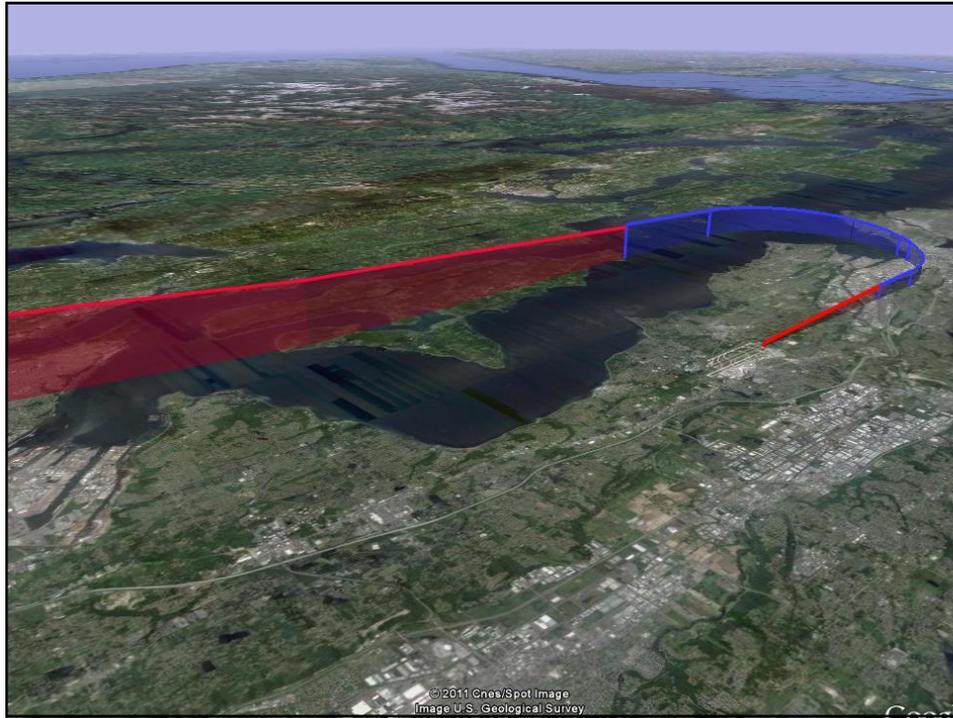
8



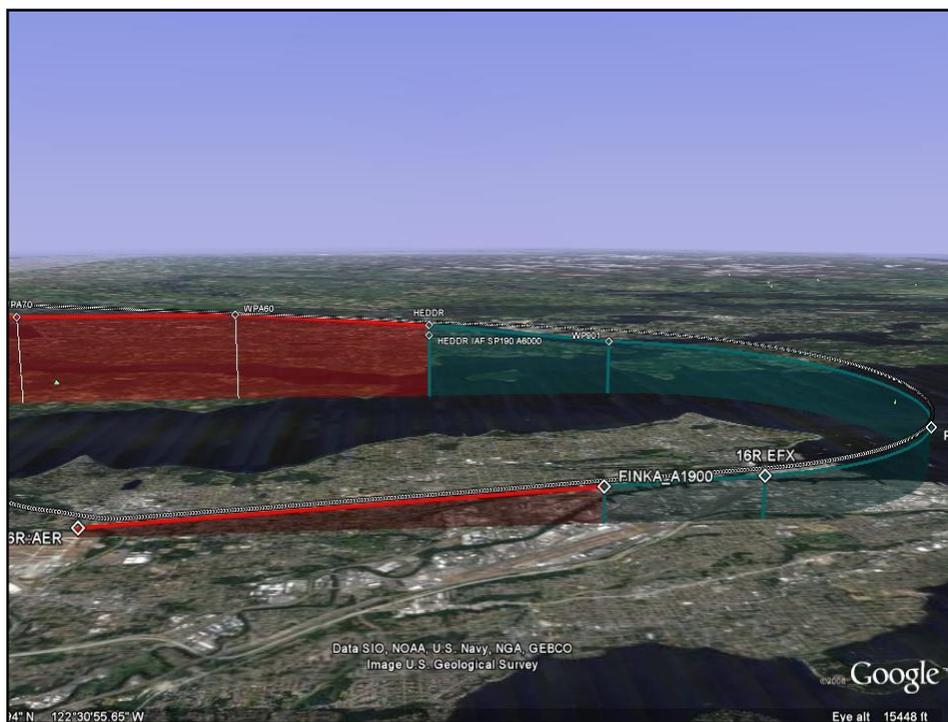
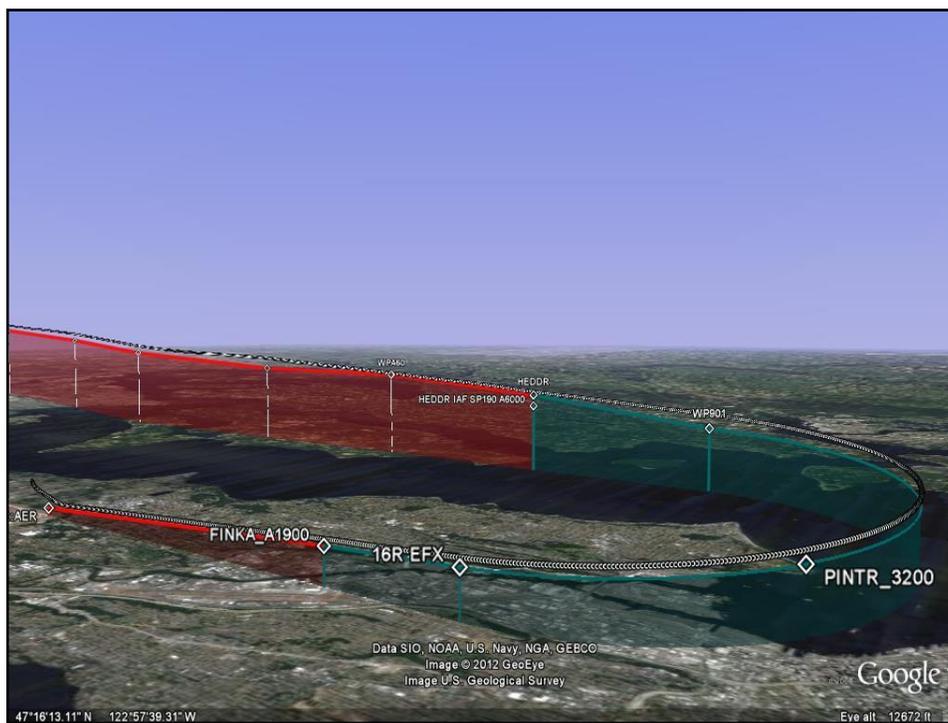
Appendix L - Scoping Meeting
Presentation - Marek



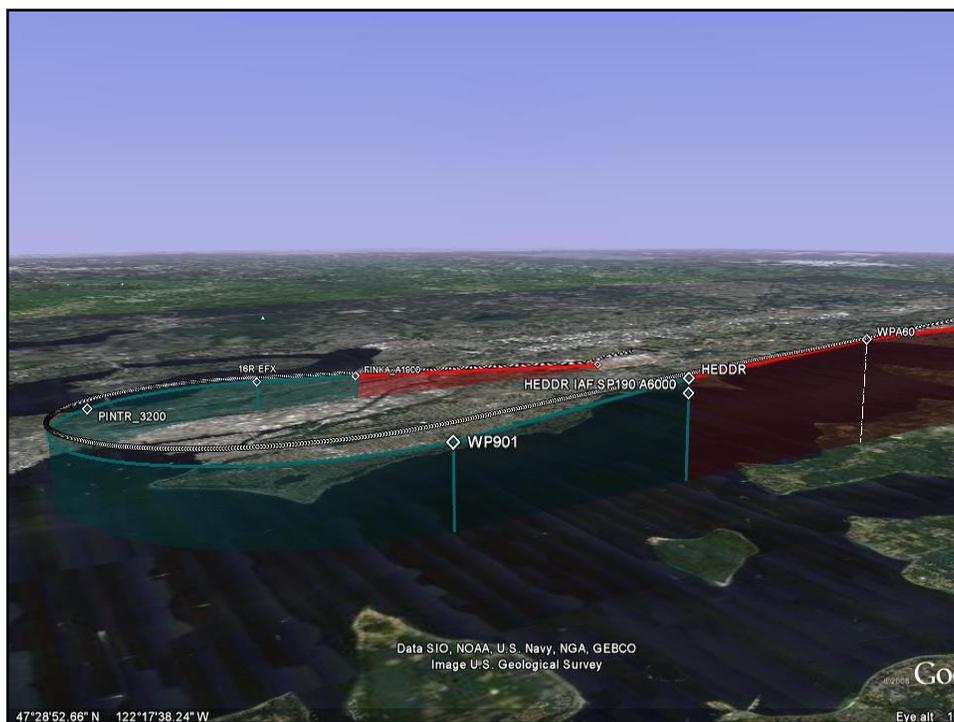
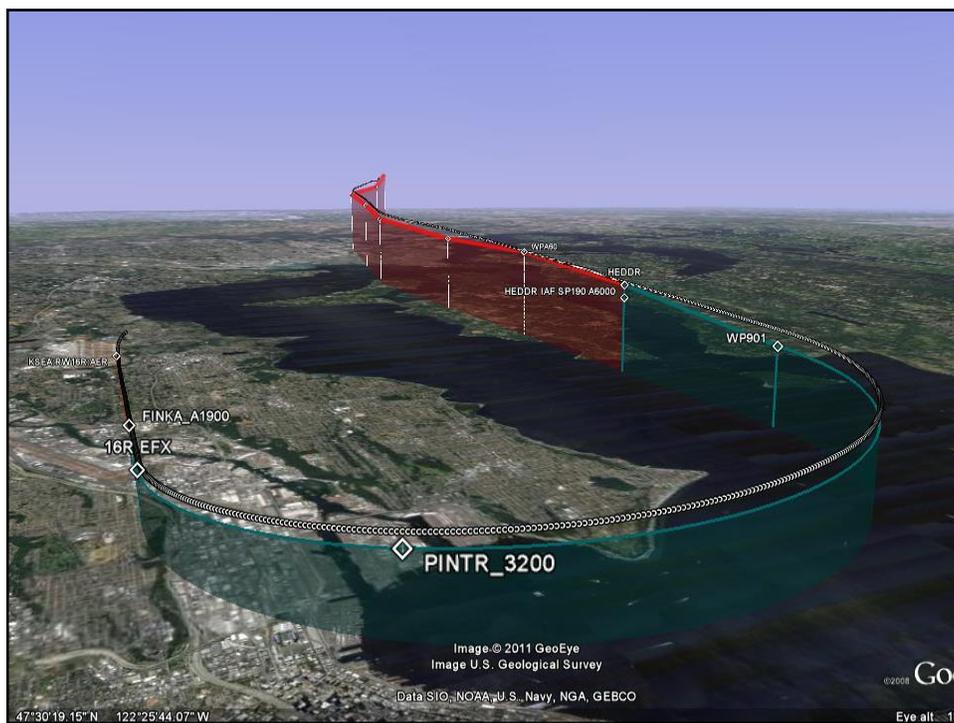
Appendix L - Scoping Meeting
Presentation - Marek



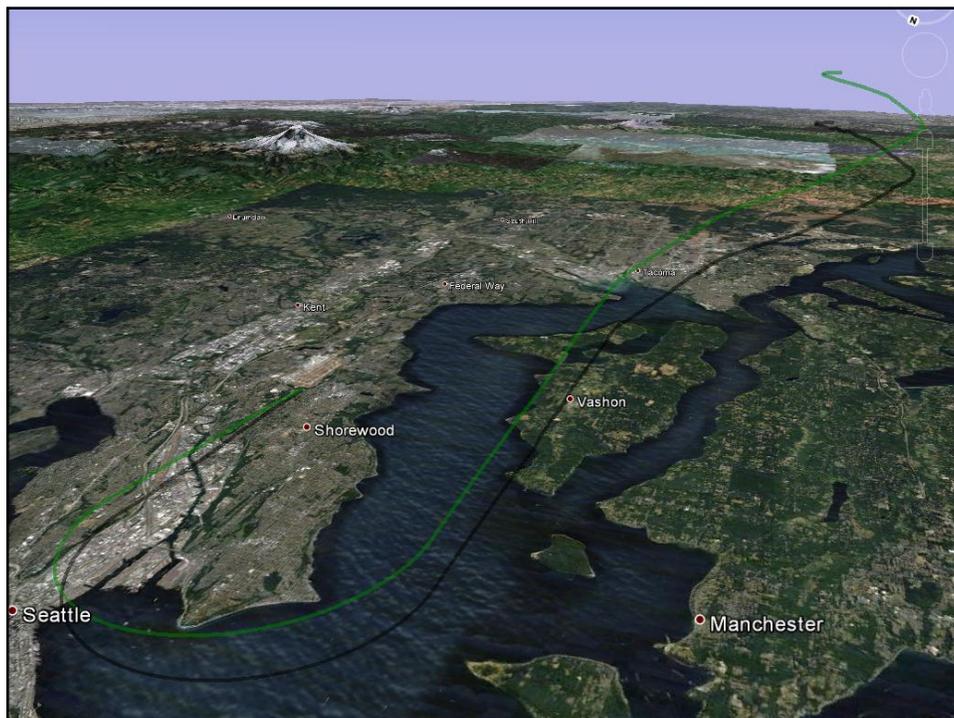
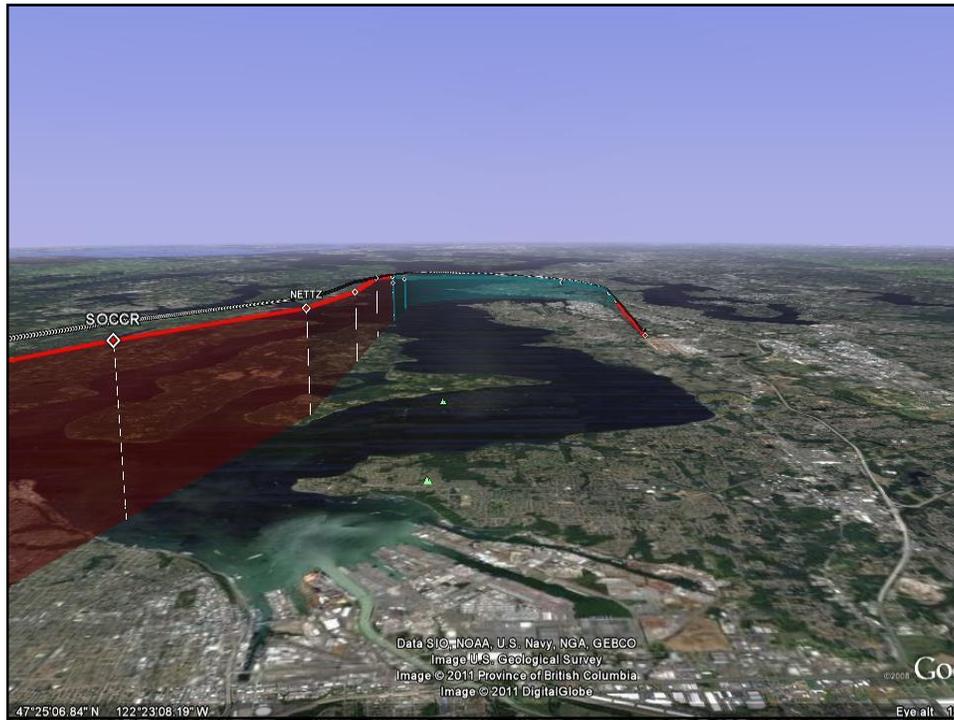
Appendix L - Scoping Meeting
Presentation - Marek

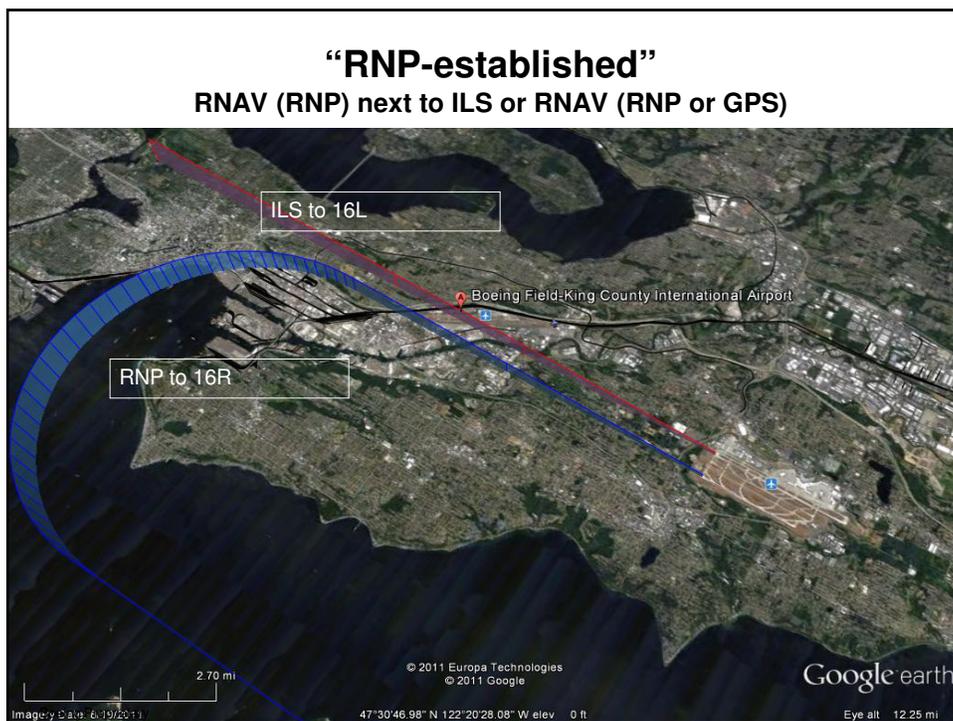


Appendix L - Scoping Meeting Presentation - Marek



Appendix L - Scoping Meeting
Presentation - Marek





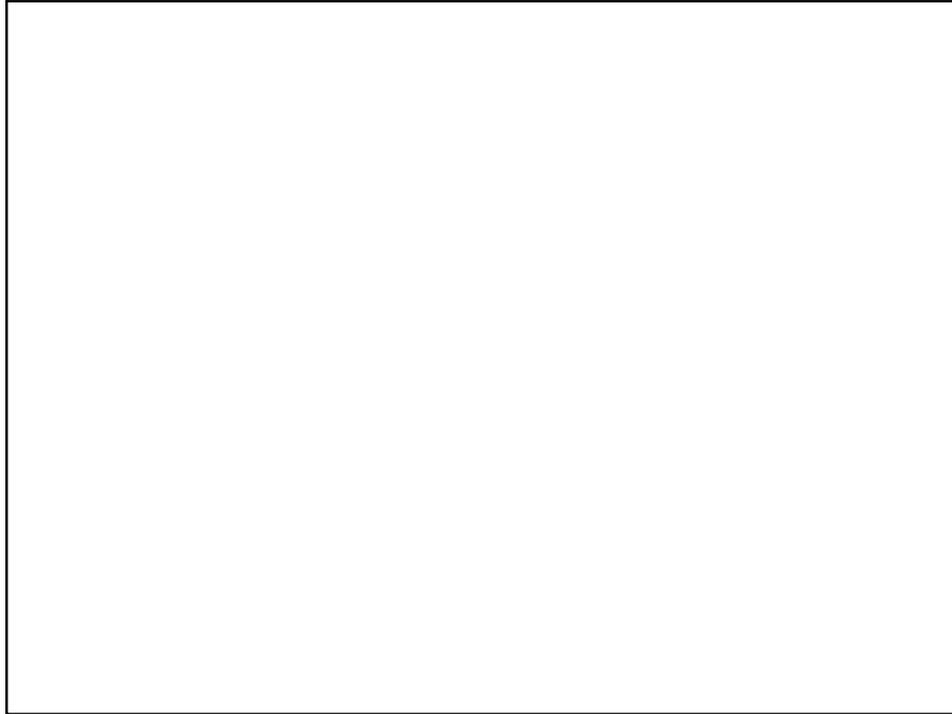
Thank You

Questions??

The slide features the Federal Aviation Administration logo in the top right corner, which includes a globe icon and the text 'FEDERAL AVIATION ADMINISTRATION'. Below the logo is a photograph of a large commercial airplane in flight, viewed from a low angle. The background of the slide is a gradient of blue, with a dark blue horizontal bar at the bottom.

FEDERAL AVIATION
ADMINISTRATION

Federal Aviation
Administration



OLYMPIA STAR

- Descend via the OLYMPIA landing South
- Vectors to the ILS
- 11 Radio transmissions*
 - 6 vectors
 - 5 altitudes
- Fuel used XXXX pounds*

*Data from a single simulation, gathered manually



January 2012

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HAWKZ STAR

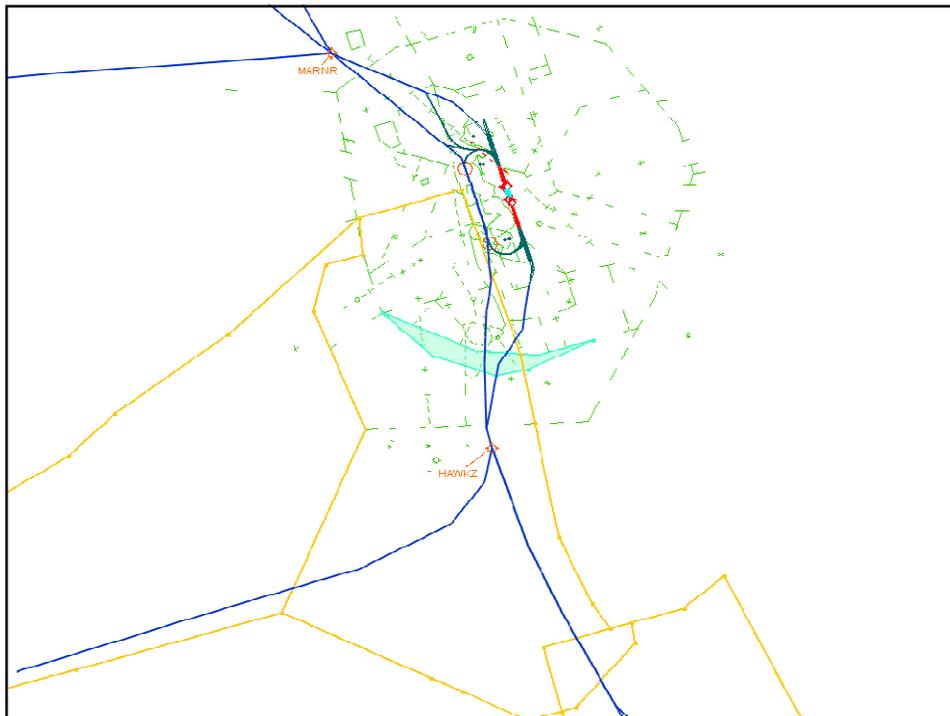
- Descend via the HAWKZ landing South
- After HEDDR cleared RNAV Z 16R
- 2 Radio transmissions*
 - 0 vectors
 - 0 altitudes
- Fuel used XXX pounds
- XXX pounds of fuel saved*

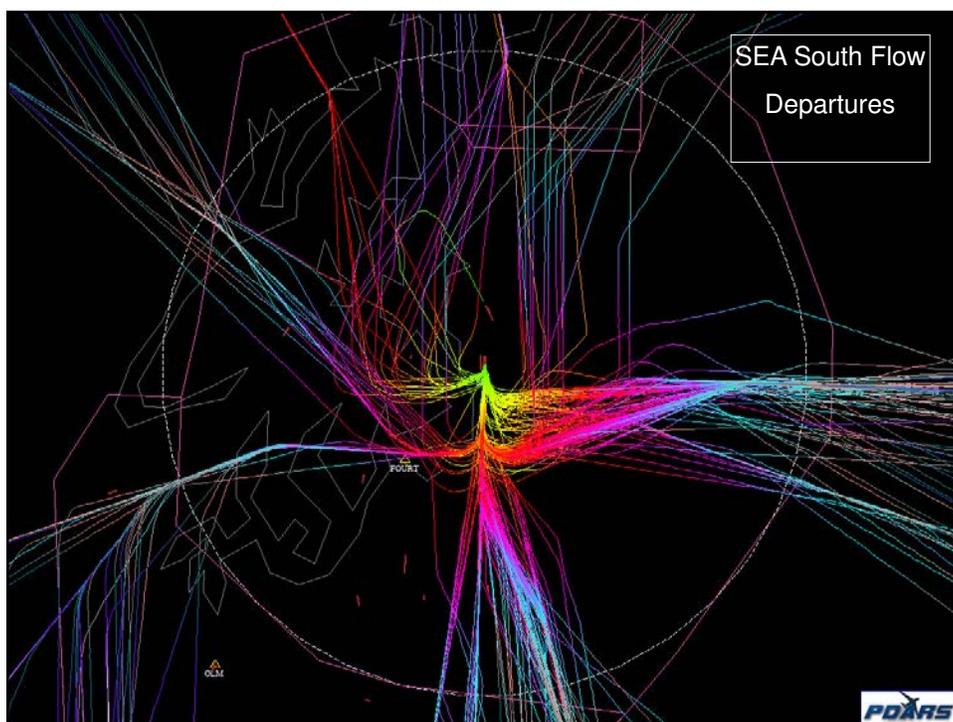
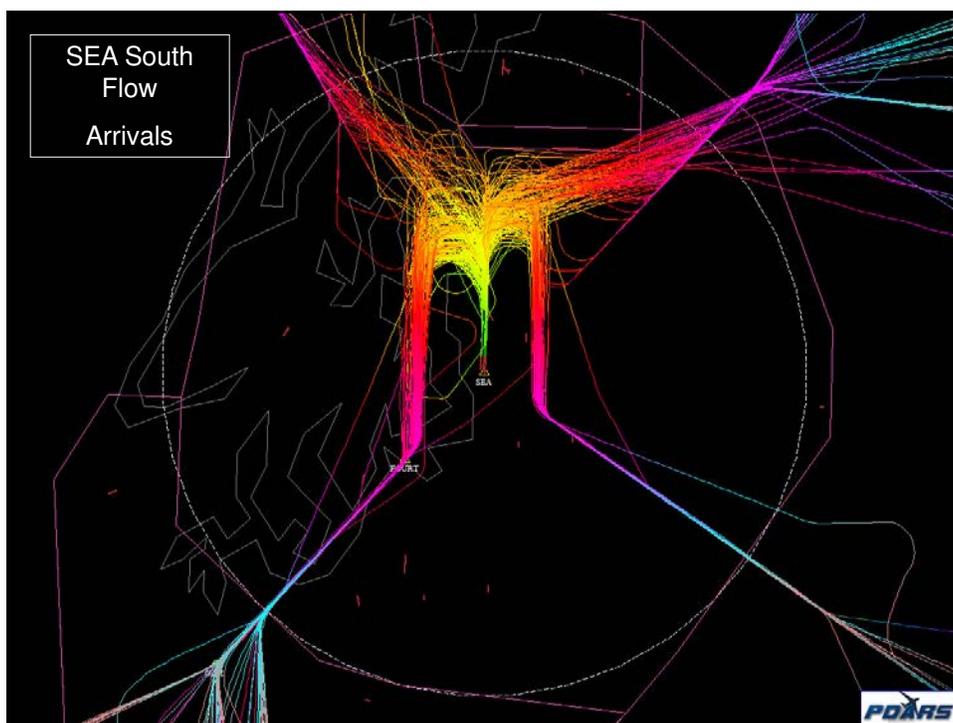
*Data from a single simulation, gathered manually

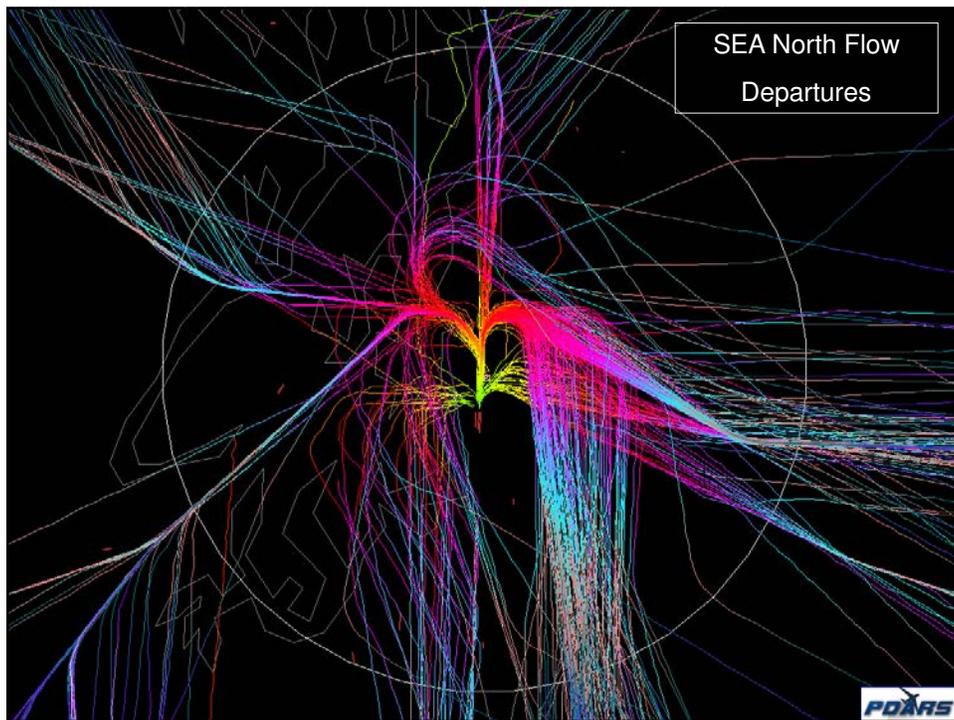
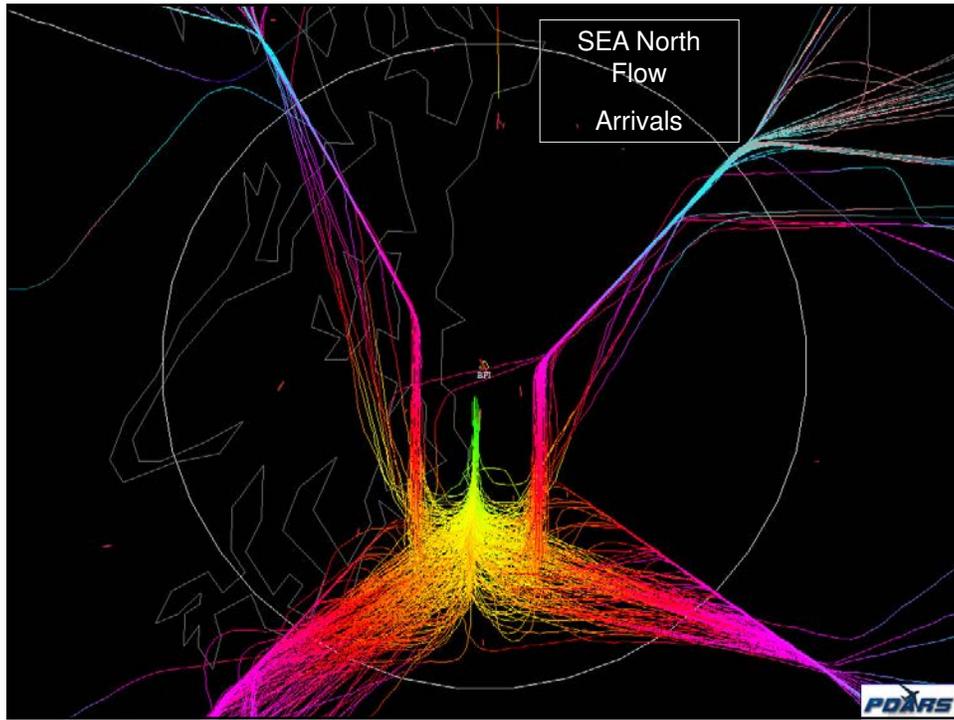


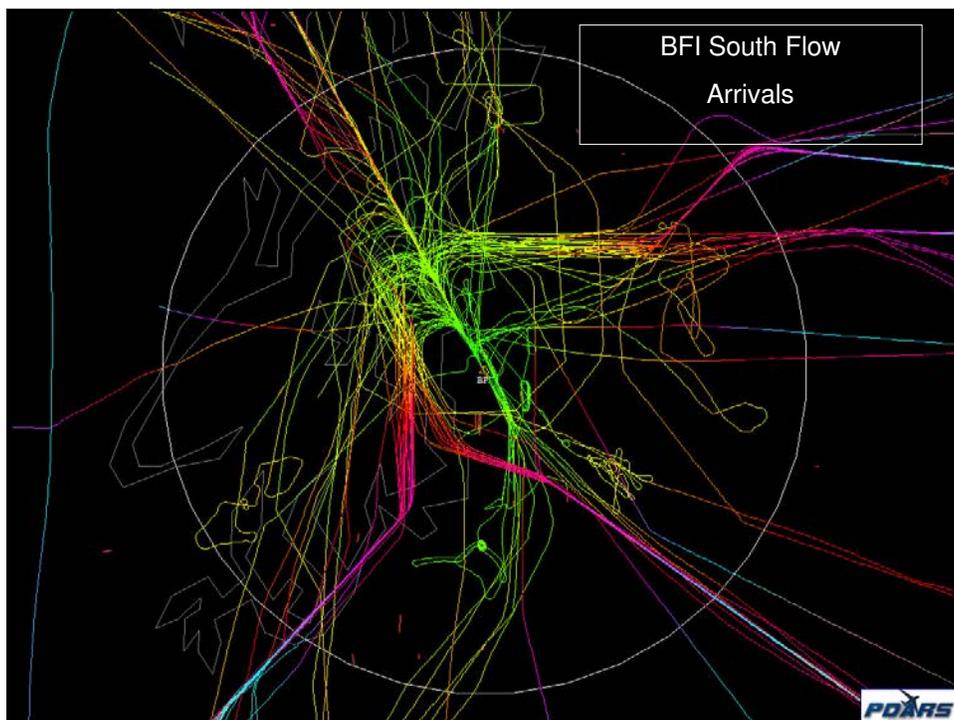
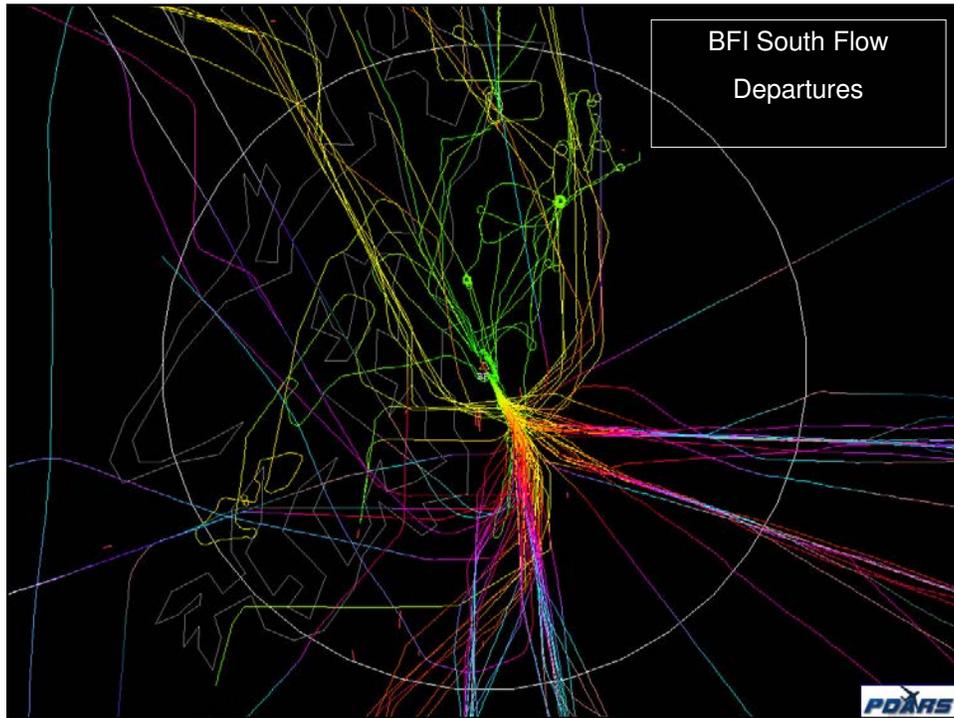
January 2012

25











NEPA Process

- **Scoping**
 - Identify significant issues to be evaluated in depth
 - Solicit input from the public
- **Prepare Draft EA**
 - Conduct necessary environmental analysis
 - Coordinate with interested agencies, as needed
- **Circulate Draft EA**
 - Make Draft EA available for public and agency review and comment
- **Conduct Public Workshops**
 - Hold public workshop no later than 30 days after the Draft EA is released



NEPA Process (Continued)

- **Prepare Final EA**
 - Review comments on Draft EA
 - Develop responses to substantive comments
- **Circulate Final EA and FONSI/ROD**
 - If proposed action does ***not*** result in significant impact, FAA issues Finding of No Significant Impact (FONSI)
 - Publish and distribute Final EA, Including FONSI/Record Of Decision (ROD)
 - If proposed action ***does result*** in significant impact,
 - FAA applies mitigation measures, if applicable
 - OR prepares an Environmental Impact Statement (EIS) & resulting ROD



The Proposed Action

- **Implement Performance-Based Navigation (PBN) for arrivals into Seattle-Tacoma International Airport from the NW and SW**
 - Area Navigation (RNAV) procedures for equipped aircraft
 - Required Navigation Performance (RNP) procedures for equipped aircraft
 - Optimized Profile Descents (OPD)



RNAV Procedures

- **Use the Global Positioning Satellite (GPS) system to provide guidance**
- **RNAV routes are defined in terms of “waypoints” – points of latitude, longitude, and altitude**
 - Permit aircraft to fly more direct and precise flight tracks than traditional ground-based navigation systems



Potential Benefits of the Proposed Action

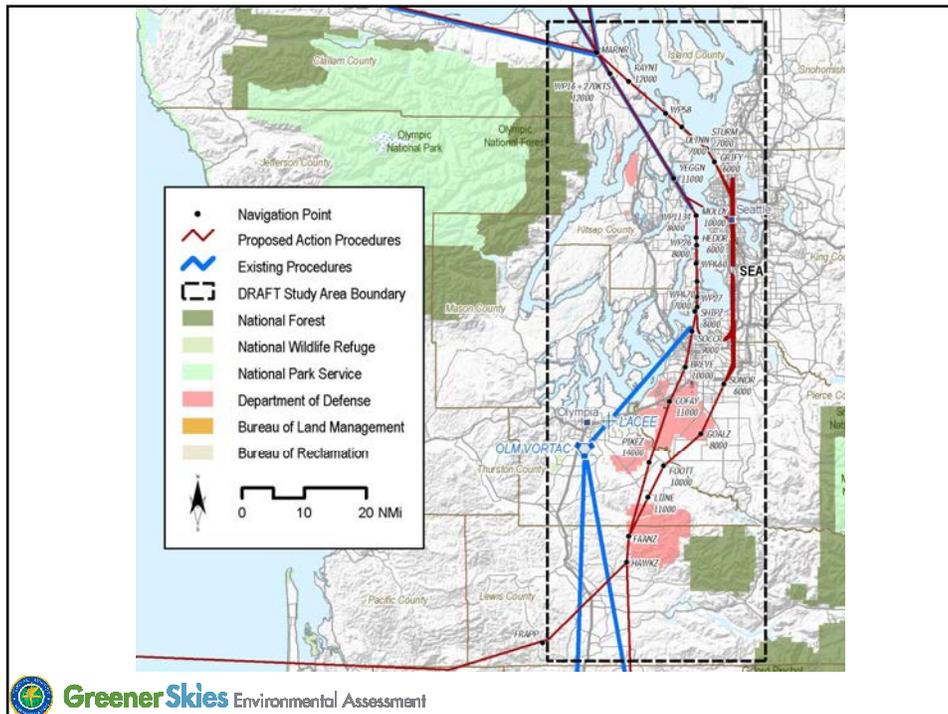
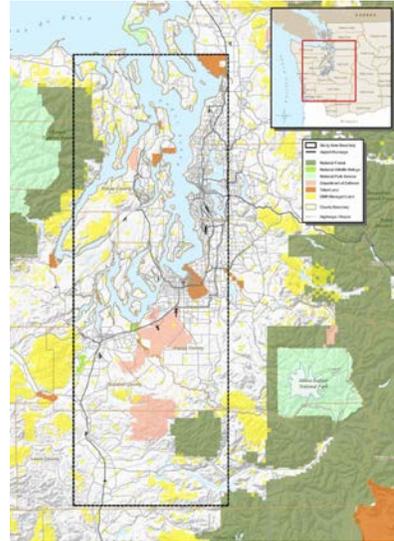
- Enables more direct routing
- Reduces flight times and fuel consumption
- Increases flight track predictability
- Lowers jet engine emissions
- Improves communication between pilots and controllers

Study Area

- The geographic area potentially impacted by the Proposed Action
- FAA requires consideration of airspace actions up to 10,000 feet above ground level (AGL)
- For airspace changes over or near National Parks or areas of natural quiet, proposed actions are evaluated up to 18,000 feet AGL

Study Area (Continued)

- Preliminary area is approximately 40 miles wide and 100 miles long to capture proposed route changes to NW and SW of Seattle





Greener Skies
Environmental Assessment

Environmental Assessment for
Proposed New Approach Procedures Into
Seattle-Tacoma International Airport (SEA)

Environmental Resource Categories

- Noise
- Compatible Land Use
- Air Quality
- Fish, Wildlife, and Plants
- Section 4(f) of the Department of Transportation (DOT) Act of 1966
- Historical, Architectural, Archeological, and Cultural Resources
- Light Emissions and Visual Impacts
- Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks
- Cumulative Impacts
- Coastal Resources
- Construction Impacts
- Energy Supply and Natural Resources
- Farmlands
- Floodplains
- Hazardous Materials and Solid Waste
- Water Quality
- Wetlands
- Wild and Scenic Rivers

Outreach Efforts

- **Scoping meetings**
- **Web site updates**
 - www.greener skies sea.com
- **Comments on Draft Environmental Assessment (EA)**
- **Public Workshops**



Greener Skies Environmental Assessment

Public Input

- **Email:**
 - comments@greener skies sea.com
- **Mail:**
 - Greener Skies EA
c/o Laura Taylor
Harris Miller Miller & Hanson Inc.
8880 Cal Center Drive, Suite 430
Sacramento, CA 95826
- **Turn in Input Form at today's meeting**



Proposed Schedule

- **Scoping meetings**
 - 25 & 26 January 2012
- **Input period**
 - Ends 29 February 2012
- **Draft EA**
 - To be released for public review in summer 2012
- **Comments on Draft EA**
 - Ends 30 days after document is released
- **Public workshops during Draft EA Comment Period**



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K.11 Scoping Input

Seattle Greener Skies Environmental Assessment January 25 and 26, 2012

1 of 1

Scoping Input Summary

The following is a brief summary of input and comments received at the agency and public scoping meetings held in the Seattle area on Wednesday, January 25 and Thursday, January 26, 2012 and in follow-up through the website. Originators are identified where possible.

Public Scoping

January 25, 2012:

James Simpson, PhD:

- Request that HMMH prepares a slide show about routes with and without the OPD for Federal Way
- Request that HMMH/FAA provide Federal Way Mayor, Skip Priest, with the altitude information on OPD.

Mayor Skip Priest:

- Requests that HMMH prepares a more in-depth presentation relevant to Federal Way specifically identifying what routes will fly over Federal Way and make that presentation in about two weeks at a council meeting. Also wants to know what effects these routes will have on the city.

Other questions and comments raised at the meeting were process-related or requested information which was provided by the display boards and staff at the meeting on a one-on-one basis. Attendees were encouraged to provide input via mail or email.

January 26, 2012:

No specific input was provided at this meeting location. Questions were addressed by staff during and after the presentation. Attendees were encouraged to provide input via mail or email.

Agency Scoping

January 26, 2012:

Nick Roach – Department of Ecology:

- Indicated that air quality is a focus and concern of the Washington Governor's office. Would like to be certain that air quality issues are addressed within this EA.

Other questions and comments were raised at the meeting, but none provided specific input to the study. Attendees were encouraged to provide input via mail or email.

Input received from website:

Arlene Brown:

- Concerned about the single incident (non-cumulative) impact of noise related to when an OPD procedure must be aborted. Would like special attention paid to this issue.

Dan Chapman – Des Moines City Council:

- Related his impression of the Federal Way meeting. Indicated that he did not think the study was interested in passenger or resident concerns.

Additional input follows.

Seattle Greener Skies Environmental Assessment
Public Scoping Meetings
January 25-26, 2012

INPUT FORM

Thank-you for joining us for the public scoping meeting(s).
Please take a moment to share your input with us.

Name: James Simpson
Address: 29200 7th Place South
Federal Way, WA 98003
Phone: 253 941 3415 E-mail: jamesrsimpson@gmail.com
(The above information is optional.)

Great job!

① Please prepare a slide show
about our routes etc w/+w/o
The OPD for Federal Way

② provide Federal Way Mayor Ship
Print with the altitude information
on OPD

Thank you Jim Simpson

Input can also be provided at comments@greenskielsea.com

10/1

Greenskies at SeaTac

From: A Brown
Sent: Fri, Jan 27, 2012 at 1:22 am
To: comments@greenskiessea.com

Just learned about the community meetings that are already over.

When they aborted the the test flight at SeaTac that used the glide more than a year ago it was incredibly loud with lots of vibration. It terrified many people around Seatac Airport and led to an unprecedented level of discussion among residents for at least the following month. Studies show that blood pressure shoots up from airport noise more so than other types of noise. One glide abort is worse than a YEAR of cumulative noise. It is like being in a severe earthquake in terms of bodily response to perceived danger

I request that the glide approach be conditioned on no more than one abort for the entire airport every 5 years.(I'd really like to say 10 or 15 years but I do recognize glide approach has value)

If that level of reliability can not be obtained the idea should be shelved for airports like Seatac that have virtually no noise buffer until technology improves.

Arlene Brown
239 SW 189th Pl
Seattle WA 98166
(206)431-8693

1043

RE: Further comments -- is anyone going to the Greener Skies meetings?

From: Dan Caldwell
Sent: Sat, Jan 28, 2012 at 3:30 pm
To: Arlene Brown
Cc: comments@greener skies sea.com

Arlene

Glad to hear from you. Would have replied earlier but this machine was sulky. You might forward my comments if it will help. I attended the FAA GREENER SKIES ENVIRONMENTAL ASSESSMENT meeting at the Federal Way library. It was pretty much a waste of time. The presenters were discussing the satellite approach system that most of the airlines are using to land at Sea-Tac and elsewhere. The first item on their list of considerations was "noise." However that noise was 18,000 feet above National Forest, Parks, Indian Reservations, military reservations, wet lands and so forth.

While not stated, my impression was that using satellite guidance was reducing the need for ground controllers and protecting the FAA budget.

A couple of Federal Way Council members were there and suggested that they might call for a Federal Way Council presentation.

I raised the question whether this was the system that the airlines had been using for several years and how and when a report would be issued. The question was bounced around the presenters and finally ended up with the headman indicating that not before June and probably in a couple of years. Kind of spoiled their day. A woman from Sea-Tac was concerned about ground noise. I will not be asking for a Des Moines presentation.

The study clearly was not interested in passenger or residents concerns.

Date: Thu, 26 Jan 2012 22:29:20 -0800
From: arlene8693@yahoo.com
Subject: RE: Further comments -- is anyone going to the Greener Skies meetings?
To: stuartjenner@comcast.net; chas5@earthlink.net; clarkr4@comcast.net; clarkebrant@msn.com; sgmcevoy2@yahoo.com; bzdiving@yahoo.com; creightonofnp@comcast.net; c_edgar2@yahoo.com; dwagner007@msn.com; seawabear@yahoo.com; wendyrosenau@comcast.net; dncaldwell2@msn.com

Sorry - late reading mail - below are the comments I sent

On **Thu, 1/26/12, A Brown <arlene8693@yahoo.com>** wrote:

From: A Brown <arlene8693@yahoo.com>
Subject: Greenskies at SeaTac
To: "comments@greener skies sea.com" <comments@greener skies sea.com>
Date: Thursday, January 26, 2012, 10:22 PM

Just learned about the community meetings that are already over.

When they aborted the the test flight at SeaTac that used the glide more than a year ago it was incredibly loud with lots of vibration. It terrified many people around Seatac Airport and led to an unprecedented level of discussion among

2 of 3

residents for at least the following month. Studies show that blood pressure shoots up from airport noise more so than other types of noise. One glide abort is worse than a YEAR of cumulative noise. It is like being in a severe earthquake in terms of bodily response to perceived danger

I request that the glide approach be conditioned on no more than one abort for the entire airport every 5 years. (I'd really like to say 10 or 15 years but I do recognize glide approach has value)

If that level of reliability can not be obtained the idea should be shelved for airports like Seatac that have virtually no noise buffer until technology improves.

Arlene Brown
239 SW 189th Pl
Seattle WA 98166
(206)431-8693

--- On **Wed, 1/25/12, Dan Caldwell <dncaldwell2@msn.com>** wrote:

From: Dan Caldwell <dncaldwell2@msn.com>
Subject: RE: Further comments -- is anyone going to the Greener Skies meetings?
To: "Stuart Jenner CASE" <stuartjenner@comcast.net>, "Chas H.W. Talbot" <chas5@earthlink.net>, "rose clark" <clarkr4@comcast.net>, clarkebrant@msn.com, sgmcevoy2@yahoo.com, "Brett Fish" <bzdiving@yahoo.com>, "Stu Creighton" <creightonofnp@comcast.net>, c_edgar2@yahoo.com, "Debbie Wagner" <dwagner007@msn.com>, seawabear@yahoo.com, wendyrosenau@comcast.net, "Arlene Brown" <arlene8693@yahoo.com>
Date: Wednesday, January 25, 2012, 9:45 AM

Hi all
I plan to attend the Federal Way Library meeting
Dan

From: stuartjenner@comcast.net
To: Chas5@earthlink.net; clarkr4@comcast.net; clarkebrant@msn.com; sgmcevoy2@yahoo.com; bzdiving@yahoo.com; CreightonofNP@comcast.net; c_edgar2@yahoo.com; dwagner007@msn.com; seawabear@yahoo.com; wendyrosenau@comcast.net; arlene8693@yahoo.com; dncaldwell2@msn.com
Subject: RE: Further comments -- is anyone going to the Greener Skies meetings?
Date: Tue, 24 Jan 2012 22:44:06 -0800

Hi, at the Highline Forum presentation in Nov, there was a presentation of the RNAV. It was not really focused on concerns of airport neighbors, in my opinion, by design. They mentioned they were going to have workshops in Jan. The presenter had some slides. I don't think they referenced any materials on the web site.

Rose is the person who's most on top of the 4 post plan and any implications for changes to procedures at this point, along with the City of Medina consultant Allyson Jackson. I am letting her know about this as well.

I have notified Highline Times and B Town Blog.

The presentation in Tukwila was several months ago, but the main implications seem to be:

1. no impact on take offs. They will be flying the same patterns
2. on landings, the flights will be coming in on my tighter contours. I think this means the noise may go up for some, and drop for others, especially over Vashon.
3. there may be some areas where the planes no longer fly, especially over north seattle. In other words, they could come in over downtown instead of coming in at the Seattle city limits to start their turn and still be able to land
4. by using a continuous descent, there should be less noise because the planes don't have to keep the engines running as much. At least, this is the claim. I don't have enough depth to evaluate

3 of 3

The people at the Tukwila meeting included Debi Wagner, Rose, Shawn McEvoy, Skip Priest of Fed Way, and also Linda Kochmar. I have emailed the staff person in Fed Way to ask if anyone from their city is going.

Best wishes,

Stuart

From: Chas Talbot [mailto:Chas5@earthlink.net]
Sent: Tuesday, January 24, 2012 10:16 PM
To: Stuart Jenner; clarkr4@comcast.net; 'William Brant'; 'Shawn McEvoy'; 'Bret Fish'; CreightonofNP@comcast.net; 'Chestine Edgar'; 'D Wagner'; 'PF'; 'Wendy Rosenau'; 'A Brown'
Subject: Further comments -- is anyone going to the Greener Skies meetings?

The BS blunted my faculties to the point that I missed this salient language in the announcement:

The Proposed Action to be evaluated in the EA is to implement new RNAV and RNP approach procedures at SEA.

*Is there any document that puts some flesh on those bones? Obviously, the general public is expected to know what "RNAV approaches" might be. Right! Of course we all know THAT. But *what* "new approach procedures"??*

At 21:38 24-01-12, Stuart Jenner wrote:

The first one is tomorrow night in Fed Way. I may actually be able to attend very briefly at the start because Sarah will be in Fed Way for a birthday party.

The next one is in Shoreline.

<http://greenerskiessea.com/public-outreach.html>

My concern is that the Port will somehow use this to implement some changes that are not to our advantage.

Sorry for the short notice. I saw an ad for this in the Highline Times, otherwise, there's been no announcements.

Stuart

Chas. H.W. Talbot
3930 So. Ferdinand
Seattle, Washington 98118-1740

'S e obair latha toiseachadh

tel: 206.722.4261
cell: 206.310.4873

1 of 1

Comments@greenerskiesea.com

The following are messages received on 2/5/12:

follow up to the meeting

From: Stuart JennerAdd to Contacts

Sent: Sun, Feb 5, 2012 at 4:44 pm

To: comments@greenerskiesea.com

Hi, I am wondering how soon the slides from the events in Federal Way and Shoreline will be posted on the web site. I thought maybe they'd be on this page.

<http://greenerskiesea.com/documents.html>

Thanks,

Stuart

another question

From: Stuart JennerAdd to Contacts

Sent: Sun, Feb 5, 2012 at 4:45 pm

To: comments@greenerskiesea.com

Also, where is this environmental assessment? I do not see it on the site either.

Thanks,

Stuart Jenner

Laura A. Taylor

1 of 1

From: Laura A. Taylor
Sent: Monday, February 06, 2012 11:04 AM
To: Augustin.moses@faa.gov
Cc: Robert L. Miller; Mary Ellen Eagan
Subject: Comments from Federal Way Mayor Skip Priest

Dear Augustin:

At the January 25th Public Scoping Meeting, Mayor Priest had asked that HMMH or FAA put together a presentation of specific routes that would potentially affect Federal Way and make a presentation at the last council meeting of the month prior to the end of the scoping input period (2/29/12). That meeting is to take place on 2/21/12.

Federal Way also has a Land Use/Transportation Committee meeting scheduled for 2/13/12.

A time slot on the agenda for a presentation on 2/21/12 would have to be requested of the city clerk by today (2/6/12) if an FAA or HMMH representative was going to make a presentation of this type and still meet Federal Way's calendar/agenda requirements.

Without an agenda placement, it is possible that the Mayor could allow a 5 minute presentation to be added to the public comment section of the 2/21/12 meeting without having it listed on the agenda.

At the scoping meeting, Bob Miller indicated that we would "see what we could do" but did not make any commitment to present at a council meeting.

Mayor Priest specifically requested a presentation containing the types of information provided by Doug Marek but showing routes that were relevant to the south area and Federal Way. He also wanted more information about the affects these routes would have on Federal Way. He was informed at the meeting that the additional information he was requesting regarding affects was not available and would not be available until the Draft EA was published as we were just in the beginning stages of this project.

Laura A. Taylor
Administrative Assistant

Harris Miller Miller & Hanson Inc.
2680 Cal Center Dr. Ste. 430
Sacramento, CA 95826
p. 916.368.0707
f. 916.368.1291
ltaylor@hmmh.com

FAA Reauthorization Bill

From: Allyson Jackson

Sent: Wed, Feb 8, 2012 at 6:25 pm

To: comments@greener skiesea.com

1 of 1

Will the passage of the FAA Reauthorization Bill earlier this week have an impact on the Greener Skies EA?

Thanks,
Allyson Jackson
Consultant-City of Medina



February 16, 2012

Greener Skies EA
c/o Laura Taylor
Harris Miller Miller & Hanson Inc.
8880 Cal Center Drive, Suite 430
Sacramento, CA 95826

Dear Ms. Taylor,

Thank you for the opportunity to provide input to the Environmental Assessment scoping process for the Greener Skies Initiative on January 26, 2012.

The Port of Seattle staff strongly supports efforts that increase the efficiency of flight operations, decrease fuel burn and emissions, and minimize the environmental impact of airport operations. The Greener Skies Initiative's development of more efficient and environmentally-friendly arrival flight paths on the west side of Seattle-Tacoma International Airport appears to meet these goals. Once enacted, the approaches have the potential to reduce noise and emissions in the Puget Sound region.

The Port encourages clearly communicating with the public regarding the project's potential environmental benefits and impacts during the Environmental Assessment. For example, since the benefits of noise reductions associated with this project are assumed to be well beyond the 65 DNL contour, it would be helpful to provide the public with additional information on supplemental noise metrics. This might include lower DNL, single event metrics, grid point analysis and quantifying population exposure numbers under existing and proposed conditions.

The Port has extensive public involvement experience with the communities surrounding the Airport and would welcome the opportunity to share successful practices and recommendations for public engagement with the FAA team.

If you have questions or need more information, please contact Stan Shepherd at (206) 787-4095 or Steve Rybolt at (206) 787-5527.

Sincerely,

A handwritten signature in cursive script, appearing to read "Elizabeth Leavitt".

Elizabeth Leavitt
Director, Aviation Planning and Environmental Program
(206) 787-7203

Seattle-Tacoma
International Airport
P.O. Box 68727
Seattle, WA 98168-0727

1 of 1
RECEIVED

FEB 21 2012

HARRIS MILLER
MILLER & HANSON INC.

1 of 1

RE: another question

From: Stuart Jenner
Sent: Wed, Feb 22, 2012 at 2:46 am
To: comments@greener skies.com

Hi, I had not heard back on any of my emails below.

Also, I am not sure what we are supposed to comment on. The docs section of the web site has a "coming soon" and the input page is broken.

<http://www.greener skies.com/public-outreach.html>

<http://www.greener skies.com/documents.html>

<http://www.greener skies.com/input.html>

Thank you,

Stuart

-----Original Message-----

From: Stuart Jenner [mailto:stuartjenner@comcast.net]
Sent: Sunday, February 05, 2012 1:46 PM
To: 'comments@greener skies.com'
Subject: another question

Also, where is this environmental assessment? I do not see it on the site either.

Thanks,

Stuart Jenner

-----Original Message-----

From: comments@greener skies.com [mailto:comments@greener skies.com]
Sent: Sunday, February 05, 2012 1:45 PM
To: stuartjenner@comcast.net
Subject: Re: Follow up to the meeting

Thank you for submitting your input to the SEATAC Greener Skies Environmental Assessment. Your input will be reviewed and considered for inclusion in the scope of the analysis. If you have submitted a question about the assessment or environmental process, someone will get back to you as soon as possible. The deadline for submitting your input on the scope of the Environmental Assessment (EA) is February 29, 2012. Again, thank you for taking the time to participate in the public participation process for this assessment.

Sincerely,

Federal Aviation Administration
Western Service Area

Greener Skies EA Public Comment for Scoping

From: Allyson Jackson
Sent: Tue, Feb 28, 2012 at 5:57 pm
To: comments@greener skiesea.com
Cc: ltaylor@hmmh.com

1 of 1

I attended the public meeting in January where you solicited feedback for scoping the Greener Skies EA. Below are my comments:

The EA should clearly identify where new procedures will alter existing EA approved Four Post Plan flight tracks. It needs to identify new residential communities that may be impacted by noise. It needs to measure the noise impacts to those neighborhoods that end up beneath a more concentrated flight track. Changes to existing flight tracks which include width and height should be clearly identified. FAA noise modeling techniques should be employed to forecast changes in noise with the new procedures. These noise metrics should also include forecasted increases in airport capacity consistent with currently available data.

Since RNAV and RNP procedures have already been implemented at other airports, the FAA has actual results of the noise impacts. What has been the experience at other airports? How did flight tracks change and how was noise in and around the airport changed?

Thank you for the opportunity to provide input to the process.

Sincerely,
Allyson Jackson
Consultant-City of Medina
206-954-6175

comments for Greener Skies Seattle scoping process

From: Stuart Jenner
Sent: Tue, Feb 28, 2012 at 9:19 pm
To: comments@greener skies sea.com
Cc: 'Laura A. Taylor'

1 of 2

Feb 28, 2012

Hello, I attended a part of the workshop in Federal Way on Jan 25, 2012. Thank you for the opportunity to contribute comments to the scoping process for Greener Skies Seattle. Here's what I would like to suggest be included in the scoping process.

1. Solid data based on actual observations at sites where these flight procedures using continuous descent, not stair stepping, have been implemented. This data would be on the following topics:
 - air pollution: specific measurements of how much air pollution increases for people directly underneath the flight paths
 - noise pollution: before and after noise impacts for people directly underneath the flight paths. By "directly" I mean a bandwidth of 20 to 50 feet from the points directly above where the planes will consistently fly. I do not mean averages drawn from half mile or mile radiuses. Also, I would like variations by distance from the planes. As an example, there are certain neighborhoods that are much hillier than others. The noise is going to be higher at the top of the hill than at the bottom. See Squire Park (Seattle), areas of Des Moines and areas of Boulevard Park (unincorporated King County).
 - I would like this broken out by segments of time. Eg, the average may be the same, but the shifting of flights within the time of day could result in some times being much noisier while other times see a decrease. Please, don't just do 24 hour averages.
2. Specify the changes that will be made to frequency, altitude, location of plane flight tracks etc for planes that are taking off, not landing. Of particular interest is how the frequency of use of a corridor is going to increase in Federal Way, Des Moines and Normandy Park as planes take off to the south. I would like a comparison of "with the Greener Skies" and "without the Greener Skies". We have seen many changes of frequency of regional jets over Normandy Park after the third runway opened, and also of regional jets over Burien. It is debatable as to whether the planes are in contours that are new or have existing, but there is no doubt that the number has increased from rare to frequent. So, I would like a comparison of flight contours usage of pre Nov 2008 as well as the go/ no go alternatives of Greener Skies.
3. Please break out all analyses by day of week, and also into relevant times of day: eg 11 pm to 7 am gets analyzed individually and not combined with other times.
4. Please specify the increase in effective flight capacity at Seattle Tacoma Airport if Greener Skies is implemented. I would like to know the effective increase in capacity, not just that flights might be expected to go up slightly in the next few years.
5. I would like to know at what point the increase in total flights because it is easier to get flights in and out of Seatac results in noise increases and air pollution increases under the flight paths implemented using Greener Skies, such that the total increase in numbers of flights results in more pollution (air, noise) than would exist without Greener Skies in those specific areas.

As an example, let's say there are 300K flights going on, and 450K max flights without Greener Skies. Let's say Greener Skies is implemented, and the pollution drops by 10%. So now we have

the equivalent of 270K flights, but then let's say the number of flights goes up by 33K. We would be at about the same level of pollution. Now let's say the maximum capacity increases from 450K to 500K. Even if pollution per flight drops by a certain percent, it could well be the case that overall we are worse off. For this exercise, please use the conservative estimate of holding impact per plane constant, and please do not assume that future planes will be quieter or have fewer emissions. They may or may not.

2012

6. Any changes that will be made to the Four Post Plan
7. I realize one possible outcome is that the FAA may state "mitigation is needed." I would like to know what level of noise is used to determine mitigation is needed, and what level of air pollution increases is "still acceptable". I would also like to know what type of ongoing monitoring, and ongoing testing, will be done.
8. If "mitigation is needed", I would like an outline of who will pay for this: what specific sources will be used.
9. If flight paths are supposed to stay constant, but end up changing such that there is non compliance with the Four Post Plan, I would like to know what the consequences are for whoever is responsible. I would also like to know who is responsible.
10. I would like to request diversity of routings be assessed, for example, maybe flights can have a varying flight path and not always go over exactly the same location every single flight in Vashon and areas of Seattle north of the Airport as well as areas south of Seatac.
11. both summary and details of what the actual experience has been at other airports
12. outlines of all test flights at seatac and data associated with those flights
13. Projected health impacts: increased toxins, increased blood pressure, etc
14. projected number of aborted flights (both takeoffs and landings) if Greener Skies Seattle is implemented, and safety issues associated with those aborted flights
15. summary of the new RNAV and RNP approaches at Seatac, and an assessment of how they will differ from the current ones
16. a plan for how the research mentioned in slide 2 of this PDF http://greenerskiessea.com/pdf/120126_Greener_Skies_EA.pdf will be disseminated to the community
17. an outline of how all these changes will impact effective capacity at Boeing Field
18. Any changes in approaches and in the visuals used for various approaches

I do not think the questions I've asked above can be fully answered without an Environmental Impact statement.

Sincerely,

Stuart Jenner
200 SW 178th
Normandy Park, WA98166

An assessment of what the impact is on residents u

10/31

Laura A. Taylor

From: William Brant <clarkebrant@msn.com>
Sent: Thursday, March 01, 2012 12:05 AM
To: stuart jenner; Laura A. Taylor
Subject: FW: Delivery Status Notification (Failure)-comments@greener skies sea.com not working at 11:48 pm
Attachments: ATT00001.txt

Stuart, The comments@greener skies sea.com address has failed. Think you get your copy but they may have shut down the address before midnight. Clarke

From: postmaster@mail.hotmail.com
To: clarkebrant@msn.com
Date: Wed, 29 Feb 2012 23:48:30 -0800
Subject: Delivery Status Notification (Failure)

This is an automatically generated Delivery Status Notification.

Delivery to the following recipients failed.

comments@greener skies sea.com

--Forwarded Message Attachment--

From: clarkebrant@msn.com
To: comments@greener skies sea.com; ltaylor@hmmh.com; stuartjenner@comcast.net
Subject: Comment on need for scoping items and EIS requirement
Date: Wed, 29 Feb 2012 23:48:30 -0800

Greener Skies Seattle Environmental Assessment,

I believe it is very necessary to continue having open discussions with the public and to require an EIS whenever the Port of Seattle, the Federal Aviation Administration or aircraft operators propose changing existing and long standing flight tracks over the ground at altitudes below 10,000 feet above ground level to the surface whenever the changed flight track goes over communities that have not seen dedicated approaches built overhead their homes and cities in the past. New tracks over areas not subjected to this noise impact will bring new noise issues that have not existed before and are not insulated or prepared for new disturbances. Even wildlife has gotten used to existing tracks over the ground at the lower levels and changes may bring unanticipated consequences that require the complete investigation of an EIS and public disclosure. Thank you,

Clarke Brant
Normandy Park

City of Federal Way Scoping Comments Greener Skies

From: Chris Carrel
Sent: Wed, Feb 29, 2012 at 8:11 pm
To: 'comments@greener skies sea.com'

1071

The following are the comments of the City of Federal Way regarding the Greener Skies Environmental Assessment scoping process.

The City of Federal Way is appreciative of the potential environmental benefits of the Greener Skies initiative. Fuel conservation and reduction of airplane emissions are important goals that have broad public benefits. As a community located near the Sea-Tac Airport, our residents will benefit from environmental improvements associated with this program.

Additionally, many city residents have expressed concerns to City officials about airplane noise impacts and there is a strong interest in the noise-reduction benefits of the Greener Skies project.

We believe the draft environmental assessment should address the following:

- What are the reductions in noise impacts expected in the Federal Way area?
- What noise-reduction results have been achieved at airports where comparable systems have been introduced?
- How will Greener Skies affect the current flight tracks?
- What impacts will result from the narrowing of flight tracks associated with Greener Skies? Will communities underneath the narrower flight tracks experience greater noise impacts? If noise impacts increase in some areas, what is the expected severity and timing of those increased impacts? It would be most instructive to portray the expected changes on a map that shows where noise impacts would decrease and where they would increase.
- What are the reductions in fuel use and airplane emissions expected?

Thank you for your attention to these comments

Chris Carrel
Communication and Grant Coordinator
City of Federal Way
phone: 253.835.2411
cell: 253.347.7057
Chris.Carrel@cityoffederalway.com

Federal Way is on [Facebook](#) and on [Twitter](#) with the handle @WAFederalWay

Sign up for email notifications for press releases, public notices and other City information:
www.cityoffederalway.com/notifyme

Greener Skies EA Comments
From: Stacy MacGregor
Sent: Wed, Feb 29, 2012 at 5:04 pm
To: 'comments@Greenskiess.com'

1 of 2

Greener Skies.doc (453.0 KB)

Comments attached

Stacy MacGregor

Assistant Planner | City of Tukwila
6300 Southcenter Blvd | Tukwila, WA 98188
Tuesday, Wednesday, Thursday 8:30-3

ph: (206) 433-7166 | fx: (206) 431-3665

~~Please note my new email address and the City's new website:~~

~~stacy.macgregor@TukwilaWA.gov | www.TukwilaWA.gov~~



City of Tukwila
Department of Community Development

2 of 2
Jim Haggerton, Mayor

Jack Pace, Director

Sent via email to comments@Greenskiiese.com

February 29, 2012

Greener Skies EA
c/o Laura Taylor
Harris Miller Miller and Hanson Inc.
8880 Cal Center Drive, Suite 430
Sacramento, CA 95826

RE: Greener Skies EA

Dear Ms. Taylor,

Thank you for the opportunity to comment on the FAA Greener Skies Environmental Assessment. I attended the Agency scoping meeting on January 26, 2012.

I am concerned that the new approach procedures may increase noise or air pollution over a concentrated approach path. I understand this EA is only considering approaches coming from the east which will not affect City of Tukwila residents. However, I am concerned that if this protocol becomes available for westerly approaches, the citizens of Tukwila could be impacted and not have the opportunity to comment.

I believe I am the only person at the City of Tukwila informed of the Greener Skies EA. Please add to your contact list the Office of the City Clerk at 6200 Southcenter Boulevard, Tukwila, WA 98188. Tukwila also has a local newspaper that is published monthly. The *Tukwila Reporter* can be reached at www.TukwilaReporter.com.

Thank you for the opportunity to review the proposal.

Regards,

Stacy MacGregor,
Assistant Planner

Laura A. Taylor

1071

From: William Brant <clarkebrant@msn.com>
Sent: Wednesday, February 29, 2012 11:49 PM
To: comments@greener skiessea.com; Laura A. Taylor; stuart jenner
Subject: Comment on need for scoping items and EIS requirement

Greener Skies Seattle Environmental Assessment,

I believe it is very necessary to continue having open discussions with the public and to require an EIS whenever the Port of Seattle, the Federal Aviation Administration or aircraft operators propose changing existing and long standing flight tracks over the ground at altitudes below 10,000 feet above ground level to the surface whenever the changed flight track goes over communities that have not seen dedicated approaches built overhead their homes and cities in the past. New tracks over areas not subjected to this noise impact will bring new noise issues that have not existed before and are not insulated or prepared for new disturbances. Even wildlife has gotten used to existing tracks over the ground at the lower levels and changes may bring unanticipated consequences that require the complete investigation of an EIS and public disclosure. Thank you,

Clarke Brant
Normandy Park

Greener Skies - Seattle

From: wendyrosenau@comcast.net
Sent: Wed, Feb 29, 2012 at 9:37 pm
To: comments@greener skies sea.com
Cc: ltaylor@hmmh.com, stuartjenner@comcast.net

10/31

Hello,

Thank you for your time at the meeting held in Shoreline on January 26.

My husband and I have been discussing the meeting and neither one of us remembers any discussion about possible negative impacts of the Greener Skies proposed flight plan at Seatac. Your presentation made it sound so perfect, but are there any downsides? Which areas might be affected? Which areas would DEFINITELY be affected?

One person I know of raised the concern of flights aborting during the glide onto the runway. Her description was very alarming, and I would not wish that experience on anyone. Does your study include how many occurrences there could be of these aborts, and the impact if/they would have on the community? How many test landings have been done so far and how many aborts have occurred? How will the occurrence of an abort affect children?

My "expertise" in regards to aviation in the Puget Sound area is observational and personal. It is based on my shared observation with the community of the drastic differences between before and after the 3rd runway, my not-good-at-all experience of having to live and work amidst repeated air traffic noise from morning until after bedtime every day over the last few years, and seeing and hearing others' reactions toward the air traffic that relate to my own. Everybody knows that long breaks from noise and clean air to breathe are not luxuries to be had, but **needs to be met**, and not to forget, our birthright. I pray that your study takes GREAT consideration toward the overall effect of the proposed flight plan on people of all ages and groups, and equally important, nature. As it says in the guide to having our voices heard, *"It is important to note that human beings are part of the environment (indeed, that's why Congress used the phrase 'human environment' in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."* Please present any discovered possible negative effects of the proposed Greener Skies plan openly and honestly so that the right decisions can be made for the good of the people.

Thank you,
Wendy Rosenau
Lake Forest Park, Washington

From: PF
Sent: Thu, Mar 1, 2012 at 10:12 am
To: comments@greener skies sea.com
Cc: Stuart Jenner, PATTY FONG

1071

I would like to see more investigation on

1. Diversity of routing.
2. Environmental impacts for example the effects of chemical/fuel waste landing on households below especially as the planes land.
3. The role of airports in encouraging airlines to update their airplanes to more environmentally friendly aircraft in regard to noise emissions and chemical emissions.

Patty Fong

I live in the Central District of Seattle at 15th and Yesler and I am right under the southbound descent flight path.

Thank you.

Patty Fong, DJ/Host
Musica de la Raza - Aztlan to El Barrio
Saturdays 5-7a (PST)
KBCS 91.3 FM, www.kbcs.fm on-line archived stream for two weeks!
!Viva la Raza!

1082

Laura A. Taylor

To: Stuart Jenner
Subject: RE: Greener Skies Comments

Thanks Stuart. I believe we fixed whatever glitch had occurred with the email account for the website. I have received three more emails total. I think you were copied on them as well. Thank-you so much for helping to facilitate this process with your neighbors and concerned citizens.

As you know, the comment/input period for scoping is closed. Since we are required under NEPA to provide a specific time frame for comments and have advertised and disseminated the end date for those comments, and this date is part of the official project record, we are unable to accept comments beyond the end of the period.

Thank-you so much for providing your input. I've put your name on my e-mail list to be notified when any further drafts or comment periods come available in the future. I will do the same for your neighbors as well.

Laura A. Taylor

Administrative Assistant

Harris Miller Miller & Hanson Inc.
8880 Cal Center Drive, Suite 430 Sacramento, CA 95826
T 916.368.0707 | F 916.368.1201
ltaylor@hmmh.com

From: Stuart Jenner [<mailto:stuartjenner@comcast.net>]
Sent: Thursday, March 01, 2012 9:55 AM
To: Laura A. Taylor
Subject: FW:

Hi, I wanted to make sure you saw this.

Stuart

From: PF [<mailto:seawabear@yahoo.com>]
Sent: Thursday, March 01, 2012 7:13 AM
To: comments@greener skiesea.com
Cc: Stuart Jenner; PATTY FONG
Subject:

I would like to see more investigation on

1. Diversity of routing.
2. Environmental impacts for example the effects of chemical/fuel waste landing on households below especially as the planes land.
3. The role of airports in encouraging airlines to update their airplanes to more environmentally friendly aircraft in regard to noise emissions and chemical emissions.

Patty Fong

K.12 Agency and Tribal Meeting Invitation Letters

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

1601 Lind Avenue Southwest
Renton, Washington 98057

August 6, 2012

Mr. Chip Davis
Planner
City of Burien
400 S.W. 152nd St., Ste 300
Burien WA 98166

Dear Mr. Davis,

In accordance with the National Environmental Policy Act, a Draft Environmental Assessment (DEA) was prepared to address the potential environmental impacts that could result from the implementation of new Performance Based Navigation flight routes and procedures in the Seattle area. The proposal is the publication and implementation of optimized standard instrument arrival procedures serving air traffic flows from the northwest and southwest into Seattle-Tacoma International Airport.

The DEA is available online at <http://www.greener skiesea.com/documents.html>. Hard copies are available for review at the Federal Way and the Ballard Branch libraries.

Agency Meeting

The FAA will host an agency meeting on September 5, 2012, at the Rainier Room, Wizards of the Coast Building – 1600 Lind Ave. SW, Renton, WA 98055 from 10:00am to 11:00am.

Public Meetings

Public meetings for the DEA are scheduled for the following locations:

- September 5, 2012, from 6:00 to 7:30 PM: Federal Way Library, 34200 1st Way South, Federal Way, WA 98003
- September 6, 2012, from 6:00 to 7:30 PM: Ballard Branch Library, 5614 22nd Ave. NW, Seattle, WA 98107

The meetings will be held in an open house format with display boards and with the FAA and consultant personnel available to answer questions. The evening will also include a presentation each night at 6:30 PM regarding project information and DEA findings. The same content will be presented at each meeting.

The DEA will be available for review from August 7, 2012, through September 14, 2012. The FAA encourages interested parties to review the DEA and provide comments. Comments can be submitted at the public meetings, or by email to comments@greener skiesea.com. Submissions can be made by mail to:

Greener Skies EA
Augustin Moses, AJV-W2
Federal Aviation Administration
1601 Lind Avenue SW
Renton, WA 98057

Sincerely,

John Warner
Manager
Operations Support Group



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

1601 Lind Avenue Southwest
Renton, Washington 98057

August 6, 2012

Mr. William B. Iyall
Chairman
Cowlitz Indian Tribe
1055 9th Avenue, Suite B
Longview, WA 98632

Dear Mr. Iyall,

In accordance with the National Environmental Policy Act, a Draft Environmental Assessment (DEA) was prepared to address the potential environmental impacts that could result from the implementation of new Performance Based Navigation flight routes and procedures in the Seattle area. The proposal is the publication and implementation of optimized standard instrument arrival procedures serving air traffic flows from the northwest and southwest into Seattle-Tacoma International Airport.

The DEA is available online at <http://www.greener skiesea.com/documents.html>. A CD will be provided upon request.

Purpose of Government-to-Government Consultation

The primary purpose of government-to-government consultation as described in Federal Executive Order 13175 “Consultation and Coordination with Indian Tribal Governments” and FAA’s Order 1210.20 “American Indian and Alaska Native Tribal Consultation Policy and Procedures” is to ensure that Federally Recognized Tribes are given the opportunity to provide meaningful and timely input regarding proposed FAA actions that uniquely or significantly affect Tribes.

Consultation Initiation

With this letter, the FAA is seeking to consult with your tribe and obtain input on concerns that uniquely or significantly affect your Tribe related to the proposed project. We would be pleased to discuss details of the project with you.

Confidentiality

We understand that you may have concerns regarding the confidentiality of information on areas or resources of religious, traditional and cultural importance to the Tribe. We would be happy to discuss these concerns and develop procedures to ensure that the confidentiality of such information is maintained.

Meeting Location & Time

The FAA is scheduling a meeting to discuss the project details. The meeting will provide information on the project. The consultation with Tribal representatives is to identify Tribal interests and concerns, seek input, and examine suggestions on how to effectively address the concerns.

The meeting is scheduled for September 5th, 2012 at the Rainer Room, Wizards of the Coast Building - 1600 Lind Ave. SW, Renton, WA 98055 from 8:30 am to 9:30 am.

The meeting will be held in an open house format with display boards and with the FAA personnel available to answer questions.

RSVP/FAA Contact Information

We look forward to your participation in the meeting. For planning purposes, please let us know if you plan to attend by contacting Augustin Moses at (425) 203-4536; or email at augustin.moses@faa.gov; or facsimile at (425) 203-4505.

Sincerely,

John Warner
Manager
Operations Support Group

K.13 Agency and Tribal Meeting Sign-In

Greener Skies
Environmental Assessment

Please sign in

Wednesday, September 5, 2012 – Tribal Meeting

Name and Tribe	Address	E-mail Address
MARINA LANDIS - FAA ATO OSG AUGUSTIN MOSES - FAA ATO OSG AJV-W2	1601 LIND AVE SW, RENTON, WA 98057 1601 LIND AVE SW, RENTON, WA 98057	MARINA.LANDIS@FAA.GOV AUGUSTIN.MOSES@FAA.GOV
LAURA TAYLOR - HMMH BRIAN SCHIMPF - FAA-RQSOFF	8880 CALCTR DR. #430, SAC, CA 95826 1601 LIND AVE SW, RENTON, WA 98057	ltaylor@hmmh.com brian.schimpf@faa.gov
Dwight S. Williams DAVID SUOMI	1601 Lind Ave SW, Renton 98057 "	Dwight.Williams@faa.gov DAVID.SUOMI@FAA.GOV
Natalie Gore - SEA ATCT NATCA DAVE FORD IBI	SEA ATCT 6401 W 1ST ALEXANDRIA, VA	natalie.gore@FAA.gov DAVE.FORD@IBI.COM
Doug Marek - AJV/FAA	915 Franny Villa Rd, San Diego CA	Doug.Marek@faa.gov
Minh Nguyen - ANG/FAA	800 Independence Ave, Washington, DC 20024	Minh.A.Nguyen@faa.gov
RHEA HANRAHAN PATRICK MORAN - FAA - ACE	HMMH - Sacramento 800 INDEPENDENCE AVE, WDC 20024	rhanrahan@hmmh.com Pat.Moran@faa.gov
BILL WILLKIE	CH2M HILL 155 GRAND AVE, SUITE 800 OAKLAND, CA 94612	Bill.Willkie@ch2m.com
Randy Vincent	Seattle ATCT Auburn, WA 98092	Randy.Vincent@FAA.GOV

Greener Skies

Environmental Assessment

Please sign in

Wednesday, September 5, 2012 – Tribal Meeting

Name and Tribe	Address	E-mail Address
Mary Ellen Eagan, President HMNH	77 S. Bedford St. Burlington, MA 01803	meagan@hmnh.com
ROBERT L. MILLER HMNH	77 S. BEDFORD ST. BURLINGTON, MA 01803	rmiller@hmnh.com

FAA and contractor staff in attendance only – no Tribal Representatives attended.

Greener Skies

Environmental Assessment

Please sign in

Wednesday, September 5, 2012 – Agency Meeting

Name and Agency	Address	E-mail Address
STACY MAGGREGOR CITY OF TUMWILA	6300 Southcenter Pkwy Tumwila 98188	STACY.MAGGREGOR@TUMWILA.WA.GOV
Stephen Kiehl PSRC		skiehl@psrc.org
Steve Rybolt Port of Seattle	PO Box 68727 Seattle WA 98166	Rybolt.S@portseattle.org
Stan Shepherd Port of Seattle	PO BOX 68727 Seattle, WA 98168	shepherd.s@portseattle.org
Rob Kikilu PS	"	Kikilu.r@portseattle.org
Russ Simonsen P.O. Seattle	"	Simonsen.r@portseattle.org
Rob Hodgman WSDOT - Aviation	918 7th Ave SW Tumwater, WA 98502	hodgman@WSDOT.WA.GOV

FAA and contractor staff also in attendance (as signed in on Tribal Sign-in Sheet).

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K.14 Agency, Elected Official, and Organization Comments and Responses

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Agency

Letter A-1

Stephen Kiehl, Puget Sound Regional Council

Page 1

A-1

Response to Comment 1

The FAA thanks you for your comment.

Response to Comment 2

The FAA thanks you for your comment. The Final EA has been edited to reflect your suggested change.



September 12, 2012

Greener Skies EA
Augustin Moses, AJV-W2
Federal Aviation Administration
1601 Lind Avenue S.W.
Renton, WA 98057

Subject: Comments on Draft Environmental Assessment for *Greener Skies Over Seattle*

Dear Mr. Moses:

The Puget Sound Regional Council is pleased to offer comments on the Draft Environmental Assessment for the *Greener Skies Over Seattle* program at Sea-Tac Airport. We find the document to be thorough and well written. The technical analysis is excellent, and the presentation of information is clear and understandable. We commend FAA, the Port, and your consultants for an excellent job.

PSRC has long been a partner with FAA and the Port of Seattle in helping to meet the region's air transportation needs in a way that enhances the region's economy while protecting our environment. The region has supported numerous projects and programs at Sea-Tac Airport, including the 3rd runway, terminal improvements, regional highway improvements, Link light rail transit, and two FAR Part 150 Noise and Compatible Land Use programs.

We applaud the Port's record of responsible stewardship, and fully support the Greener Skies project. PSRC is undertaking a similar program involving the region's general aviation airports. Our current study, *Preparing Busy General Aviation Airports for NextGen Technology*, is looking at ways to implement RNAV, PBN, RNP, and other NextGen technologies within the regional airport system. The study will identify improvements at each airport which could help them achieve the many benefits offered by NextGen. The goals of our FAA-funded study are to enhance safety, reduce congestion and delay, reduce noise and improve air quality, enhance all-weather access, and reduce costs to airport users. These same goals apply to the Greener Skies program at Sea-Tac Airport.

We offer the following comments with the goal of clarifying and strengthening the document:

- **Executive Summary: Overview – page iii** – The report mentions routings over Fort Lewis Military Reservation and McChord Air Force Base. These military installations are now combined as Joint Base Lewis-McChord. We recommend all references to the facilities be changed to JBLM or Joint Base Lewis-McChord unless there is a specific reason to discuss individual bases.

Letter A-1

Stephen Kiehl, Puget Sound Regional Council

Page 2

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Greener Skies EA
Augustin Moses
September 12, 2012
Page 2

- 3
- **Executive Summary: Purpose and Need – page iv** – There is no mention of how the proposed action could reduce congestion and delay and enhance safety in the regional airspace. These project benefits are mentioned only in passing in the Introduction and Background section on pages 2 and 4. These are important benefits of NextGen, and we suggest the document highlight them more clearly in the Purpose and Need and other sections.
- 4
- **Executive Summary: Purpose and Need – page v** – In the first partial paragraph at the top of the page, the text mentions the inefficiencies resulting from the existing practice of level-offs during approaches, and lists several impacts. We suggest this section also list noise as an impact from current practice, which would be reduced by implementing the continuous decent approach.
- 5
- **Executive Summary: Summary of Environmental Consequences – page vii** – Below Table ES-2 the text discusses the reduction of fuel burn and CO2 emissions for 2014 and 2018, but does not mention the year 2023. Shouldn't this section mention the project's positive impacts for this year, if the analysis was done? Table ES-2 seems to show the results for 2023.
- 6
- **Chapter 3: Purpose and Need – page 15** – The last paragraph lists 3.06 percent growth by 2023, which seemed to be an error. This number is corrected in the errata sheet to read 30.7%. We appreciate the correction, but the report should clarify whether this represents operations or passenger growth.
- 7
- **Chapter 4: Alternatives – page 37** – The third (short) paragraph refers to "...traffic landing to the north on any of the 32s." Should this reference be to the 34s (runways 34L, 34C, and 34R)?
- 8
- **Chapter 5: Affected Environment – Figure 5.2-6 - page 81** – The information on this map, and the data shown in the legend, refers to Minority population rather than Low Income population. We suggest you change the title of the map to "Percent Minority Population."
- 9
- **Chapter 5: Affected Environment – page 106** – It seems the proposed action would bring more air traffic over Elliott Bay, possibly at lower altitude. Would this pose any increased risk of bird strikes? According to the available data, the answer is no, since most bird strikes have occurred below altitudes of 1,776 feet, while the altitude of aircraft using the RNP approach over Elliott Bay will be about 3,000 feet. It might be good for the document to mention this.
- 10
- **Environmental Consequences: Section 6.1.2 Noise Results – page 113** – The text on page 113 mentions the increase and decrease in noise levels from the analysis. We suggest this text section mention the locations of these areas in qualitative terms, e.g., which areas benefit most (Leschi, Madison Park, Fremont, downtown Seattle, Federal Way) from the new approaches, and which areas benefit least (West Seattle, Beacon Hill, First Hill, Capitol Hill, Montlake, Wallingford, Green Lake).
- 11
- **Environmental Consequences: Figure 6.1-1 – page 115** – This map attempts to display existing and proposed arrival routes. However, the existing STAR arrival routes (in blue) are covered on the map by the proposed STAF and RNP arrival routes, and it's difficult to see the geographic changes between the existing and proposed. Perhaps this could be resolved by

Response to Comment 3

The Executive Summary includes only a partial explanation of the Purpose and Need for the Greener Skies Project. Chapter 3 elaborates on several of the issues mentioned including:

- Enhanced safety through more efficient and precise lateral and vertical flight profiles and reduced need for radio transmissions between controllers and pilots during Optimized Profile Descents, thereby reducing the potential for hear-back/read-back errors
- Reduced congestion by implementing more direct flight paths, removing bottlenecks for arriving aircraft, and reducing long downwind legs and extended final approaches to get aircraft on the ground faster.

These and other factors mentioned in Chapter 3 are the major reasons that the Greener Skies Project is being proposed.

Response to Comment 4

While minor reductions in noise exposure are a resulting benefit of the proposed Greener Skies procedures in many areas, FAA does not consider noise as a purpose or need for the project, in part because the improvements are at levels well below 65 dB DNL. The reasons for undertaking Greener Skies are primarily to improve the efficiency of the airspace, provide more direct routings, increase flight path predictability and flexibility, and reduce pilot/controller radio transmissions.

Response to Comment 5

Your comment is noted and the text has been edited to include reference to results for 2023.

Response to Comment 6

The percentage refers to growth in aircraft operations, not passengers, and is derived from the summary of annual operations reported in Table 5.2-1. The Final EA has been edited to reflect that clarification.

Response to Comment 7

Your comment is noted and the text of the Final EA has been corrected to refer to runways 34L, 34C, and 34R.

Response to Comment 8

Your comment is noted and the figure title has been changed to "Percent of Minority Population within the Study Area"

Letter A-1

Stephen Kiehl, Puget Sound Regional Council

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Greener Skies EA
Augustin Moses
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- 11- separating these routes on two maps or as in the northwest corner of the map, the existing STAR arrival route could be offset to parallel the new STAR and RNP arrivals.
- 12- • **Environmental Consequences: Section 6.1.3 Results at selected points – page 146** – This chart is very useful in communicating the overall impacts of the program. We suggest adding text to discuss the increase in noise forecast at site 9 (Vashon Island north) and site 24 (New HAWKZ). The change at the Vashon site (1.9 DNL) appears to be above the FAA threshold of impact (1.5 DNL), and the New Hawkz site 24 (1.4-1.5 DNL) is at the threshold, and affects over 300 people. In reality, however, the FAA’s noise criterion for these areas (sites below 45 DNL) would be an increase of 5 DNL. It would be useful for the document to mention this to clarify the apparent significant noise “impacts” from the analysis at sites 9 and 24 (and perhaps site 25 as well).
- 13- • **Environmental Consequences: Section 6.1.4 Mitigation – page 147** – The text in this section mentions FAA criteria, but does not state what these criteria are. We suggest including the FAA’s noise criterion (1.5 DNL increase or more in areas over 65DNL) for significant impact, as well as the other noise criteria for areas subjected to DNL below 65.
- 14- • **Environmental Consequences: Table 6.5-1 – page 155** – The table shows a drop in percentage terms but an increase in total change in pounds (kg). We believe these are reductions from the no action alternative, and should be shown as negative numbers, as you show the change in percentage. Also, we wonder why this table does not show results for the year 2023.
- 15- • **Environmental Consequences: Table 6.5-2 – page 155** – This table shows change in fuel burn for the approaches. There are slight increases on the northwest approach to runway 34s for 2014 and 2018, while most other approaches show slight to significant reductions in fuel burn. For context it may be useful for the text adjoining this table to mention the two approaches showing increases in fuel burn are the two least used approaches (more accurately, the approaches with the smallest total amount of fuel used). Finally, this table does not show results for the year 2023. If the analysis was done, the results should be displayed here.

Thank you again for providing public agencies the opportunity to comment on the Draft EA. We look forward to seeing the final document, and to implementation of the program.

Sincerely,



Stephen B. Kiehl
Principal Planner

cc: Charlie Howard, Director of Integrated Planning, PSRC

X:\TRANS\AIRPORT\SeaTac\Files\Greener Skies EA Comment letter - September 12\FINAL.docx

Response to Comment 9

Chapter 5 is intended to address only existing conditions -- not the effects of the proposed new procedures associated with Greener Skies. Rather, those are discussed in Chapter 6, which is devoted to assessing the environmental consequences of the proposed action. In particular, Section 6.10.2.2 discusses the potential for bird strikes resulting from the new RNP procedures over Elliott Bay, and from the current and proposed altitude data shown in Figure 6.10-2, concludes that the potential for bird strikes is expected to be no different from the present risk.

Response to Comment 10

Your comment is noted. Text has been added to Section 6.1.2 in the Final EA elaborating on the communities and neighborhoods experiencing different degrees of change.

That text has been changed as follows: “From the various depictions of DNL values shown earlier in this section, and in particular from Figures 6.1-4, 6.1-9, and 6.1-14 for areas north of SEA, no changes in noise exposure attributable to Greener Skies are seen to exist close to SEA’s three runway ends, nor are there changes further northward along the extended centerlines of the runways until approximately 2 miles north of the Airport. From there further northward, minor increases in DNL on the order of 0.1 to 0.2 dB continue to occur along the extended centerlines generally in portions of Beacon Hill east of Interstate I-5, and into neighborhoods of Cherry Hill, Capitol Hill, University District and Green Lake. Additional small increases in exposure, also of 0.1 to 0.2 dB DNL, occur in West Seattle near Duwamish Head. Changes in exposure of these small magnitudes are very minor and unlikely to be noticed. Similarly small decreases in exposure occur to the east and north in portions of Rainier Valley, Central Seattle, Madison Valley, eastern portions of Capitol Hill and large areas of Northgate, and North Seattle as well as to the northwest in Lake Union.

South of SEA, Figures 6.1-5, 6.1-10, and 6.1-15 again show no changes in exposure attributable to Greener Skies until reaching approximately 2 miles south of the three runway ends, at which point minor increases in DNL of 0.1 to 0.2 dB occur from there southward in the easternmost section of Federal Way, Milton, western portions of Edgewood, and northern sections of Puyallup west of Route 512. Further south in Puyallup and into bordering areas of Pierce County, increases in DNL are slightly larger in the range of 0.5 to 1.1 dB under the proposed RNP procedures to runways 34L, 34C and 34R beginning at SONDR, shown earlier in Figure 4.2-4. Similar-magnitude decreases in DNL occur in the western portions of

Letter A-1

Stephen Kiehl, Puget Sound Regional Council

Page 4

Federal Way west of 8th Avenue South and in eastern sections of Lakeland North, Lakeland South and Edgewood. See also Section 6.1.3 for specific point analyses which follow.”

Response to Comment 11

While it is difficult to discern some differences between the blue and red arrival routes, the future arrival procedures that will be available for use if Greener Skies is implemented include both the existing and the proposed new procedures. None of the existing routes will be eliminated.

This is best illustrated by superimposing the new and proposed routes, rather than having them side by side where one is left to guess if the new and proposed routes are superimposed or not.

Response to Comment 12

As the comment inferred - the FAA criteria of a significant noise impact is a 1.5 dB change within the 65 DNL contour. It should be noted that the 65 DNL contour is close to the SEA boundary. As such, there is no significant noise impact as a result of the Proposed Action in any community. The finer detailed noise changes were included to emphasize how little the Proposed Action would change the current noise imprint. Your comment is noted and text has been added to Section 6.1.3 of the Final EA to emphasize this fact.

Response to Comment 13

Your comment is noted and text has been added to Section 6.1 referencing earlier discussion of FAA criteria for significant impact in Chapter 5.

Response to Comment 14

Your comment is noted. Minus signs have been added to the Annual Average Day Fuel Usages to reflect decreases in fuel used as a result of the proposed Greener Skies procedure changes. The fuel burn changes for year 2023 in Table 6.5-2 was omitted from the Draft EA but now has been included in the Final EA.

Response to Comment 15

Table 6.5-2 is intended to provide some representative examples of changes in fuel burn, not all of which are improvements. The tracks which indicate an 8 percent increase in fuel burn are the result of increased track distances for some arrivals from the northwest which, when flying one of the RNP procedures to the 34s will delay their turn inbound to fly over Commencement Bay. The text in the Final EA has been edited to better explain this difference.

Letter A-2

Harold Taniguchi, King County Department of Transportation

Page 1

KCDOT Comments re: Greener Skies

KCDOT Comments re: Greener Skies

From: Taniguchi, Harold

Sent: Fri, Sep 14, 2012 at 2:22 pm

To: comments@greenskiesea.com

Cc: Burke, Robert

A-2

Page 1 of 1

[20120914105200419.pdf](#) (138.4 KB)

On behalf of Harold Taniguchi, I have attached KCDOT's comment letter in response to the FAA's Public Outreach Program regarding the Greener Skies over Seattle Project.

Thank you.

Evelyn Wood

Assistant to Harold S. Taniguchi, Director

King County Department of Transportation

206-684-2012

evelyn.wood@kingcounty.gov

<https://webmail.greenskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012



King County
Department of Transportation
Harold S. Taniguchi, Director
KSC-TR-0815
201 South Jackson Street
Seattle, WA 98104-3856
206.684.1481 TTY Relay: 711
www.kingcounty.gov/kcdot

September 14, 2012

Greener Skies EA
Augustin Moses, AJV-W2
Federal Aviation Administration
1601 Lind Avenue SW
Renton, WA 98057

Dear Mr. Moses:

The following comments reflect the position of King County Department of Transportation and King County International Airport/Boeing Field in response to the FAA's Public Outreach Program which provides the opportunity for participation and comment relevant to the Greener Skies over Seattle project.

We have been following the progress of the Greener Skies program from its inception. The environmental benefits are evident and supported by Alaska Airline's estimates of reductions in fuel consumption and carbon emissions. We believe that the Optimum Profile Descents (OPD) incorporated into these approaches will help to reduce aircraft related noise signatures as well. Replacement of legacy ground-based navigational aids with satellite-based technology and enhanced aircraft navigation capabilities should help to cultivate improved capacity at SEATAC while moving the infrastructure into the 21st century.

It is our hope that Greener Skies over Seattle will have a positive impact for the safety and efficiency of operations at King County International Airport/Boeing Field as well. We can envision SEATAC arrival aircraft turning over Elliott Bay at slightly higher altitudes, increasing the vertical separation with Boeing Field traffic. This should enhance safety while providing more flexibility for air traffic controllers to sequence arrivals at both airports.

We understand that FAA rule changes, in particular changes to FAA 7110.65, are underway and making progress. Initiative II efforts dealing with the Concurrent Operations at SEATAC and Boeing Field have significant consequences for maintaining capacity and the coordination of arrival aircraft. Operational safety, efficiency and capacity are our top priorities. Additionally, we feel that it is important to maintain the integrity of Plan Alpha, which also helps to preserve the effective balance of arrival traffic at both airports. Our staff is very interested in the outcome of Greener Skies Initiative II and anticipates that any FAA rule changes will contribute to a smooth integration of these flight procedures into the regional airspace with no negative impact to Boeing Field. This is an important issue to the King County Department of Transportation and one which we will monitor very closely.

Response to Comment 1

As indicated in Chapter 3 of the EA, the purpose of the Greener Skies project includes the positive effect on safety and efficiency of operations that your comment suggests. The extent of reduced dispersion and improved flight path predictability at SEA is perhaps best illustrated by Figure 6.10-2. It utilizes radar traces to show the current breadth of tracks over Elliott Bay and the range of altitudes that aircraft are at as they make right turns inbound to land on runway 34L, 34C, or 34R and compares that dispersion of tracks to the breadth and altitude of the proposed RNP tracks over Elliott Bay.

While the Greener Skies Project includes Optimized Profile Descents on the approach paths into SEA, Figure 6.10-2 indicates that there is no appreciable increase in the altitudes of aircraft as they arrive over Elliott Bay on the proposed Required Navigation Performance (RNP) procedures compared to aircraft following existing arrival procedures. In either case, almost all aircraft are at or above 3,000 feet Above Ground Level (AGL) over the middle of the bay in order to provide separation from current RNP and GPS arrivals into Boeing Field. Thus, the new Greener Skies RNP is not likely to result in increased utilizations of the RNAV(RNP) Z 13R or RNAV(GPS) Y 13R approaches into Boeing Field at this time.

The extent to which that significant improvement in track predictability into SEA under the current Proposed Action can lead to feasible and safe reductions in current separation standards across the entire airspace system is one of the research elements that FAA hopes to determine from its ongoing research into the I-2 initiative. If and when sufficient evidence exists to justify FAA's implementation of reduced separation standards, those new standards may then permit additional improvements to procedures into Boeing Field. However, as mentioned in Section 4.15 of the FEA, the time frame of the implementation of the procedures resulting from I-2 is not known at this point in time.

Letter A-2

Harold Taniguchi, King County Department of Transportation

Page 3

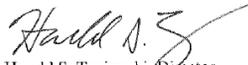
A-2

Augustin Moses
September 14, 2012
Page 2

2 [It is likely that the overall environmental impact to the Puget Sound region will decrease as a result of Greener Skies. The draft environmental assessment and subsequent public briefings, however, were a bit unclear as to specific noise level increases to our local communities. We are requesting clarification on noise signature impacts to the communities of West Seattle, Magnolia and Beacon Hill.

3 [We expect that the successful implementation of Greener Skies initiatives will occur shortly and look forward to the benefits which will follow. Advancing a project of this scale, in a region with many airspace related challenges, is quite difficult. Development and integration of Next Generation flight procedures into the National Airspace System (NAS) represents a tremendous technological advancement and exemplifies the remarkable efforts put forth by many.

Sincerely,



Harold S. Taniguchi, Director
King County Department of Transportation

cc: Robert I. Burke, Airport Director, King County International Airport, King County
Department of Transportation

Response to Comment 2

As stated in Section 6.1 of the FEA, there is no significant noise impact on any community as a result of the Proposed Action. FAA Order 1050.1E states that there is no significant noise impact when there is less than a 1.5 dB increase at the 65 DNL noise contour or above. Figures 6.1-3, 6.1-8 and 6.1-13 indicate that, for the Proposed Action, parts of West Seattle are located within the 45 DNL contour, Magnolia is outside of the 45 DNL contour and Beacon Hill is located near to the transition between the 55-60 DNL and the 60 -65 DNL contour. There is no requirement to report changes in level of less than 3 dB between 60 and 65 dB DNL, or changes of less than 5 dB between 45 and 60 dB DNL.

Response to Comment 3

The FAA thanks you for your comment.

Letter A-3

Elizabeth Leavitt, Port of Seattle

Page 1

Greener Skies EA Comment Letter

Greener Skies EA Comment Letter

From: Rybolt, Steven

Sent: Fri, Sep 14, 2012 at 12:23 pm

To: comments@greenskiesea.com

Cc: Shepherd, Stan

A-3

Page 1 of 1

[GreenerSkies_EAComments_Ltr_2012-0914.pdf](#) (286.6 KB)

Dear Mr. Moses,

Please accept the Port of Seattle's comments regarding the Greener Skies Over Seattle Environmental Assessment. I have also put a hard copy in the mail.

Please let me know if you have any questions or comments regarding this letter.

Thank you,

Steve Rybolt

Port of Seattle | Aviation Environmental Programs

P.O. Box 68727 - Seattle, WA 98168

P: 206.787.5527 | F: 206.439.6617 | C: 206.554.1235

<https://webmail.greenskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696c79fa0...> 9/15/2012



September 14, 2012

Greener Skies EA
Augustine Moses, AJV-W2
Federal Aviation Administration
1601 Lind Ave SW
Renton, WA 98057

RE: **Comments on Draft Environmental Assessment for Greener Skies Over Seattle; Proposed Arrival Procedures to Seattle-Tacoma International Airport dated August 7, 2012**

Dear Mr. Moses,

Thank you for the opportunity to comment on the Draft Environmental Assessment (EA) for Greener Skies Over Seattle; Proposed Arrival Procedures to Seattle-Tacoma International Airport.

The Port of Seattle strongly supports the development of more efficient and environmentally-friendly arrival flight paths on the west side of Sea-Tac Airport. Once enacted, the Greener Skies Over Seattle project (Greener Skies) has the potential of reducing noise in the Puget Sound region. In addition, the emission reduction benefits would represent taking 650 to 800 cars off the regions roads.

The Port of Seattle submits the following comments on the Greener Skies Draft Environmental Assessment (EA):

- 1 [Comment #1: Next Generation Air Transportation Systems (NextGen) is defined in Section 1.3.3. To aid in public understanding of this complex and technical program, it would be beneficial to display in Figure 1.3-2 that Greener Skies (i.e. RNAV, RNP, & OPD; Initiative 1 and 2) is part of NextGen's "Streamlined Arrival Management."
- 2 [Comment #2: It is our understanding that aircraft arriving from the northwest quadrant (i.e. DLTNN) will decrease over time leading to more arrivals over Elliot Bay. For aircraft arriving from the northwest quadrant, it is unclear what percentage will utilize the bay verses the DLTNN split track over the land north of Seattle. Please clarify if the use of the DLTNN track over the land north of Seattle will decrease over time due to increased utilization of the Elliott Bay arrival path once separation issues have been resolved with I-2 rule changes.
- 3 [Comment #3: Please identify the residential impacts, if any, in the area of increased DNL from 64.9 to 65.
- 4 [Comment #4: Section 5, page 110. The Part 150 Study will conclude in 2013. Additionally, and within the same section, the center runway rehabilitation is expected to last longer than 6 months. The cumulative impacts section should also be updated regarding the center runway rehabilitation project, expected to begin in 2016.

Response to Comment 1

Edits were made to the text in Section 1.3.3 explaining that the Greener Skies project fits into the larger Streamlined Arrival Management phase of NextGen.

Response to Comment 2

From Table 4.3-1, two percent of the traffic using the new RNAV STAR will be cleared to DLTNN for RNP through Elliott Bay with the remainder using the RNAV STAR and vectored approaches over land. These percentages remain constant throughout the study years. The I-2 measure is not part of this EA and is a separate research effort.

Response to Comment 3

The 396 residents that are newly exposed to a DNL level of 65 dB in 2014 as a result of the proposed new arrival procedures are at two population centroids about 3 miles north of SEA, both in residential areas near S. 106th Street, just east of 14th Avenue South and just east of 19th Avenue South, respectively. Carefully comparing Figures 6.1-2 and 6.1-3, these centroids show up as new rust-colored dots in Figure 6.1-3 at the very northern tip of the collection of rust-colored points indicating all areas where exposure is greater than or equal to a DNL of 65 dB. Their exposure increased from 64.9 dB DNL to 65.0 dB DNL as a result of the new Greener Skies arrival procedures. Because the change is so minimal, there are no identifiable impacts on these neighborhoods.

Comparing Figures 6.1-7 and 6.1-8 for 2018, there is an additional rust-colored dot newly exposed to a DNL value of 65 dB, again at the very northern tip of the collection of rust-colored centroids. It is located about 3½ miles north of SEA, just north of 17th Place South between Des Moines Memorial Drive and State Route 99. Its exposure is forecast to increase from 64.9 to 65.0 dB DNL as a result of the new Greener Skies arrival procedures. Because the change is so minimal, there are no identifiable impacts on this neighborhood.

Comparing Figures 6.1-12 and 6.1-13 for 2023, there is an additional rust-colored dot newly exposed to a DNL of 65 dB at the very southern tip of the collection of rust-colored centroids. It is located approximately 3½ miles south of SEA

Letter A-3

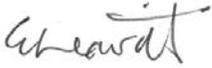
Elizabeth Leavitt, Port of Seattle

Page 3

A-3

Thank you for your consideration of these comments. If you have questions or need more information, please contact Stan Shepherd at (206) 787-4095 or Steve Rybolt at (206) 787-5527.

Sincerely,



Elizabeth Leavitt
Director, Aviation Planning and Environmental Programs

between South 245th Place and South 246th Place and between 16th and 20th Avenues South. Its exposure is forecast to increase from 64.8 to 65.0 DNL as a result of the new Greener Skies arrival procedures. Because the change is so minimal, there are no identifiable impacts on this neighborhood.

Response to Comment 4

Table 5.3-1 has been edited to reflect the updated schedule for the Part 150 study and the rehabilitation of Runway 16C/34C. Also, text in Section 6.12 has been updated to reflect new schedules.

-- End Agency --

Elected Officials



Draft Environmental Assessment Comment Form

Thank-you for joining us for the Draft EA meeting. Please take a moment to share your comments with us.

Name: DAN CALDWELL (required)

Address: 19547-271 24th St

City/State/Zip: Des Moines IA 50318 (required)

Phone: FAX 206-524-2174 SEP 5, 2012 E-mail: DANCALDWELL2@MSN.COM

Date: SEP 5, 2012

Multiple horizontal lines for writing comments.

COMMENT PERIOD DEADLINE IS - MIDNIGHT, SEPTEMBER 14, 2012

E-1

At the Feb. 28th meeting of the Port of Seattle, former commissioner Pat Davis made the presentation of the "Pat Davis Women Legacy of Leadership Award" to retired Port employee Diane Summerhays.

This initiative was followed by the Greener Skies Initiative presented by David Suomi, the regional administrator of the Federal Aviation Administration's (FAA) Northwest Region. "The extent of the presentation caught me by surprise as I had seen the original January presentation in Federal Way and was totally unimpressed by that presentation.

After the presentation Pat Davis told me that the FAA presentation must have been good because I came away smiling. FAA rarely appears to move that fast.

To summarize the concept: FAA is using Sea-Tac Airport and Alaska Airlines as the working test beds because both are leaders in the aircraft industry. Optimized profile descent (OPD) will eliminate much of the natural noise and flight congestion.

The concept is to eliminate the current wasteful step down approach to airports, which requires frequent communications between the ground controller and the pilots and replaces it with an Optimized Profile Descent using safer satellite type of communication.

The aircraft engines are cut back to idle at the flying altitude and in effect the aircraft makes a quiet controlled glide to a much closer, quieter and less fuel guzzling landing approach. Eighty-five percent of current flights are now using Optimized Profile Descent on 85 percent of the flights.

Some of the measurable annual benefits include:

4,800 less flight hours, a savings of \$20.4M.

2.9M gallons less fuel used, a \$7.3M savings.

30,500 metric tons less CO2 emission, equivalent to removing 5,600 cars annually from the Seattle and Highline region.

Dan Caldwell
Des Moines

The skies of Sea-Tac Airport are getting greener.

LETTERS

Highline Times
Friday, March 16, 2012

Letter E-2

Larry Phillips, King County Councilmember

Page 1

FAA Greener Skies comments

FAA Greener Skies comments

From: Phillips, Larry

Sent: Thu, Sep 6, 2012 at 6:47 pm

To: comments@greener skiesea.com

Cc: Swift, BrynDel, mike.brenner@hughesaerospace.com, Colmant, Michael, Taniguchi, Harold, Burke, Robert, jeff@washington2advocates.com

[moses_faa_greener skiescomment.pdf](#) (119.9 KB)

Please accept the attached comments regarding the Greener Skies over Seattle project. Thank you for your consideration.

Sincerely,

Larry Phillips, Councilmember
Metropolitan King County Council, District Four
King County Courthouse
516 Third Avenue, Room 1200
Seattle, WA 98104-3272
206.296.1004
larry.phillips@kingcounty.gov

For more information: <http://www.kingcounty.gov/phillips>

To sign up for my eNews: <http://www.kingcounty.gov/Phillips/Newsletters.aspx>

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<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=dd5c7ce0813bd37359...> 9/10/2012

Letter E-2

Larry Phillips, King County Councilmember

Page 2

E-02



September 6, 2012

Greener Skies EA
 Augustin Moses, AJV-W2
 Federal Aviation Administration
 1601 Lind Avenue SW
 Renton, WA 98057

RE: Greener Skies Over Seattle Project Comments

I wish to comment in response to the FAA's Public Outreach Program, which provides the opportunity for participation and comment relevant to the Greener Skies over Seattle project and the environmental implications for surrounding communities.

I appreciate the difficulty in advancing a project of this magnitude in a region that has many airspace related challenges, though we are encouraged by the progress to date. Development of Next Generation flight procedures and the integration of these procedures into the National Airspace System (NAS) represent tremendous technological advancement for aerospace as a whole. The consequences for King County communities and King County Boeing Field are equally as significant, thus I have been following the evolution of this project very closely.

I am heartened by Alaska Airline's estimates that these Performance Based Navigation (PBN) flight procedures will cut fuel consumption by 2.1 million gallons annually and reduce carbon emissions by 22,000 metric tons. I realize that this is roughly equivalent to taking 4,100 cars off the road every year. The Optimum Profile Descents (OPD) incorporated into these approaches will help to reduce aircraft related noise signatures for an estimated 750,000 people living within the affected flight corridor. Additionally, this initiative will help to increase airspace capacity while improving safety through the replacement of legacy ground-based equipment with new satellite-based technology and aircraft on-board navigation capabilities.

It is my expectation that Greener Skies over Seattle will have a positive impact for King County Boeing Field as well. Since the SEATAC arrival aircraft will be turning over Elliott Bay at a higher altitude, the vertical separation with Boeing Field traffic will increase.

King County Courthouse, 516 Third Avenue Room 1200, Seattle, WA 98104 206-296-1004
 Fax 206-296-0370 TTY 206-296-1024 larry.phillips@kingcounty.gov www.kingcounty.gov/phillips

Response to Comment 1

The FAA's Environmental Assessment (EA), which analyzed the effects of Greener Skies on a number of environmental resources using FAA-approved models and analysis methods shows more conservative benefits. For example, the FAA's noise model shows that in 2014, an estimated 277,754 people are expected to experience small decreases in noise as a result of implementing Greener Skies, while an estimated 120,386 people are expected to experience small increases (well below FAA criteria for reportable noise impacts). In 2023, those numbers are projected to increase to 311,122 experiencing small decreases and 132,484 experiencing small increases, but still well below the numbers reported in the press. Similarly, carbon emissions in 2014 are projected to be reduced by 42.9 metric tons of CO2 equivalents daily, or 15,658 metric tons annually, growing to 17,520 annually in 2023. Though smaller than the results you have cited, the EA still indicates improvements in the environment as a result of the Greener Skies initiative.

Response to Comment 2

The Greener Skies Project would not affect any operations at Boeing Field. The proposed procedures were designed to ensure that the current separations between the Boeing procedures and the arrivals into SEA were at least maintained in order to ensure continued independence of procedures for these two airports. It should be noted that the vertical separation with the Boeing Field traffic will not be increased as a result of Greener Skies. However, it should be noted that these separations already ensure a high level of safety. Given this continued independence, it is not expected that the Greener Skies project will provide for a greater measure of flexibility or increase in frequency of over-water approaches into Boeing Field.

Letter E-2

Larry Phillips, King County Councilmember

Page 3

E-02

2- This will help to enhance the level of safety and provide a higher measure of flexibility for air traffic controllers. This increase in flexibility may allow a higher frequency of over-water approaches to Boeing Field.

3- Currently, there are several approaches to King County Boeing Field which fly over Elliott Bay, though they are not utilized as frequently as I would like. They include: RNAV (RNP) Z 13R, RNAV (GPS) Y 13R and the Harbor Visual Approach. **I look forward to a time when the increase in vertical separation will enable better utilization of these over-water approach procedures.** As we migrate toward a system of more curved path over-water approaches and a reduction of straight in conventional approaches which currently fly over highly noise sensitive communities, we will realize a total reduction in noise signature from arrival aircraft within the Seattle Metroplex.

4- I look forward to the successful implementation of Greener Skies flight procedures and welcome the enhanced safety, increased efficiency, increased arrival capacity and overall reduction in environmental impact which will follow.

Thank you for considering these comments.

Sincerely,



Larry Phillips, Councilmember
Metropolitan King County Council, District Four

Response to Comment 3

While the Greener Skies Project includes Optimized Profile Descents on the approach paths into SEA, Figure 6.10-2 indicates that there is no appreciable increase in the altitudes of aircraft as they arrive over Elliott Bay on the proposed Required Navigation Performance (RNP) procedures compared to aircraft following existing arrival procedures. In either case, almost all aircraft are at or above 3,000 feet AGL over the middle of the bay in order to provide separation from current RNP and GPS arrivals into Boeing Field. Thus, the new Greener Skies RNP is not likely to result in increased utilizations of the RNAV(RNP) Z 13R or RNAV(GPS) Y 13R approaches into Boeing Field at this time.

Response to Comment 4

The FAA thanks you for your comment.

Letter E-3

Joe McDermott, King County Councilmember

Page 1

Greener Skies EA Comment Letter

Greener Skies EA Comment Letter

From: McDermott, Joe

Sent: Thu, Sep 13, 2012 at 4:30 pm

To: comments@greener skiesea.com

E-3

Page 1 of 1

[Greener_Skies_Comment_Letter.pdf](#) (264.5 KB)

Please see the attached comment letter regarding the Greener Skies project.

Best,

-Joe McDermott

Metropolitan King County Councilmember, District 8

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

Letter E-3

Joe McDermott, King County Councilmember

E-3



Greener Skies EA
Augustin Moses, AJV-W2
Federal Aviation Administration
1601 Lind Avenue SW
Renton, WA 98057

RE: Greener Skies Over Seattle Project

To whom it may concern:

- 1 Thank you for the opportunity to submit comments regarding the Greener Skies over Seattle project. I am encouraged by the potential positive impacts of this initiative. As a representative of Duwamish and West Seattle communities, I am concerned about the prospective increase in noise as a result of these efforts.
It is unclear if noise level increases will affect the communities of West Seattle and Duwamish as aircrafts will be making their base turn closer to these neighborhoods with a more consistent frequency. Any perceptible noise increase to West Seattle and Duwamish would be highly unwelcome.
2 I certainly hope that an increased level of flexibility for air traffic controllers will result from additional vertical separation between SEATAC and Boeing Field as a result of the Greener Skies procedures. This should allow for a higher frequency of over-water approaches to Boeing Field. Better utilization of these over-water procedures will permit a reduction of straight-in conventional approaches which currently fly over highly noise sensitive communities.
3 I value the efforts of this project and the technological advances which it integrates into the complex airspace in and around Seattle. I look forward to the continued development of Greener Skies flight procedures and welcome the projected benefits of greater safety, increased efficiencies and overall reduction in environmental impact.

Thank you for considering these comments.

Sincerely,

Joe McDermott
Metropolitan King County Councilmember, District 8

516 Third Avenue, Rm 1200, Seattle WA 98104
206-296-1008 Fax: 206-296-0198
joe.mcdermott@kingcounty.gov

Response to Comment 1

As described in Section 6.1 – the Greener Skies Project will not have a significant noise impact on any community, including the communities of West Seattle and Duwamish. The Greener Skies Project would result in approximately 12 jet aircraft per day arriving over Elliott Bay, causing a very slight increase in noise exposure near Duwamish. In fact, Table 6.1-2 in the EA provides a calculation of the exposure at Duwamish Point (Point #7) where the estimated change in noise is only 0.1 dB for any of the three study years 2014, 2018, and 2023. A change of that magnitude is characterized in the document as “extremely small and not likely even to be noticed.”

South of Duwamish Point in West Seattle, Figures 6.1-4, 6.1-9, and 6.1-14 show that the changes in exposure due to Greener Skies are either comparable to the 0.1 dB in Duwamish, or there is no change at all, or that the noise exposure levels with or without Greener Skies are less than 45 dB DNL -- so low that they have not been included in the summary results.

Response to Comment 2

While the Greener Skies Project includes Optimized Profile Descents on the approach paths into SEA, Figure 6.10-2 indicates that there is no appreciable increase in the altitudes of aircraft as they arrive over Elliott Bay on the proposed Required Navigation Performance (RNP) procedures compared to aircraft following existing arrival procedures. In either case, almost all aircraft are at or above 3,000 feet over the middle of the bay in order to provide separation from current RNP and GPS arrivals into Boeing Field. Thus, the new Greener Skies RNP is not likely to result in increased utilizations of the RNAV(RNP) Z 13R or RNAV(GPS) Y 13R approaches into Boeing Field at this time.

Response to Comment 3

The FAA thanks you for your comment.

Letter E-4

Mike McGinn, Mayor of City of Seattle

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E-4

Page 1 of 1

Greener Skies Comment Letter from Seattle Mayor Mike McGinn

Greener Skies Comment Letter from Seattle Mayor Mike McGinn

From: Lowe, Marco

Sent: Fri, Sep 14, 2012 at 2:02 pm

To: comments@greener skiesea.com

[Greener Skies - Augustin Moses.pdf \(93.9 KB\)](#)

To whom it may concern,

Attached is a letter from Seattle Mayor Mike McGinn regarding the Greener Skies Initiative.
Please let me know if you have any questions,

Sincerely,

Marco Lowe

Marco Lowe

Office of Intergovernmental Relations

600 Fourth Avenue, 5th Floor

P.O. Box 94746

Seattle, WA 98124-4746

Tel: (206) 684-9202

Fax: (206) 684-8267

marco.lowe@seattle.gov

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696c79fa0...> 9/15/2012

Letter E-4

Mike McGinn, Mayor of City of Seattle

Page 2

E-4



September 14, 2012

Greener Skies EA
Augustin Moses, AJV-W2
Federal Aviation Administration
1601 Lind Avenue SW
Renton, WA 98057

Dear Mr. Moses:

Thank you for the opportunity to comment on the Greener Skies Environmental Assessment.

1 - Since the public comment period on the Greener Skies Initiative was announced, I have been hearing from residents throughout Seattle about the possible impacts the proposed flight operation changes could have regarding jet engine noise over their neighborhoods.

In particular, those concerned neighborhoods are primarily from areas where flight operations are already a significant issue. While it appears that these new procedures could reduce noise overall and narrow flight paths, it is unclear whether or not these changes might direct flights disproportionately over a specific community, who could then experience greater noise impacts as a result.

2 - The residents of many areas of Seattle are concerned that they have not had an adequate opportunity either to hear from the FAA about these proposed changes or to comment on them. I respectfully request that the FAA extend the comment period on the Greener Skies EA an additional 30 days and in that interim period schedule a public comment meeting in a south Seattle location, as the prior meeting was on the opposite side of the city. I would also like a meeting with FAA staff to receive a briefing to better understand the desired goals of the initiative and how they will be achieved.

Thank you for your consideration of this request.

Sincerely,

Michael McGinn
Mayor of Seattle

cc: Senator Maria Cantwell
Senator Patty Murray
Congressman Jim McDermott
Congressman Adam Smith

Seattle City Hall, 7th Floor
600 Fourth Avenue
PO Box 94749
Seattle, WA 98124-4749

Tel (206) 684-4000
Fax (206) 684-5360
www.seattle.gov/mayor
mike.mcgin@seattle.gov

Response to Comment 1

As illustrated in comparing Figures 6.1-2 and 6.1-3 in the Draft EA (2014 No action and Proposed Action DNL values) there is no noticeable change in the noise levels experienced by any community as a result of the Greener Skies project as outlined in the Draft EA. In particular, looking at Figures 6.1-4 and 6.1-5, the actual change in noise is very low. The levels shown on these graphs are below any Federal criteria of significance. In short, this EA shows that no community will experience a significant noise impact as a result of the Greener Skies project.

Response to Comment 2

The FAA respectfully declined the request to extend or re-open the comment period as the public comment period and public meetings for the Greener Skies Draft EA were in accordance with the federally accepted procedures.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near Seattle-Tacoma International Airport that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of

Letter E-4

Mike McGinn, Mayor of City of Seattle

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thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

The public comment period and public meetings for the Greener Skies Draft EA were in accordance with the federally accepted procedure and will not be extended.

The FAA responded directly to the Major regarding his request for a briefing.

Letter E-5

Larry Phillips, King County Councilmember

Page 1

E-5

Page 1 of 1

FAA Greener Skies comments--addendum

FAA Greener Skies comments--addendum

From: Phillips, Larry

Sent: Fri, Sep 14, 2012 at 4:22 pm

To: 'comments@greenerkiesea.com'

Cc: Swift, BrynDel, mike.brenner@hughesaerospace.com, Colmant, Michael, Taniguchi, Harold, Burke, Robert, jeff@washington2advocates.com, Robert Bismuth (robert@bismuth.net)

[moses_faa_greenerkiescomment2.pdf](#) (125.8 KB)

Please accept the attached comments regarding the Greener Skies over Seattle project. **These comments are in addition to the comments I sent on September 6th.** Thank you for your consideration.

Sincerely,

Larry Phillips, Councilmember
Metropolitan King County Council, District Four
King County Courthouse
516 Third Avenue, Room 1200
Seattle, WA 98104-3272
206.296.1004
larry.phillips@kingcounty.gov

For more information: <http://www.kingcounty.gov/phillips>

To sign up for my eNews: <http://www.kingcounty.gov/Phillips/Newsletters.aspx>

<https://webmail.greenerkiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Letter E-5

Larry Phillips, King County Councilmember

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E-5



September 14, 2012

Greener Skies EA
 Augustin Moses, AJV-W2
 Federal Aviation Administration
 1601 Lind Avenue SW
 Renton, WA 98057

RE: ADDITIONAL Greener Skies Over Seattle Project Comments

On September 6, 2012, I submitted comments to you regarding the "Greener Skies over Seattle" project and the environmental implications for surrounding communities. Since that time, the FAA has conducted at least one public meeting on this project, and in light of information presented at this meeting, I wish to add additional comments regarding this matter.

For the past decade, I have been working with community groups and government agencies to address the problem of disruptive airplane noise over northwest Seattle neighborhoods. Specifically, I have been working to change King County International Airport/Boeing Field (KCIA) flight paths and to improve the quality of life for impacted neighbors. We have had some success in promoting alternative landing systems for KCIA flights that direct airplane noise over Elliott Bay and away from residential communities.

At a public meeting on September 6th, the community learned that no approaches into KCIA, nor any impact on operations at KCIA, had been considered in the EIS study, or in the initial part of the Greener Skies program. Given that KCIA and SeaTac are in very close proximity and are both extremely busy airports, and that the airports share similar goals of reducing noise, pollution, and costs for airlines, KCIA should be included in this phase of the Greener Skies operations and in the EIS study.

I support recommendations that you have heard from community members, as follows:

- Simultaneous operation of approaches into both airports must be maintained and extended to include all instrument approaches into KCIA;

King County Courthouse, 516 Third Avenue Room 1200, Seattle, WA 98104 206-296-1004
 Fax 206-296-0370 TTY 206-296-1024 larry.phillips@kingcounty.gov www.kingcounty.gov/phillips

Response to Comment 1

The Purpose of the Greener Skies was to provide a partial solution to the inefficiencies of the existing air traffic control system around SEA's air space and as such including changing approaches into KCIA would be outside the scope of the Greener Skies project. The Greener Skies project was designed such that there would be no impact to the current operations in and out of KCIA.

Response to Comment 2

While the Greener Skies Project includes Optimized Profile Descents on the approach paths into SEA, Figure 6.10-2 indicates that there is no appreciable increase in the altitudes of aircraft as they arrive over Elliott Bay on the proposed Required Navigation Performance (RNP) procedures compared to aircraft following existing arrival procedures. In either case, almost all aircraft are at or above 3,000 feet AGL over the middle of the bay in order to provide separation from current RNP and GPS arrivals into Boeing Field. Thus, the new Greener Skies RNP is not likely to result in increased utilizations of the RNAV(RNP) Z 13R or RNAV(GPS) Y 13R approaches into Boeing Field at this time.

Response to Comment 3

The current EA only addresses approaches from the northwest and the southwest into SEA and does not address the potential for future procedures at other airports.

Response to Comment 4

As stated in the response to comment #1 – the purpose of the Greener Skies project was to provide a partial solution to the inefficiencies in the air space around SEA. Please refer to Section 3.1 of the FEA which outlines the specific need behind the Greener Skies project. The i-1 procedures that comprise the Proposed Action in this EA have already been determined by FAA to be feasible and safe, and their implementation at SEA is shown in this document to be immediately beneficial and without significant impact. The i-2 initiative that is still under investigation at SEA has not been determined to be feasible, safe or implementable, and may never be. It also has not been sufficiently well defined to undergo formal environmental assessment. If and when FAA determines that the i-2 initiative is safe and feasible, it may permit implementation of additional PBN procedures at other airports.

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- 2 [• When traffic is using south flow, the simultaneous operation of SeaTac approaches (new or existing) must be enabled with the existing (or a suitably revised version of) KCIA RNP/RNAV 13R approach;
- 3 [• New continuous descent RNP approaches must be designed and implemented for runway 31L/13R at KCIA that can be simultaneously operated with the new RNP (i.e. Greener Skies) approaches for SeaTac; and
- 4 [• These steps should both be a part of the initial phase of the Greener Skies program for SeaTac in order to allow continued simultaneous approaches at both airports and substantially reduce the environmental (i.e. noise and pollution) impact of operations headed into either airport and passing over affected communities.

5 [Members of my community were given indications that new/revised KCIA approaches would be implemented by the Greener Skies program at the same time as the initial new approaches for SeaTac. Further, that the air traffic complexity in our local airspace due in part to the proximity of these two airports was one of the reasons the Seattle area had been selected for the initial phase of the national Greener Skies program.

6 [I understand that the community has significant concerns about the public process conducted by the FAA to date, and has requested an extension for further public input. I support this request and urge more time for public input, as well as further study of KCIA air traffic as part of the Greener Skies over Seattle program.

Thank you for considering these additional comments.

Sincerely,



Larry Phillips, Councilmember
Metropolitan King County Council, District Four

Response to Comment 5

As outlined in Section 3.1 of the FEA, the need of the Greener Skies Project was to address specific inefficiencies associated with the current approaches into SEA from the west. While the proximity of the two airports does increase the complexity of the air space around SEA, the Proposed Action fulfills the purpose and need of the Greener Skies project without having to change procedures at other airports.

Response to Comment 6

The FAA respectfully declined the request to extend or re-open the comment period as the public comment period and public meetings for the Greener Skies Draft EA were in accordance with the federally accepted procedures.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near Seattle-Tacoma International Airport that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

The public comment period and public meetings for the Greener Skies Draft EA were in accordance with the federally accepted procedure and will not be extended.

Letter E-6

Adam Kline, State Senator

Page 1

RE: Comment on Greener Skies Proposal for the Public Record

RE: Comment on Greener Skies Proposal for the Public Record

From: Kline, Sen. Adam

Sent: Tue, Sep 11, 2012 at 2:40 pm

To: 'Erik Stanford', Greener Skies EA

Cc: Adam Smith, Chas Redmond, Darryl Smith, Pettigrew, Rep. Eric, Mike McGinn, PeteMills, Bruce Harrell, Jean Godden, Mike O'Brien, Nick Lacata, Richard Conlin, Sally Bagshaw, Sally Clark, Tim Burgess, Tom Rasmussen, Santos, Rep. Sharon Tomiko, Alexis Gallegos, Bill Davis, Carl Hightower, Christi Muoneke, Debra Haraldson, Doug Cargill, Eric Yamada, Erik Stanford, Friend, Grover Haynes, Jeannie O'Brien, Kelvin Tran, Mariana Quarnstrom, Nancy Wagner, Nhan Thai, Pat Murakami, Patricia Paschal, Peter Holmes, Peter Steinbrueck, Ray Akers, Rhonda Smith, Ron Moroda, Sarah Stanford, Shari Briggs, Sheri Day, Sue Harambe, Susan Pichereau, Tamra Smilanich, Ted Grimes, Thomas Acker, Vay & Lam Lay, Yalonda Gill Masundine, Vu Le, Alexis Gallegos, almac001@hotmail.com, almacmf@gmail.com, altech@nickpapini.com, ana.gervassi@sbri.org, Ann Murray, anne@cablespeed.com, annea@johnscott.com, anyung77@gmail.com, beaconhillguido@yahoo.com, benjamin_babcock@hotmail.com, bernie@sightlife.org, bkirk@sccd.ctc.edu, candace@candace.ca, clayton3120@cablespeed.com, cmk69@yahoo.com, cosborne@msn.com, danacerry@yahoo.com, daniel.dole@hotmail.com, Doug Cargill, dougch123@aim.com, Dulcie Claassen, dylew@hotmail.com, edsantiago_sea@yahoo.com, emilyshanti@gmail.com, Emma Bartholomew, Erik Stanford, gemindtc@gmail.com, Heather Cabal, heather@derosierdesign.com, hilowstunts@cablespeed.com, hogan11@yahoo.com, hphowell7@gmail.com, ianisaiah@gmail.com, Jan Gerry, Jay Taylor, jbo206@gmail.com, jd@jenniferdaydesign.com, Jeannie O'Brien, Jenny Zwick, jessica.mcdowell@gmail.com, john.brecher@gmail.com, jraymond@seattleschools.org, judedw@comcast.com, Judi Johnson, Kate Plautz, kaylew@hotmail.com, kbarker@ci.bellevue.wa.us, kokirkpatrick@gmail.com, ksprute@msn.com, lisasholley@gmail.com, lorraine.barnes@gmail.com, Mariana Quarnstrom, marilyn@nickpapini.com, martin@gehmacher.net, mcbagley@gmail.com, me@dan.dean.com, mhltus@hotmail.com, michelle.barton@cablespeed.com, Mike McDowell, Milton Schullian, mmontyre@gmail.com, mraikows@aol.com, nick@nickpapini.com, norm@njpouliot.com, Pat Murakami, phunter155@aol.com, Ray Akers, Rob Gifford, Robert Bismuth, robinmazna@hotmail.com, Sharon Taylor, steveryanpratt@yahoo.com, sutthoff@msn.com, syocum2908@hotmail.com, Tamra Smilanich, Ted Grimes, Tina Ray, tjshenwood@gmail.com, Virginia Calvin, waingold@yahoo.com, wildcrane@mac.com, Al Johnson, Bev Powers, Brian Fairchild, Cary Calkins, Charles Fulcher, Cherie Hasson, Claire Newman, Debbie Heard, Doly Tokunaga, Dorothy Driver, E.J. Gong, Elise Vaughn Liska, Eric Jyeji, Erik Stanford, Freda Leomiti, Heather Omalley, Jeff Wolfe, Joe Easterday, Ken Nicholas, Laurie Samuelson, Leslie Lowe, Monique Harris Jones, Nick Chicka, Raymond Butler, Rhonda Smith, Sabranie Coyne, Samson Asfaw, Serena Heslop, Steven Gorecki, Steven Sterling, Steven Wayne, Sue Harambe, Susan Davidson, Susi Burdick, Ted Dietz, Virginia Calvin, Warren Farmer

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Response to Comment 1

The FAA thanks you for your comment.

Erik,

Thanks for doing this, and for circulating your comments. You may recall a similar series of public hearings held some ten or twelve years ago by the FAA and the Port of Seattle, concerning a proposed change in the northbound take-off route for planes heading eastward. It would have routed planes over Mercer Island, by having them turn east a few miles earlier than they did. I got the distinct impression that the FAA was going to do what it was going to do, that its motive was to please the airlines that it regulates, and that to the extent that noise was an issue at all it was only because Mercer Island was implicated. I do seem to recall, however, that at that time there were more than two noise monitors—somehow, and not claiming accuracy of memory, I recall empirical evidence in graph form, based on some five or six. It might be a good idea to make a Public Records Act request of the Port, and see what the history is. The Port Commissioners are locally elected, and much more responsive.

Adam Kline

<https://webmail.greener skies sea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

Letter E-6

Adam Kline, State Senator

Page 2

RE: Comment on Greener Skies Proposal for the Public Record

From: Erik Stanford [mailto:erikstanford@comcast.net]

Sent: Tuesday, September 11, 2012 1:23 PM

To: Greener Skies EA

Cc: Kline, Sen. Adam; Adam Smith; Chas Redmond; Darryl Smith; Pettigrew, Rep. Eric; Mike McGinn; Pete Mills; Bruce Harrell; Jean Godden; Mike O'Brien; Nick Lacata; Richard Conlin; Sally Bagshaw; Sally Clark; Tim Burgess; Tom Rasmussen; Santos, Rep. Sharon Tomiko; Alexis Gallegos; Bill Davis; Carl Hightower; Christi Muoneke; Debra Haraldson; Doug Cargill; Eric Yamada; Erik Stanford; Friend; Grover Haynes; Jeannie O'Brien; Kelvin Tran; Mariana Quarnstrom; Nancy Wagner; Nhan Thai; Pat Murakami; Patricia Paschal; Peter Holmes; Peter Steinbrueck; Ray Akers; Rhonda Smith; Ron Momoda; Sarah Stanford; Shari Briggs; Sheri Day; Sue Harambe ; Susan Pichereau; Tamra Smilanich; Ted Grimes; Thomas Acker; Vay & Lam Lay; Yalonda Gill Masundire; Vu Le; Alexis Gallegos; almac001@hotmail.com; almamcf@gmail.com; altech@nickpapini.com; ana.gervassi@sbri.org; Ann Murray; anneh@cablespeed.com; anneha@johnlscott.com; anyung77@gmail.com; beaconhillguido@yahoo.com; benjamin_babcock@hotmail.com; bernie@sightlife.org; bkirk@sccd.ctc.edu; candace@candace.ca; clayton3120@cablespeed.com; cmlk69@yahoo.com; cosbornewa@msn.com; danacgerry@yahoo.com; daniel_dole@hotmail.com; Doug Cargill; dough123@aim.com; Dulcie Claassen; dylew@hotmail.com; edsantiago_sea@yahoo.com; emilyshanti@gmail.com; Emma Bartholomew; Erik Stanford ; geminidtc@gmail.com; Heather Cabal; heather@derosierdesign.com; hilowstunts@cablespeed.com; hogan11@yahoo.com; hphowell7@gmail.com; ianisaiah@gmail.com; Jan Gerry; Jay Taylor ; jbo206@gmail.com; jd@jenniferdaydesign.com; Jeannie O'Brien; Jenny Zwick; jessica.mcdowell@gmail.com; john.brecher@gmail.com; jraymond@seattleschools.org; judedw@comcast.com; Judi Johnson; Kate Plautz; kaylew@hotmail.com; kbarker@ci.bellevue.wa.us; kokirkpatrick@gmail.com; ksprute@msn.com; lisasholley@gmail.com; lorraine.barnes@gmail.com; Mariana Quarnstrom; marilyn@nickpapini.com; martin@gehmatcher.net; mcbagley@gmail.com; me@dandean.com; mhtitus@hotmail.com; michelle.barton@cablespeed.com; Mike McDowell; Milton Schullian; mmcintyre@gmail.com; mralkows@aol.com; nick@nickpapini.com; norm@njpouliot.com; Pat Murakami; phunter155@aol.com; Ray Akers; Rob Gifford; Robert Bismuth; robinmazna@hotmail.com; Sharon Taylor; steveryanpratt@yahoo.com; sutthoff@msn.com; syocum2908@hotmail.com; Tamra Smilanich; Ted Grimes; Tina Ray; tjsherwood@gmail.com; Virginia Calvin ; waingold@yahoo.com; wildcrane@mac.com; Al Johnson ; Bev Powers ; Brian Fairchild ; Cary Calkins ; Charles Fulcher ; Cherie Hasson ; Claire Newman ; Debbie Heard ; Dolly Tokunaga ; Dorothy Driver ; E.J. Gong ; Elise Vaughn Liska ; Eric Uyeji ; Erik Stanford ; Freda Leomiti ; Heather Omalley ; Jeff Wolfe ; Joe Easterday ; Ken Nicholas ; Laurie Samuelsen ; Leslie Lowe ; Monique Harris Jones ; Nick Chicka ; Raymond Butler ; Rhonda Smith ; Sabranie Coyne ; Samson Asfaw ; Serena Heslop ; Steven Gorecki ; Steven Sterling ; Steven Wayne ; Sue Harambe ; Susan Davidson ; Susi Burdick ; Ted Dietz ; Virginia Calvin ; Warren Farmer

Subject: Comment on Greener Skies Proposal for the Public Record

Importance: High

***** PLEASE ADD THIS COMMENT TO THE OFFICIAL PUBLIC RECORD FOR THE "GREENER SKIES" PROPOSAL *****

Dear FAA/Greener Skies,

A group of Beacon Hill residents...attended both public meetings for the proposed Greener Skies plan. With all due respect to the FAA, both meetings were disasters, especially the Ballard meeting. The FAA's consultant really failed to effectively explain what Greener Skies is about, and how it will impact our communities. Aside from the presentation itself, the format of the meetings and how the information was presented was fundamentally flawed, insulting and very frustrating to attendees. It was a public comment meeting, with no public comments allowed in the useful context of a group setting. The presentation was poorly designed with contradictory content and visuals that were not clear and/or very difficult to follow. This naturally caused the audience to be confused, requiring clarifications, further explanations, etc., only to be shut down by the speaker who refused to answer basic questions or enter into a dialogue until he finished his rushed, awkward presentation. As you know, we were repeatedly asked to hold all questions and comments until after the presentation, at which time we were asked to individually seek answers to our questions. At one point the woman running the projector was clearly heard commanding the speaker not to answer our questions! This "divide and conquer" tactic was insulting and unproductive, and created suspicion among those in attendance. The group naturally wanted to hear the questions and comments of others in attendance, and hear the responses and dialogues from the stage, to gain understanding. You

<https://webmail.greenerkiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

Comments in the email to which Sen. Kline responded are addressed as Comment Letter I-97.

E-06

Page 2 of 3

Letter E-6

Adam Kline, State Senator

Page 3

RE: Comment on Greener Skies Proposal for the Public Record

had a huge group of experienced, knowledgeable FAA, Port and other industry professionals in the room, but other than the chance to speak with them one-on-one before the presentation, they were never utilized in a meaningful, productive way to interface with the guests, answer questions, and bring clarity about what Greener Skies is and how it impacts our community. The panel really could have been a bigger asset had they been ready and available to interact with the group. Because of the complex, industry-specific type of subject matter being presented, it is not reasonable to ask the public to just hold their questions until after the presentation. Even if for some reason your speaker is not able to handle questions during his presentation, the group should be provided a session afterward to ask questions of the panel and hear the responses as a group. The first half hour of the meeting, that was presented in an open-house like format, worked fine because it allowed late comers not to miss the presentation, allowed people to warm up to the foreign subject matter, and prepare for the decidedly disappointing presentation.

Overall, the hearing focused mostly on the FAA's intention to update technology to increase the ports efficiency and capacity, and improve communications between pilots and air traffic control. There was also a piece of the proposed plan that boasts a reduction of jet fuel used (more profits for Alaska Airline CEOs and shareholders) and reduced carbon footprint. What the meeting completely failed to do was address the HUMAN impacts of increased noise, pollution and reduced quality of life. We walked away not understanding how the plan would affect us and our environment, who would be negatively impacted, how much more noise, pollution and air traffic to expect, and why. The methods used to predict noise forecasts sound impressive on paper, but what practical assurances and safeguards do we have that these mathematical calculations are accurate, and what recourse do we have as a community if and when the new plan is not tolerable? SE Seattle is impacted by THREE airfields, Renton Airfield, Boeing Field, and Sea-Tac International Airport. SE Seattle has a total of TWO noise monitors for Sea-Tac air traffic. Other noise-affected communities have at least four noise monitoring stations. There are just TWO air traffic noise monitors in SE Seattle. There is ONE noise monitor at the reservoir on the top of Beacon Hill. The Beacon Hill noise monitor is 12 miles from Sea-Tac. There is ONE noise monitor at Brighton Playfield in the Rainier Valley. Brighton Playfield is 11.3 miles from Sea-Tac. In contrast, Federal Way has FOUR noise monitors and it is located 15.9 miles from Sea-Tac. If Beacon Hill and SE Seattle have inadequate noise monitor coverage, we have no empirical way to assess actual noise levels and, if necessary, take steps to address and correct them.

Public hearing attendees were given the understanding that the Greener Skies meetings were a mere formality and that any public comments made would have little, if any, impact on the inevitable FONSI. One thing is clear from the Greener Skies meetings: Beacon Hill and South Seattle is getting more noise with Greener Skies, we just don't know how much more – and if serious noise problems come from this plan, we have no equipment to provide verifiable hard data to document the real environmental and health impacts.

The Greener Skies plan should not be approved or implemented until:

- ? FAA and the Port of Seattle conduct a more detailed analysis of the impacts of any changes affecting the Beacon Hill and South Seattle communities.
- ? FAA and the Port of Seattle conduct more outreach and engagement to the large and diverse population of communities located in 98144, 98118, and 98108 – and hold meetings at convenient locations, in languages appropriate to address our diverse community.
- ? Install a complete array of ten or more on-ground noise monitoring stations along Beacon Hill and Rainier Valley to record and provide verifiable hard data on actual noise levels.

Erik Stanford
Beacon Hill Resident

<https://webmail.greencerskiesca.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763c1b4218a60d8...> 9/13/2012

Comments in the email to which Sen. Kline responded are addressed as Comment Letter I-97.

E-06

Page 3 of 3

- - End Elected Officials - -

Organizations

Letter O-1

Sarah Swanberg, Ravenna-Bryant Community Association

Page 1

Response to Comment 1

The FAA thanks you for your comment.

O-1

Ravenna-Bryant Community Association
6535 Ravenna Avenue N.E.
Seattle, WA 98115

September 4, 2012

Greener Skies Environmental Assessment
Augustin Moses
Federal Aviation Administration
1601 Lind Ave. S.W.
Renton, WA 98057

RE: Greener Skies over Seattle Program

Dear Administrator Moses:

We favor adoption of the Greener Skies Over Seattle program. It assigns a relatively greater percentage of in-coming aircraft on south flow to using Puget Sound and Elliott Bay for their approach instead of the current instrument landing system routing of those from the north east over our neighborhood and then down the center of Seattle and it uses a glide slope for descent rather than the current stair-step system. These measures would reduce aircraft noise, which is bothersome at night to many of our residents.

This letter was approved by the Board of Directors of the Ravenna-Bryant Community Association at our September 4, 2012 meeting. The Ravenna-Bryant neighborhood is located between 15th Avenue N.E. on the west and 40th Avenue N.E. on the east and N.E. Blakeley St and Sand Point Way N.E. on the south and the Maple Leaf and Wedgwood neighborhoods on the north. Our Board of Directors meets monthly and a general community meeting is held at least semi-annually.

Yours truly



Sarah Swanberg
President

Letter O-2

Jorgen Bader, Ravenna-Bryan Community Association

Page 1

Response to Comment 1

The FAA thanks you for your comment.

O-2

PUBLIC COMMENT AT GREENER SKIES MEETING -- SEPTEMBER 6, 2012

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STATEMENT OF JORGEN BADER

MR. JORGEN BADER: Jorgen, J-o-r-g-e-n, Bader,
B-a-d-e-r. 6536 29th Avenue Northeast, Seattle, Washington
98115.

I'm Jorgen Bader. I'm vice-president of the Ravenna
Bryant Community Association. I have just handed to you a
letter from the Ravenna Bryant Community Association that
was adopted at our board meeting.

First paragraph describes our understanding of the
procedural change. It's our understanding that this will
make quieter skies over our neighborhood. We had believed,
from reading the materials on the Internet from the Alaskan
Airlines and the Seattle Times article, that aircraft would
be flying a glide slope rather than the current stepdown
theory approach.

We strongly support the glide slope approach. We have
been for it for the last 20 years because it increases the
distance between the aircraft and our neighborhood. And
the further the aircraft is away from our neighborhood, the
less noise, all things being equal.

The other reason we support it is that the current
stepdown approach has the impact of aircraft keeping their
engines going and accelerating as they come out of the
curve over our neighborhood. If aircraft are allowed to

[Page 8]

Laurene Kelly, CCR # 2835, CRR, RDR, CCP
FLYGARE & ASSOCIATES, INC. 1-800-574-0414

Letter O-2

Jorgen Bader, Ravenna-Bryant Community Association

Page 2

O-2

Response to Comment 2

FAA does not currently have plans to change approaches from the east.

PUBLIC COMMENT AT GREENER SKIES MEETING -- SEPTEMBER 6, 2012

1 fly a glide slope, they don't have to put so much power in
2 the engine and it will be quieter, especially at night.
3 There are some pilots who used to be able to come in
4 1 before the ILS system was brought in with the four posts.
5 Those aircraft would come in so quiet that you could hardly
6 hear them, even though they were using stage two aircraft,
7 because they were good, conscientious pilots. We would
8 2 like the FAA to work on the east side of the ILS slope as
9 well as it's doing on the west side.
10 Thank you.
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[Page 9]

Laurene Kelly, CCR # 2835, CRR, RDR, CCP
FLYGARE & ASSOCIATES, INC. 1-800-574-0414

Thank-you for joining us for the Draft EA meeting.
Please take a moment to share your comments with us.

Name: JORGEN BADER, Vice-President, RBCA.
(required)

Address: 6536-29th Ave N.E.

City/State/Zip: Seattle, WA 98115
(required)

Phone: (206) 525-9070 E-mail: baderje@uw.edu.

Date: 9/6/12

1- The Ravenna-Bryant Community Association support the plan as described in the Seattle Times and a power point study presentation on the internet by Alaskan Airlines. Its letter describes its understanding of the plan.

2- It appears from the workshop that aircraft from the North East will continue in the same step pattern rather than a glide slope. This is disappointing. Aircraft now intercept the ILS from below and go at a plateau within controlled air space and then descend to the next lower controlled air space. Aircraft now make a curved pattern north of State Route 520

COMMENT PERIOD DEADLINE IS - MIDNIGHT, SEPTEMBER 14, 2012

Response to Comment 1

The FAA thanks you for your comment.

Response to Comment 2

FAA currently has no plans to change approaches from the northeast.

Letter O-4

Melissa Jonas, North Beacon Hill Council Board

Page 1

O-4

September 14, 2012

Greener Skies EA
Augustin Moses, AJV-W2
Federal Aviation Administration
1601 Lind Avenue SW
Renton, WA 98057

RECEIVED SEP 18 2012

Dear FAA representative,

Over 60 concerned neighbors attended the North Beacon Hill Community Council meeting on September 11th. Our neighborhood consensus is that the recent 'Greener Skies' public outreach meetings didn't meet the needs of our community. (September 5, 2012, Federal Way Library and September 6, 2012 Ballard Branch Library)

1 The NBHC Board is concerned that the large populations of low-income, elderly, minority and other residents living within the 98144, 98118, and 98108 zip code areas did not have an opportunity to participate in the public process. Furthermore the meeting format made it nearly impossible to have questions answered in any kind of understandable or meaningful way.

- 2 We are requesting that hold the FAA:
 - 3 · Hold meetings in Southeast Seattle within the 98144, 98118 and 98108 zip codes
 - 3 · Offer translated outreach materials and simultaneous translation to at least four languages during the meeting
 - 4 · Host meetings in a wheelchair accessible facility
 - 5 · Conduct outreach by postal mail and other non-electronic methods of notification to all citizens impacted by this proposal

6 Southeast Seattle is affected by THREE airports; Boeing Field, Renton Airport, and Sea-Tac Airport. We are the MOST negatively affected community in the region. We need to have a better public process, with more outreach, and at a time and place which will ensure more community awareness and engagement in these important air traffic changes.

Thank you,

North Beacon Hill Council Board
2821 Beacon Ave. S.
Seattle, WA 98144


Melissa Jonas, Chair

Response to Comment 1

The Greener Skies Draft EA public meeting locations were selected in areas relatively near the Seattle-Tacoma International Airport that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size of the room, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria. The format of the public meetings in Ballard and Federal Way allowed for two one-on-one question and answer sessions, before and after a brief presentation describing the proposed procedures and resulting noise levels.

Response to Comment 2

The FAA respectfully declined the request to hold an additional public meeting given that the public meetings for the Greener Skies Draft EA were in accordance with the federally accepted procedures.

However, the FAA recognizes the Beacon Hill neighborhood has concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and Seattle International Airport. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 3

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority and Low-income Populations*, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, Council on Environmental Quality guidance in EO 12898 does not require federal agencies to publish statements in the language of any identified minorities present in the study area.

Response to Comment 4

All meetings were held at wheelchair accessible facilities.

Letter O-4

Melissa Jonas, North Beacon Hill Council Board

Page 2

Response to Comment 5

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the *Seattle Times*, a press release and the project website. The public notice was published in the *Seattle Times* on August 7, 8 and 9, 2012 and ran on the *Seattle Times'* website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

Response to Comment 6

Please see response to comment #'s 1 through 5 above.

Letter O-5

Sharon Scully (Matt Fox), University District Community Council

Page 1

O-5

University District Community Council
4534 University Way N.E.
Seattle, WA 98105

RECEIVED SEP 14 2012

September 12, 2012

Greener Skies Environmental Assessment
Augustin Moses
Federal Aviation Administration
1601 Lind Ave. S.W.
Renton, WA 98057

RE: Greener Skies over Seattle
Environmental Assessment

Dear Administrator Moses:

1 Our community council supports measures that will reduce aircraft noise over our neighborhood and the University of Washington campus. The F.A.A.'s presentation at the Ballard Library, September 6th, shows that the proposed program would reduce average ground level noise from aircraft by a slight, but measureable amount over north east Seattle using the Day/Night Level acoustical dBDNL metric. It may make a significant difference on some individual flights. Every bit helps.

2 We urge the F.A.A. to revise its procedures for aircraft approaching from east of the instrument landing system flight path so those aircraft will also fly on or above a glide slope, rather than continuing the current practice of intercepting the glide slope from below and flying almost level within the altitude zone of controlled air space.

3 We also urge the F.A.A. to use its persuasive powers to encourage airlines to install a GPS system in their aircraft as soon as possible, because it provides both a greater operational flexibility for the pilot and the control tower and a greater margin of safety in aircraft operations as a whole.

This letter was approved by our board of directors on September 12, 2012.

Yours truly
(for) Matt Fox, Secretary
Sharon Scully
President

Response to Comment 1

The FAA thanks you for your comment.

Response to Comment 2

FAA currently has no plans to change approaches from the east.

Response to Comment 3

The FAA Headquarters is currently in the process of analyzing and evaluating various operational incentive programs that would motivate airlines as well as operators of corporate jets to accelerate the conversion of their aircraft to full GPS capability. Referred to generally as a "best-equipped, best-served" policy, equipped aircraft and specially certified pilots would receive priority services by Air Traffic Control, thereby encouraging use of any Performance-Based Navigation (PBN) procedures, wherever implemented. Operators of those aircraft would begin immediate savings in shortened flight times and reduced fuel burn.

The FAA held a public meeting on the proposed concept in Washington D.C. on March 13th, 2012, and will be reviewing the comments and providing necessary opportunities for public comment before taking formal action on the policy, expected sometime in the 2012 to 2014 timeframe.

Letter O-6

Kathy Nyland, Georgetown Community Council

Page 1

Greener skies louder skies

Greener skies louder skies

From: Kathy Nyland

Sent: Thu, Sep 13, 2012 at 10:26 pm

To: comments@greener skies sea.com

To whom it may concern-

1- As someone who has been following the proposed Greener Skies initiative, I am disappointed by the lack of outreach to those communities who will be most impacted. While the intention of the proposal might be admired, the honesty and engagement has been anything but.

The Greener Skies plan should not be approved or implemented until:

2- FAA and the Port of Seattle conduct a more detailed analysis of the impacts of any changes affecting the Beacon Hill, Georgetown, and South Park, and South Seattle communities.

3- FAA and the Port of Seattle conduct more outreach and engagement to the large and diverse population of communities located in 98144, 98118, and 98108 – and hold meetings at convenient locations, in languages appropriate to address our diverse community.

4- Install a complete array of ten or more on-ground noise monitoring stations along Beacon Hill, Georgetown, South Park, and Rainier Valley to record and provide verifiable hard data on actual noise levels.

If you would like to reach out to the Georgetown community, and I recommend that you do, please let me know.

-Kathy Nyland
Chair, Georgetown Community Council
98108

Sent from iPad, which hasn't been stolen yet

O-06

Page 1 of 1

<https://webmail.greener skies sea.com/versions/webmail/8.13.9-RC/popup.php?wsid=f28b95a315c60d3327...> 9/15/2012

Response to Comment 1

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the *Seattle Times*, a press release and the project website. The public notice was published in the *Seattle Times* on August 7, 8 and 9, 2012 and ran on the *Seattle Times'* website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period). The Greener Skies Draft EA public meeting locations were selected in areas relatively near Seattle International Airport that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Response to Comment 2

A detailed analysis of changes in noise levels to all areas affected by the Greener Skies Project is included in Section 6.1 of the Environmental Assessment, available online at <http://www.greener skies sea.com/documents.html>. In particular, Figures 6.1-4, 6.1-9, and 6.1-14 show expanded views of changes in noise exposure levels (both increases as well as decreases) north of SEA for each of the three study years. Similar graphics show expanded views to the south of the airport. Table 6.1-1 indicates that none of the increases above 45 DNL is greater than +0.9 dB in 2014 or 2018, or greater than +1.1 dB in 2023. Table 6.1-2 further elaborates on DNL changes by comparing exposure levels for several specific points, including Site 8 directly under the approach path in the Beacon Hill area of Seattle. The greatest expected change in DNL at that site is only 0.2 dB for any of the years analyzed.

Response to Comment 3

The FAA respectfully declined the request to hold an additional public meeting given that the public meetings for the Greener Skies Draft EA were in accordance with the federally accepted procedures.

However, the FAA recognizes these areas have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and Seattle International Airport. This meeting is to

Letter O-6

Kathy Nyland, Georgetown Community Council

Page 2

occur in the near future, in the Beacon Hill Area and will be open to the general public.

Furthremore, it should be noted that an environmental justice analysis was prepared for the Draft EA in accordance with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority and Low-income Populations*, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, Council on Environmental Quality guidance in EO 12898 does not require federal agencies to publish statements in the language of any identified minorities present in the study area.

Response to Comment 4

Individual airports are responsible for noise monitoring. Comments related to noise monitor locations should be provided to the Port of Seattle for Sea-Tac Airport and/or King County for Boeing Field.



RECEIVED SEP 25 2012

August 22, 2012

Greener Skies EA
Augustin Moses
AJV-W2 Federal Aviation Administration
1601 Lind Avenue SW
Renton, WA 98057

Public Comment: Greener Skies EA

Dear Mr. Moses,

1- The Alki Community Council (ACC) board met this evening for a briefing on the Greener Skies EA. Our first observation is that the EA document we are being asked to review is still incomplete because it still being written.

2- Our second comment concerns the very bothering scheduling and timing of the open public meetings that have been scheduled far from West Seattle at inconvenient times and with a short comment window following the meetings. This schedule does not meet your goal of conducting an open public process.

- 1. Wednesday, September 5, 2012, from 6:00 to 7:30 PM Federal Way Library which is approximately 26 miles from the West Seattle Library with a driving time of 36 minutes in non-rush hour traffic.
- 2. Thursday, September 6, 2012, from 6:00 to 7:30 PM Ballard Branch Library which is approximately 14 miles from the West Seattle Library with a driving time of 26 minutes in non-rush hour traffic.
- 3. Comments due September 14.

Neither the ACC nor the Admiral Community Council holds meetings in August, a common practice for volunteer organizations. As you know, West Seattle is the community most affected by these proposed changes.

3- Our third comment concerns the new path over Elliott Bay. Although the chatter is that this path splits the difference between the north and the south of Elliott Bay, the proposed path clearly does not split the difference. If the path were a true arch, it would more clearly divide north and south. What the proposed path does is to take a sharp dip south, much, much closer to Duwamish Head. This was obviously done on purpose. Why? If the goal is to stay away from highly populated and sensitive areas, this path does not achieve the goal. Please note navigation points GS 402 and GS 401 which clearly illustrate the unequal division over water.

4- Lastly, we remind you of the long-standing FAA policy of not shifting noise from one neighborhood to another. The following statement is unsupported by the Greener Skies proposal that will clearly shift noise south.

Response to Comment 1

The National Environmental Policy Act (NEPA) and FAA's Order 1050.1E, *Environmental Impacts: Policies and Procedures*, provide for public review of draft Environmental Assessments (EAs) to allow for public input prior to finalizing and approving a federal action. This is intended to allow for the public to review the analyses completed and any resulting impacts, and to provide input to the lead federal agency (in this case, FAA) prior to a decision being made. Public input on the Draft EA is incorporated into the Final EA. Hard copies of the Final EA with responses to comments will be made available in the Ballard Branch and Federal Way Libraries, five CDs of the Final EA will be made available at the Beacon Hill Library, and an electronic version of the Final EA will be placed on the Project website at www.GreenerSkiesEA.com, duplicating the locations at which the Draft EA was available.

Response to Comment 2

The Greener Skies Draft EA public meeting locations were selected in areas relatively near Seattle International Airport that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size of the room, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the *Seattle Times*, a press release and the project website. The public notice was published in the *Seattle Times* on August 7, 8 and 9, 2012 and ran on the *Seattle Times'* website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

Response to Comment 3

The new approach path through Elliott Bay was not designed to precisely align with the midpoints between the north and south sides of the shorelines. Rather, the intent was to provide a flyable path using Performance Based Navigation procedures that would shorten the distances that aircraft must maneuver to

O-07

6.1.4 Mitigation
 No significant impacts due to noise from the Proposed Action were identified. The greatest change in exposure due to proposed Greener Skies procedures for any of the study years examined and for any grid point experiencing noise above DNL 45 was 1.1 dB in 2023, well below FAA criteria for significant impact. No mitigation is required.

4 We strongly disagree with this puzzling statement. Arguably, real noise shift is being labeled insignificant so that it can be dismissed without proper study and investigation. There will be significant noise impacts due to this shift in flight paths. What will they be? How will they grow? How could they not grow? The proposal increases the footprint over which planes fly. The air traffic is being compressed into a narrower path. The number of flights will increase. **Flights will be continuous. They will be closer. There will be a noise shift.**

We look for a substantive response to our comments.

Sincerely,



Tony Fragada
 President Alki Community Council
 4701 SW Admiral Way PMB#131
 Seattle WA 98116-2262

land, taking advantage of as much over-water flight as possible yet still safely lining up on final approach to any of the three southerly facing runways, 16L, 16C, and 16R. Any aircraft following the proposed path over Elliott Bay will clearly fly over fewer people than were they to fly over comparable populated residential areas more aligned with the runways.

Figures 6.1-3, 6.1-8, and 6.1-13 each show that noise exposure levels along the north and south shorelines of Elliott Bay are in the range of 45 to 50 dB DNL with the Proposed Action. This noise level is very similar to the noise level as a result of the No Action Alternative, and is much less than the threshold for a significant noise impact (1.5 dBA increase within the 65 DNL contour).

Response to Comment 4

The FAA and other Federal Agencies have established the Day-Night Level metric as the metric to measure noise impact. Specifically, the DNL 65 dB has been accepted as the threshold of significant noise impacts for all residential communities. It has been thoroughly documented that such a threshold provides a valid basis for comparing and assessing community noise effects while representing noise exposure level normally dominated by aircraft noise effects and not other community or nearby highway noise sources, across a range of communities. In accordance with the FAA Order 1050.1E, a significant noise impact occurs when a proposed action results in a 1.5 dB increase in an noise-sensitive area (such as residences) which is currently exposed to 65 dB or higher.

While there will some shifting of flight paths with the implementation of the Proposed Action, as described in Section 6.1 of the Final EA, nowhere within the 65 dB contour will there be increase in noise levels of 1.5 dB or higher. Therefore, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation).

Nevertheless, Section 6.1 of the Draft EA details all changes in exposure in all study area locations exposed above 45 dB DNL, regardless of magnitude. Table 6.1-1 summarizes the findings, indicating that the greatest increase is 1.1 dB, well below FAA criteria for significant or reportable impact. The greatest decrease in exposure is computed to be -0.8 dB.

Figures 6.1-4, 6.1-9, and 6.1-14 show in graphical format where these changes are expected to occur for each of the three study years 2014, 2018, and 2023 respectively. They indicate that both increases and decreases in level are expected in Beacon Hill and South Seattle depending on whether one lives under

the extended centerlines of the three runways or off to the side. Increases are color-coded and shown to be in the range of 0.1 to less than 1.5 dB, but computations of changes in level at specific points, such as Sites 4, 8 and 11

Letter O-6

Tony Fragada, Alki Community Council

Page 3

shown in Table 6.1-2 and Figure 6.1-17 indicate that the actual increases along the extended centerline are only on the order of 0.2 dB – a change that is characterized in the document as extremely small and not likely even to be noticed. Areas of Beacon Hill and South Seattle to the east of the extended centerlines are shown to experience decreases in noise in the range of -0.1 to less than -1.5 dB.

-- End Organizations --

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Appendix L PUBLIC OUTREACH

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L.1 Public Scoping Meeting Advertisements

Seattle Times 1/5/12 & 1/12/12 (online for a total of 14 days):

The Seattle Times Company NWjobs | NWautos | NWhomes | NWSour

nwsour | classifieds

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Home Post an ad Find ads Help sign in | clip list

What: Within any of Seattle, Washington (change) Search

Home > Main Categories > Events & Notices > Legal & Public Notices > FAA - Seattle Tacoma International Airport

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Location: Seattle, WA

Created: Jan 4, 2012

Expires: Jan 19, 2012

Views: 20

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[The Seattle Times](#)
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headlinealley.com

FAA - Seattle Tacoma International Airport

Source: [NWSour](#)

Description

Federal Aviation Administration (FAA) RNAV Procedures at Seattle-Tacoma International Airport Public Scoping Meetings for Initiation of Environmental Assessment The Federal Aviation Administration is preparing an Environmental Assessment (EA) for new flight procedures in the airspace surrounding Seattle Tacoma International Airport (SEA). Preparation of the EA is being initiated by conducting scoping to identify potential environmental issues related to the new flight routes and procedures. The FAA will conduct public scoping meetings which will be held from 6 to 8 p.m. on the following dates: c Wednesday, January 25, 2012 at the Federal Way 320th Library, 848 S. 320th Street, Federal Way, WA 98003 c Thursday, January 26, 2012 at the Shoreline Conference Center, 18560 1st Avenue N.E., Shoreline, WA 98155 For further information or for special needs, contact Laura Taylor, telephone number (916) 368-0707, fax number (916) 368-1201, or email LTaylor@hmmh.com. For more information about this project please go to: www.greenerskiesea.com. This ad is online for 7 days.

Highline Times 1/6/12 (ad ran on first day of weekly publication):

Highline Times Friday, January 6, 2012 11

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Federal Aviation Administration (FAA)
RNAV Procedures at Seattle-Tacoma International Airport
Public Scoping Meetings for Initiation of Environmental Assessment

The Federal Aviation Administration is preparing an Environmental Assessment (EA) for new flight procedures in the airspace surrounding Seattle Tacoma International Airport (SEA). Preparation of the EA is being initiated by conducting scoping to identify potential environmental issues related to the new flight routes and procedures.

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- Thursday, January 26, 2012 at the Shoreline Conference Center, 8560 1st Avenue N.E., Shoreline, WA 98155

For further information or for special needs, contact Laura Taylor, telephone number (916) 368-0707, fax number (916) 368-1201, or email LTaylor@hmmh.com.

For more information about this project please go to: [www.greenerskiesea.com](#)

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L.2 Sign-in Sheet for Public Scoping Meetings (2)

Please sign in

Wednesday, January 25, 2012 – Federal Way 320th Library



Name	Address	E-mail Address
Sheila Conway	6217 36th Ave NE	mzpudospa@hotmail.com
Bill Syblon	1700 UK WA BLDG W	billsyb@aol.com
Susan Honda council member	33714 4th Ave SW PW	hondafw@hotmail
MIKE URBET	23418 95th CT S WEST	michael.lubrey@comcast.net
Skip P. ST	Fed Way	
Leslie Barstow	Fed. way.	
Allison Jackson	Medina WA	abjack5@comcast.net
GEORGIA Filipowicz	20717-13th AVE So.	



Please sign in

Wednesday, January 25, 2012 – Federal Way 320th Library

Name	Address	E-mail Address
Roges Freeman city of federal way council member		Roges - Free rogess@comcast.net
Robert Kikilis		
Stuart Jenner	200 SW 175th Normandy Park, 98166	STUARTJ@UMERO.COM AST-116
Linda Stewart		
Steve Rebolt	Port of Seattle	
DAN CALDWELL	Des Moines Council	DAN.CALDWELL@PMW.COM
Steve Karnes	905 Guernsey Seattle WA 98104	
MARCO MILNESE	Port of Seattle	MILNESE@PORTSEATTLE.OREG



Please sign in

Wednesday, January 25, 2012 – Federal Way 320th Library

Name	Address	E-mail Address
Mark Hill	505 SW 29th St. Federal Way, WA 98003	THK467@Aol.com
Dennis Roberts	800 Indus Ave Wash. D.C. 20591	
James Simpson	89200 7th Place S. Federal way 98003	jamesrsimpson@gmail.com
DAVID C SUOMI	FAA - RENTON	DAVID.SUOMI@FAA.GOV
Diane DeBorde	FAA 056	
Scott Georgell	FAA 546	
P. M. FERGUS	FAA Public Affairs	mikeo.fergus@faa.gov
Nigel Palmer	31723 3rd PLACE SW	PALMERN77@aol.com



Please sign in

Thursday, January 26, 2012 – Shoreline Community Center

Name	Address	E-mail Address
Michael CARROLL	FAA 054	CARROLL.MICHAEL@FAA.GOV
Diane DeBorde		
DAVE SNOWI		FAA - ANIM 1
Mike FERGUS	FAA Public Affairs	
Wendy Rosman/Dave Cooper	Lake Forest Park	dmc00p@comcast.net
Steve Kufnes	905 Cherry St. Seattle WA 98104	

L.3 Minutes of Public Scoping Meetings

Seattle Greener Skies Environmental Assessment Federal Way Scoping Meeting

January 25, 2012

Meeting Notes

6:45 pm Meeting started

Bob Miller welcome – introduction of attendees. Welcome to Federal Way Mayor Skip Priest and council members in attendance. Welcome to FAA staff and dignitaries.

Bob Miller opening remarks. Introduce Doug Marek, FAA.

Doug Marek – Technical presentation.

Questions from audience:

Question regarding increase in routes.

Doug – any further questions?

No further questions.

Bob Miller – Environmental presentation.

Any questions or concerns?

Mayor Priest – wants to know if HMMH can make a more detailed presentation to the Federal Way City Council before the February 29th scoping input due date. Wants more detail describing where routes will be over Federal Way and what effect they will have on city.

Bob – at this point we are just starting out. Don't know what affect the proposed routes will have. We can consider whether or not we can make a presentation, will contact your office further.

When will the EA be available?

Bob pulled up scheduling slide again – explained project timeline. Indicated that a draft EA will be available for public comment some time in Summer 2012.

Comment about visiting a resident's home and "having wine with the pilots."

Comment regarding necessity of 3rd runway at SEATAC. Resident from that area concerned about the health effects and feels that this runway is not necessary based on traffic into airport.

**Federal Way Scoping Meeting Notes
January 25, 2012**

Page 2

Bob – indicated that this scoping does not cover the 3rd runway which is already built. Encouraged resident to provide her input on this EA process.

Question from City Council Member from Medina regarding EA process.

Question from audience regarding what other flight tracks there would be since it was mentioned that they are in the NW and SW.

Bob – directed the audience to the boards at stations at back of room and to environmental staff available to answer specific questions and explain more in detail about the study area.

No further questions.

Bob – Reminded attendees that they can fill out scoping input forms and leave them at the input table or take them with and send in via mail or email.

Attendees spent time viewing display boards and speaking with staff.

Meeting ended approximately 8:30 pm.

**Seattle Greener Skies Environmental Assessment
Shoreline Scoping Meeting**

January 26, 2012

Meeting Notes

6:30 pm Meeting started

Bob Miller welcome – introduction of attendees

Bob Miller opening remarks. Introduce Doug Marek, FAA.

Doug Marek – Technical presentation.

Questions from audience:

Question regarding fuel burn.

Question regarding flaps 15.

Question on geographic location of represented proposed track.

Same sort of thing over this area? Question about specific route over this community.

Doug – planes that can use the route will use it. Those that cannot, will use the previously approved route. Some planes not equipped for new routes.

Planes that come from North – if they use that route – when the planes come over their area you can hear the change in noise due to the flaps down.

Doug clarify – this is represented just from south area. Others are proposed from north as well.

Janelle – two routes proposed for redesign – NW and SW.

Question - Only 20% of aircraft that have to come up here – does that mean they have to fly so low?

Doug explains pressure on non-equipped airlines due to increase in costs over equipped airlines. Incentive is there. Some airlines are waiting to invest in equipment for FAA approval of proposed routes.

Doug – any further questions?

No further questions.

Bob Miller – Environmental presentation.

Any questions or concerns?

**Shoreline Scoping Meeting Minutes
January 26, 2012**

Page 2

When are you hoping to implement the system if everything goes well?

Bob – about a year or so from now. Takes about six months for publication after environmental process is completed. Something like a year or 14 months.

Comment – it's really amazing.

Bob – good technology. There is some concentration of traffic – will be looking to see if that causes an increase in noise.

Comment – I was wondering about the tracks that were going through West Seattle about how that would affect them.

Bob – we'll see how that goes as we proceed with our modeling. The question will be: is it an increase or decrease of noise?

Comment - Having concerns with noise. There's no place to move to get away from it, it seems like there are airplanes coming from everywhere. When the sound is so loud that you can't here the sounds in your home, that's an issue.

No further questions.

Bob – invitation to attendees to view boards and ask any questions of our representatives here.

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L.4 Public Notice: Federal Aviation Administration to hold Public Meetings on Greener Skies Over Seattle Draft Environmental Assessment

Public Notice: Federal Aviation Administration to hold Public Meetings on Greener Skies Over Seattle Draft Environmental Assessment

August 07, 2012

In accordance with the National Environmental Policy Act, a Draft Environmental Assessment (DEA) was prepared to address the potential environmental impacts that could result from the implementation of new Performance Based Navigation flight routes and procedures in the Seattle area. The proposal is the publication and implementation of optimized standard instrument arrival procedures serving air traffic flows from the northwest and southwest into Seattle-Tacoma International Airport.

The DEA is available online at <http://www.greener skiesea.com/documents.html>. Hard copies are available for review at the Federal Way and the Ballard Branch libraries.

Public meetings for the DEA are scheduled for the following locations:

- September 5, 2012, from 6:00 to 7:30 PM: Federal Way Library, 34200 1st Way South, Federal Way, WA 98003
- September 6, 2012, from 6:00 to 7:30 PM: Ballard Branch Library, 5614 22nd Ave. NW, Seattle, WA 98107

The meetings will be held in an open house format with display boards and with the FAA and consultant personnel available to answer questions. The evening will also include a presentation each night at 6:30 PM regarding project information and DEA findings. The same content will be presented at each meeting.

The DEA will be available for review from August 7, 2012, through September 14, 2012. The FAA encourages interested parties to review the DEA and provide comments. Comments can be submitted at the public meetings, or by email to comments@greener skiesea.com. Submissions can be made by mail to:

Greener Skies EA
Augustin Moses, AJV-W2
Federal Aviation Administration
1601 Lind Avenue SW
Renton, WA 98057

Before including your address, phone number, email 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.

L.5 Public Meeting Advertising

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DATE

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August 07, 2012

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Greener Skies EA
Augustin Moses, AJV-W2
Federal Aviation Administration
1601 Lind Avenue SW
Renton, WA 98057

Before including your address, phone number, email 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.

L.6 Public Meeting Agenda



Draft Environmental Assessment
Public Meetings
September 5 and 6, 2012

MEETING AGENDA

- 6:00 pm - **Workshop**
(please feel free to view project boards and ask questions)
- 6:30 pm - **Opening Remarks**
David Suomi, Federal Aviation Administration
- Presentation**
Robert Miller – Harris Miller Miller & Hanson Inc.
Doug Marek – Federal Aviation Administration
- 7:00 pm - **Workshop / Comments**
Attendees may continue to view boards or provide comments as noted below:
- Online at:
comments@greenerskiesea.com
- Via U.S. Mail to:
**Federal Aviation Administration
Augustin Moses – AJV-W2
1601 Lind Ave., SW
Renton, WA 98057**
- Court Reporter:
A court reporter is available at the meeting for those who may be challenged in providing comments through the methods noted above.
We ask that you please limit your comments to 1 to 2 minutes to allow enough time for everyone.
- 7:30 pm - **Meeting Closes**

COMMENT PERIOD DEADLINE IS - Midnight, SEPTEMBER 14, 2012
WWW.GREENERSKIESEA.COM

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L.7 Public Meeting Sign-In: Federal Way Library

Greener Skies
Environmental Assessment

Please sign in

Wednesday, September 5, 2012 – Federal Way Library

Name	Address	E-mail Address
ED WILHELM	29717 4 TH AVE SW	EWILHELM@ComCast.NET
Megan Daoudi	3823 S. Findlay St. Seattle, WA 98118	megan.daoudi@gmail.com
GREG & VICKI BENGELT	29816 2 ND AVE SW FEDERAL WAY 98023	GREG@BENGELT.COM
KATHRYN HIGGINS	25533 SE 277 TH ST MAPLE VALLEY, WA 98038	K.d.higgins@comcast.net
STEVE FULTON	33134 3 RD CT SW FEDERAL WAY, WA 98023	SFulton63@gmail.com
Stan Shepherd	PO Box 68787 Seattle WA 98168	shepherd.s@portseattle.org
Stuart Creighton		
Shelby Conroy	6217 36 TH Ave NE Seattle WA 98115	

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Wednesday, September 5, 2012 – Federal Way Library

Name	Address	E-mail Address
Tim Ray	3016 12th Ave S Seattle WA 98144	timatolacoco@hotmail.com
Randy Vincent	Seattle Antec	randy.vincent@FAA.gov
Patrick Moran	FAA	Pat.Moran@FAA.gov
Mitt Schullian	30242 21st Ave S 3042 21 Ave S	Schullian@msn.com
Jean W. Schullian	3044 21 Ave S. There is no 3035 st	" " "
VERONIQUE, DEBORAH, JOHN LINEBAUGH	29627 MARINE VIEW DR SW FEDERAL WAY, WA 98023	dbaugh99@aol.com jlineb2677@aol.com
Jim Simpson	29200 7th Place South Federal Way	jamesr-simpson@gmail.com
Erik Stanford	7703 37th Ave S Seattle, WA 98118	erikstanford@comcast.net
Sarah Plautz	1302 S. Oregon St Seattle, WA	katyplautz@yahoo.com

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Wednesday, September 5, 2012 – Federal Way Library

Name	Address	E-mail Address
Didna Senger	36443 55 th Ave S Anburn WA 98003	dianaehl@gmail.com
Leslie Barstow	B7I	leslie.barstow@ ed Kingcounty.gov
Bob Celski	34656 10 th Place SW Fed Way 98023	speedskater94@comcast.net
GARY GRANT	2621 S.W 348 th PL FEDERAL WAY 98023	_____

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Wednesday, September 5, 2012 – Federal Way Library

Name	Address	E-mail Address
Ken Shaperso	260 SW Edgewood Ct Issaquah WA	ken.shaperso@ge.com
Leonard E Sanderson	1201 24th Ave Ct. #D Millm WA 98037	leonsand@mindspring.com
Jay Wendelburg	2510 S. 287th Pl Federal Way WA 98007	jwendelburg@live.com

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Wednesday, September 5, 2012 – Federal Way Library

Name	Address	E-mail Address
DAG CALDWELL	19547-2nd Ave S Des Moines WA 98148	DNCALDWELL2@MSA.COM

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Environmental Assessment

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Wednesday, September 5, 2012 – Federal Way Library

Name	Address	E-mail Address
Doug Marek	9175 Kearny Villa Rd	Doug.Marek@pac.gov
Janice Lambert	5214 SW 326 th St Fed Way 98023	janice.e.lambert@hotmail.com
Allen Kenitzer		
Gary/Marilyn Ching	3007 Scenic Dr. S.E. Auburn WA 98092-6410	
Steve Rybolt	Port of Seattle P.O. Box 6727 Seattle WA 98166	Rybolt.S@portseattle.org
Perry Cooper		cooper.p@portseattle.org
Jeanne Burbidge	2824 SW 308 th Pl. Federal Way, WA 98023	jeanneburbidge@comcast.net

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L.8 Public Meeting Sign-In: Ballard Branch Library



Please sign in

Thursday, September 6, 2012 – Ballard Branch Library

Name	Address	E-mail Address
Rick Kypen	3120 12 th Ave S. Seattle wa. 98144	clayton.mathew@ rocketmail.com
Barbara Yocom	9248 Evanston AVE N Seattle 98103	bjy@telebyte.net
Bob Graham BOB GRAHAM.	204 783 7517 2445 NW 57 th St. #204. SEATTLE, WA 98107-3259	
Caitlin Dillotto Duff Boudreau	906 26 th Ave Seattle WA, 98122	Caitlin@impactlawgroup.com
Elizabeth Pislaida	3419 19 th Ave. S. SEATTLE, WA 98144	Pislaida@rusn.com

Greener Skies
Environmental Assessment

Please sign in

Thursday, September 6, 2012 – Ballard Branch Library

Name	Address	E-mail Address
Theresa Carel	3412 19 th Ave. S. Seattle, Wa 98144	artisticpathway@yahoo.com
Ticiang Drangan	1511-14 th S #201 98144	ticiang@blarc.net
Jennifer Zwick	1412 S Ainds St Seattle WA 98144	—
DANA C. GERRY & JAN GERRY	2406 - 12 th AVE. S. Seattle, WA 98144	jkerry@gmail.com
Cynthia Wilson	1900 NW 95 th Seattle, WA 98117	cynthia.wilson20@yahoo.com
Nathan Finmer	5650 24 th Ave NW #410 Seattle 98107	n5rinmer@gmail.com
Nancy Stromsem	3241 42nd Ave W Seattle WA 98199	nancystromsem@comcast.net
KRISTIE SEVERN	937 26 th AVE SEATTLE, WA 98122	kristie@kristiesevern.com

Greener Skies
Environmental Assessment

Please sign in

Thursday, September 6, 2012 – Ballard Branch Library

Name	Address	E-mail Address
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Alexa Vaughn		avaughn@seattletimes.com
ANNE MARIE HARRINGTON	3106 12 th AVE S. SEATTLE 98144	anneh@cablespeed.com
Erik Stanford	7703 37 th Ave S Seattle, WA 98148	erikstanford@comcast.net
Bruce Morrison	9248 Everston N Ave. N. SEATTLE	Bmorrison@TeleSj78.com
TONY FRASADA	1625 Harbor Ave SW #6 Seattle WA 98126	tfrasada@yahoo.com
ROBERT BISMUTH	2415 West Rockport St.	robentebismuth.net
MIKE COLMAN	727 PERMIER AVE SEATTLE	michael.colman@kingcounty.gov

Greener Skies
Environmental Assessment

Please sign in

Thursday, September 6, 2012 – Ballard Branch Library

Name	Address	E-mail Address
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JORGEN BADER	6536-29 th Ave NE, Seattle	baderj@uw.edu
Sara Smith	37325 Bay St NE Hansenville	Sarafay2@hotmail.com
JUNI JOHNSON	3409 17 th Ave. S. Seattle WA	—
ROBERT COFFER	5150 NE 180 th ST. LAKE FOREST PARK	rw206@yahoo.com
John F. Murray	5004 S. SNOQUALMIE ST	JOHNANMURRAY@MSN.COM
John Murray	5004 S. SNOQUALMIE ST SEATTLE 98118	JOHNANMURRAY@MSN.COM

Greener Skies
Environmental Assessment

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Thursday, September 6, 2012 – Ballard Branch Library

Name	Address	E-mail Address
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TIM JOYCE	Seattle WA 98144	timjoyce@hotmail.com
Chris Fraser	2477 Westmont Way West Seattle, WA 98199	CF@aya.yale.edu
EMMA BARTHOLOMEW	4322 13TH AVES SEATTLE, WA 98108	EMMA@BARTHOLOMEW.COM
MIKE McDOWELL	1813 12th AVE SOUTH SEATTLE WA 98144	mcdowell@cablespeed.com
Scott Ingham	9317 23 rd Ave, NW SEATTLE, WA 98117	scot@elliottbg.com
Melanie Tomlin	906 26th Ave Seattle, WA 98122	melovision@gmail.com

Greener Skies
Environmental Assessment

Please sign in

Thursday, September 6, 2012 – Ballard Branch Library

Name	Address	E-mail Address
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DAVE FORD	64 WOLFE ST ALEXANDRIA VA	DAVE@FORDAVS.COM
Natalie Glore	909 5th Ave Unit 2005 98164	natalie.glore@faa.gov
Minh Nguyen	800 Independence Ave Washington, DC 20024	Minh.A.Nguyen@faa.gov
BOB MILLER	77 S BEDFORD ST BRUNSTON, MA 01803	RMILLER@HMMH.COM
AUGUSTIN MOSES	3202A 52nd Ave. S. Auburn, WA 98001	
Patrick Moran	FAA	PAT.MORAN@FAA.GOV
Martha Dilts	1526 NW 5th #202 Seattle, WA 98107	Marthadilts@aol.com

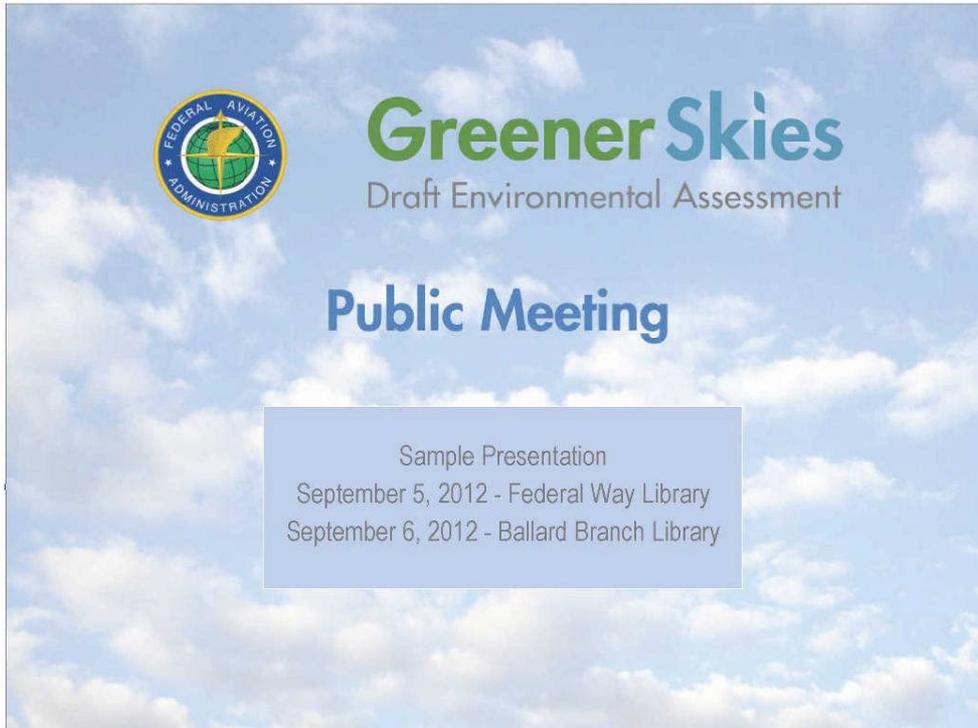
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Thursday, September 6, 2012 – Ballard Branch Library

Name	Address	E-mail Address
Audrey Lytle	7540 Eml Av. NW	audreylytle@speakeasy.net
WALTER BARKE	123 NW 41 ST ST	barkeb9@Comcast.com
CHRISTA BARKE	123 NW 41 ST	CHRISTAB6@GMAIL.COM
DERMOT RAWDLES	7101 48 th Ave. N.E.	dramdbs@hotmail.com
Nancy Renn	1801 12 th Ave S. Seattle, WA 98144	boxyblink@yahoo.com
TED GRIMES	2908-14 th AVES Seattle 98144	silverbear1515@earthlink.net
MAURICE Fuller	1936 46 th Ave SW Seattle 98116	maurice.fuller@outlook.com
Zachariah Bryan	2840 Eastlake Ave E Seattle, WA, 98102	zachb@robinsonnews.com

L.9 Meeting Presentation



FAA's Proposed New Procedures

- Two new Standard Arrivals (STARS), one from the northwest and one from the southwest
- Twenty-four new Required Navigational Performance (RNP) procedures
 - 15 for landings on runways 16L, 16C and 16 R
 - 9 for landings on runways 34L, 34C and 34R
- All include Optimized Profile Descents

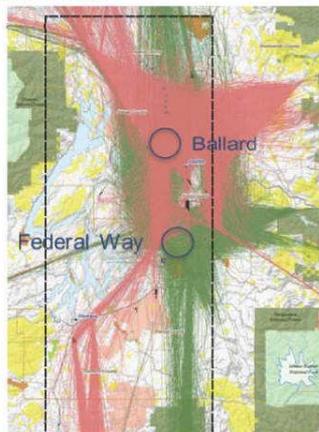
Proposed New Procedures, cont.

- No new procedures are proposed for aircraft arriving from the east side of SEA
- No new procedures are proposed for any aircraft taking off from SEA
- No new procedures are proposed for other airports in the vicinity
- Nothing is proposed to take place on the airport itself



Radar Traces Showing Where Aircraft Fly Now

South Flow



North Flow

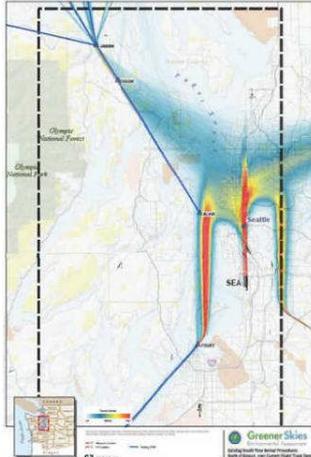


Red-arrivals Green-departures



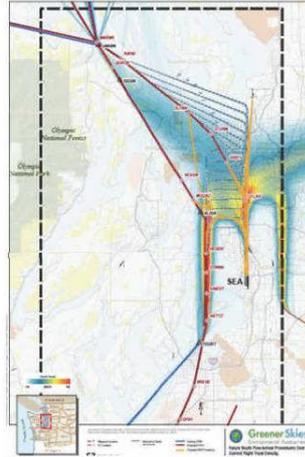
Current and Proposed Procedures for Aircraft Arriving from the Northwest, over Density Plots of Radar

Current south flow



Greener Skies Draft Environmental Assessment

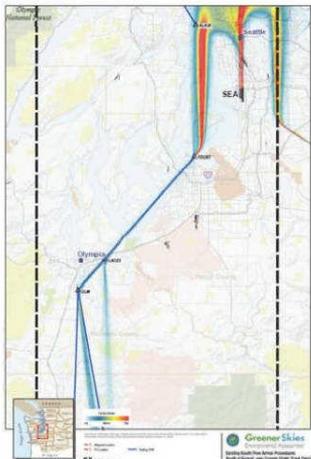
Proposed south flow



Blue-current STAR; Red-proposed STAR;
Gold-proposed RNP; Dash-proposed vectoring

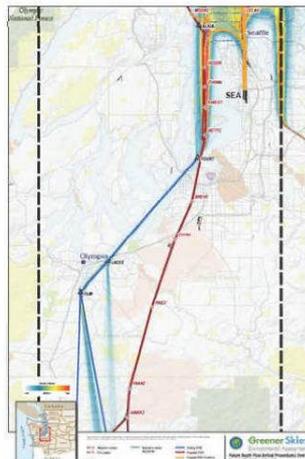
Current and Proposed Procedures for Aircraft Arriving from the Southwest over Density Plots of Radar

Current south flow



Greener Skies Draft Environmental Assessment

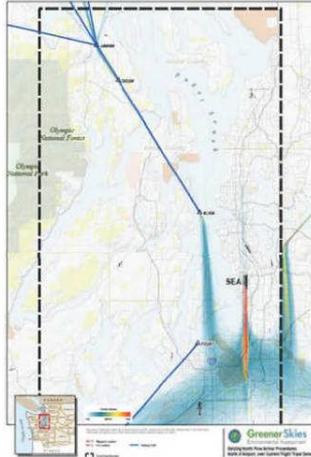
Proposed south flow



Blue-current STAR; Red-proposed STAR;
Gold-proposed RNP; Dash-proposed vectoring

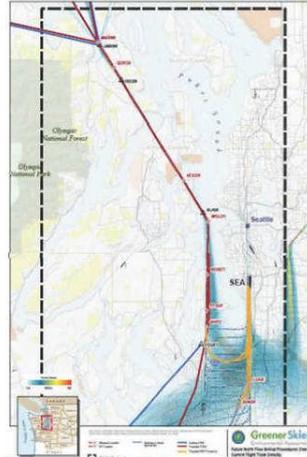
Current and Proposed Procedures for Aircraft Arriving from the Northwest over Density Plots of Radar

Current north flow



 **Greener Skies** Draft Environmental Assessment

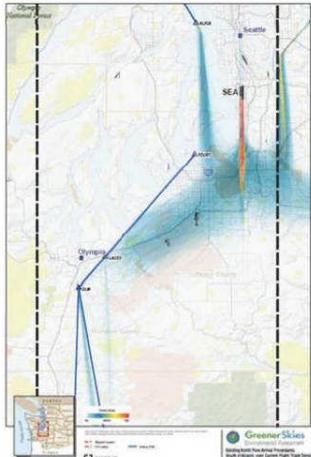
Proposed north flow



Blue-current STAR; Red-proposed STAR;
Gold-proposed RNP; Dash-proposed vectored

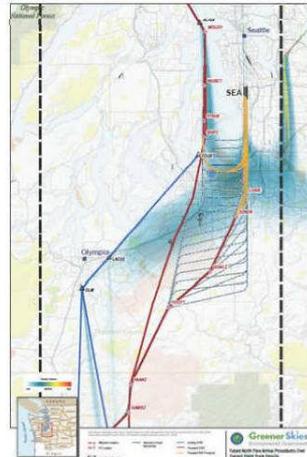
Current and Proposed Procedures for Aircraft Arriving from the Southwest over Density Plots of Radar

Current north flow



 **Greener Skies** Draft Environmental Assessment

Proposed north flow



Blue-current STAR; Red-proposed STAR;
Gold-proposed RNP; Dash-proposed vectored

Environmental Resource Categories Considered

- Noise
- Compatible land use
- Air quality
- Climate
- Energy supply (fuel use)
- Social impacts
- Historical and cultural resources
- Parks and natural areas
- Wildlife (migratory bird corridors)
- Light and visual impacts

Noise

- Used FAA criteria for evaluation of changes in noise exposure (from FAA Order 1050.1E)
- Used NIRS for modeling noise and fuel burn
- Compared Proposed Action to No Action to determine differences at 55,786 points in study area

Noise Exposure in 5-dB bands from DNL 45 to DNL 65 and above (2014)

No Action



Proposed Action



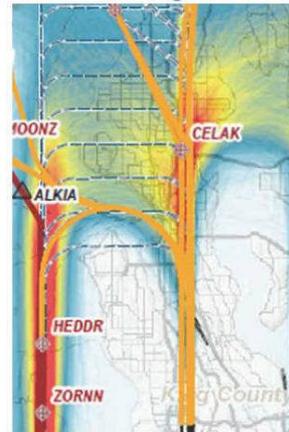
 Greener Skies Draft Environmental Assessment

Changes in Noise above DNL 45 North of Airport – Proposed Action v. No Action (2014)

DNL Changes of 0.1 to ± 1.5 dB



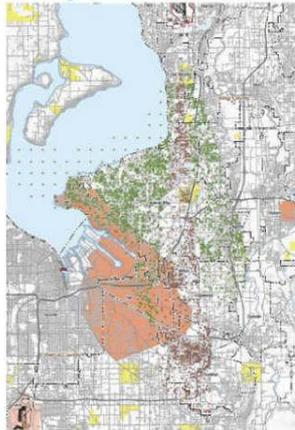
Procedures affecting area



 Greener Skies Draft Environmental Assessment

Changes in Noise above DNL 45 South of Airport – Proposed Action v. No Action (2014)

DNL Changes of 0.1 to ±1.5 dB



Procedures affecting area



Summary of Noise Results

Study Year	Greatest Change in DNL Relative to No Action		Population Experiencing Change		Population Exceeding FAA Order 1050.1E Criteria			Population Newly Exposed to DNL 65 or above
	Increase	Decrease	Increase	Decrease	>1.5dB, DNL 65 or above	>3dB from DNL 60-65	>5 dB from DNL 45-60	
2014	0.9 dB	-0.8 dB	120,386	277,754	0	0	0	396
2018	0.9 dB	-0.8 dB	123,081	290,391	0	0	0	43
2023	1.1 dB	-0.7 dB	132,484	311,122	0	0	0	214

- Of the 3,171,686 residents in the study area, no one is exposed to a greater than 1.5 dB increase in noise causing significant impact
- Some residents exposed to noise above DNL 45 will experience increases, some decreases, but none is more than about 1 dB
- Residents experiencing decreased noise outnumber those experiencing increases by more than 2 to 1
- In 2014, two population points are newly exposed to noise above DNL 65 due to the Proposed Action; in 2018 and 2023, only one point in each year is newly exposed. In 2014 and 2018 the increase is only 0.1 dB; in 2023 the increase is only 0.2dB

Daily Fuel Burn and Equivalent CO₂ Emissions

Condition	No-Action		Alternative		Percent Change (Alternative vs. No Action)
	Fuel (kg)	MT CO ₂ e	Fuel (kg)	MT CO ₂ e	
2014	1,197,628	3778.5	1,184,022	3736.6	-1.14%
2018 I-1 Procedures	1,315,623	4150.8	1,301,919	4107.6	-1.04%
2023 I-1 Procedures	1,519,014	4792.5	1,503,814	4744.5	-1.00%

Notes: MT CO₂e denotes metric tons of CO₂-equivalent.

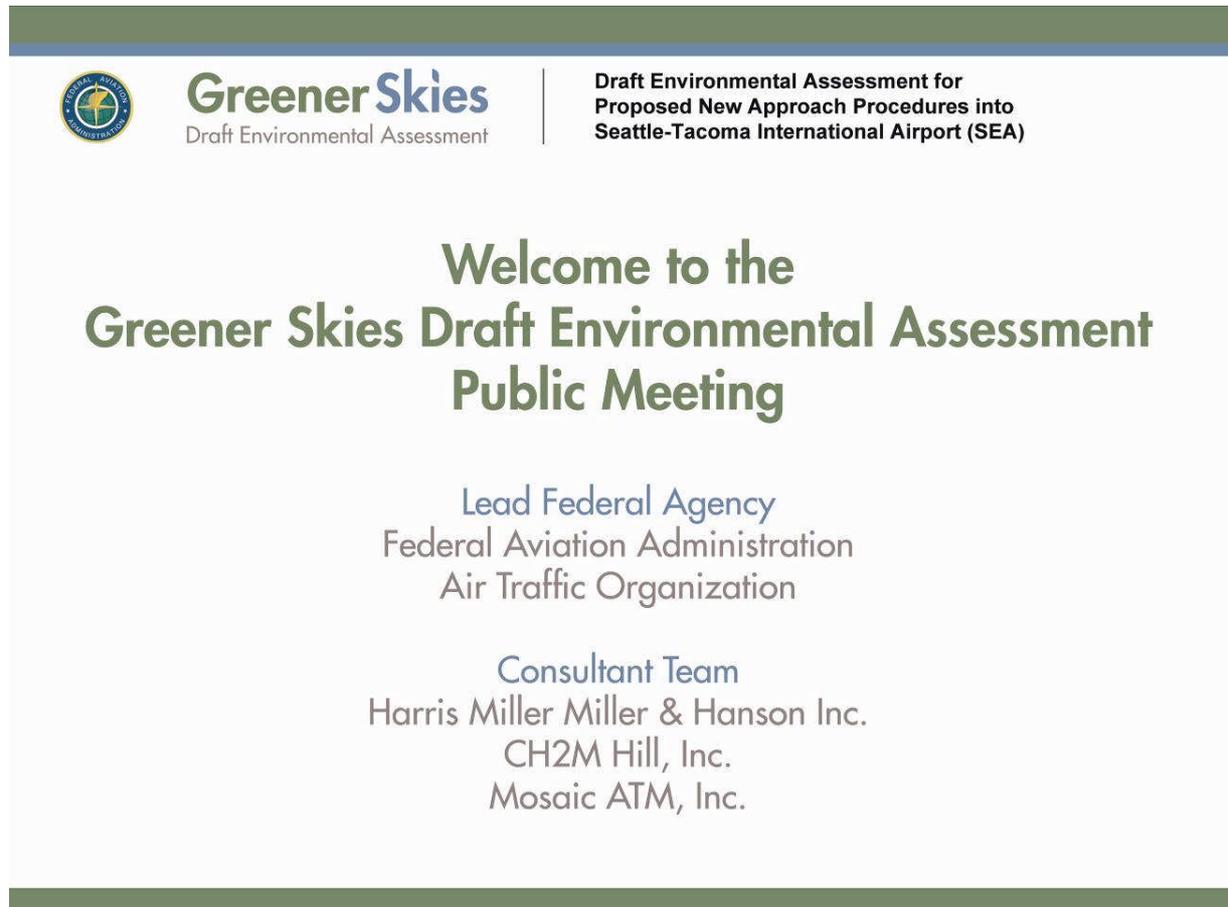
Comments

- Draft EA is available at www.greener skiesea.com and in Federal Way and Ballard Branch Libraries
- Comment period ends September 14th, 2012
 - Submit written or oral comments to the court reporter at this meeting OR
 - Submit comments by email to comments@greener skiesea.com OR
 - Submit comments in writing to:
 - Greener Skies EA
 - Augustin Moses, AJV-W2
 - Federal Aviation Administration
 - 1601 Lind Avenue SW
 - Renton, WA 98057

The same presentation was provided at the Agency, Tribal and Public meetings.

L.10 Meeting Display Boards

The same meeting display boards were presented at the Agency, Tribal and Public meetings.



The image shows a meeting display board with a green header and footer. The header contains the Greener Skies logo and the title of the draft environmental assessment. The main body of the board features a large, bold title and lists the lead federal agency and the consultant team.

 **Greener Skies**
Draft Environmental Assessment

**Draft Environmental Assessment for
Proposed New Approach Procedures into
Seattle-Tacoma International Airport (SEA)**

Welcome to the Greener Skies Draft Environmental Assessment Public Meeting

Lead Federal Agency
Federal Aviation Administration
Air Traffic Organization

Consultant Team
Harris Miller Miller & Hanson Inc.
CH2M Hill, Inc.
Mosaic ATM, Inc.



Greener Skies
Draft Environmental Assessment

**Draft Environmental Assessment for
Proposed New Approach Procedures into
Seattle-Tacoma International Airport (SEA)**

FAA's Proposed Action

- Implement two new Standard Arrivals (STARS) into Seattle-Tacoma International Airport – one from the northwest and one from the southwest
- Implement 24 new Required Navigational Performance (RNP) procedures with curved approaches to the runways
 - 15 for landings on runways 16L, 16C, and 16R
 - 9 for landings on runways 34L, 34C, and 34R
- Implement Optimized Profile Descents on the new STARS



Greener Skies
Draft Environmental Assessment

**Draft Environmental Assessment for
Proposed New Approach Procedures into
Seattle-Tacoma International Airport (SEA)**

Environmental Resource Categories

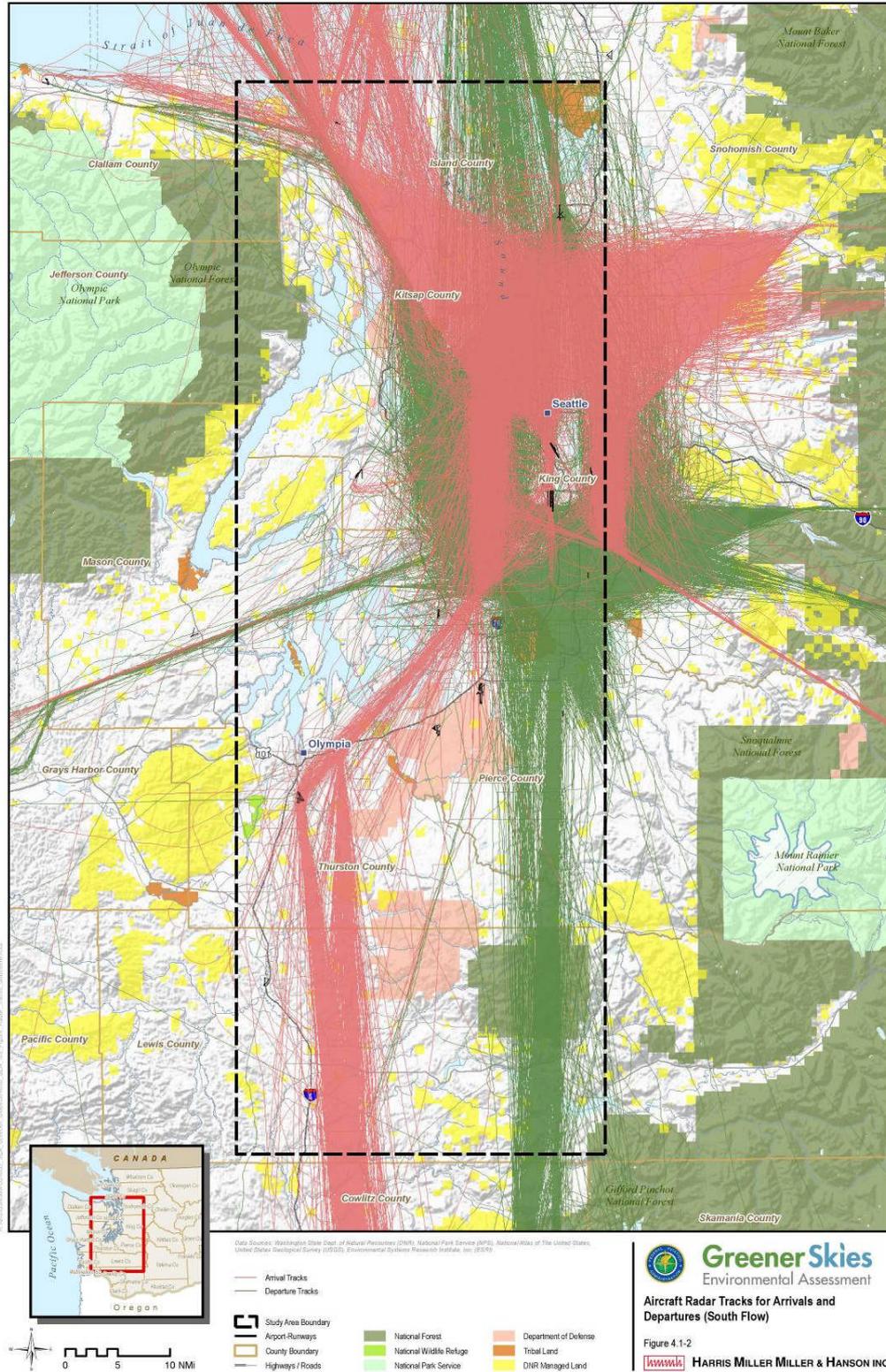
Resources Considered:

- Noise
- Compatible land use
- Air quality
- Climate
- Energy supply (fuel usage)
- Social impacts
- Historical and cultural resources
- Parks and natural areas
- Wildlife
- Light and visual impacts

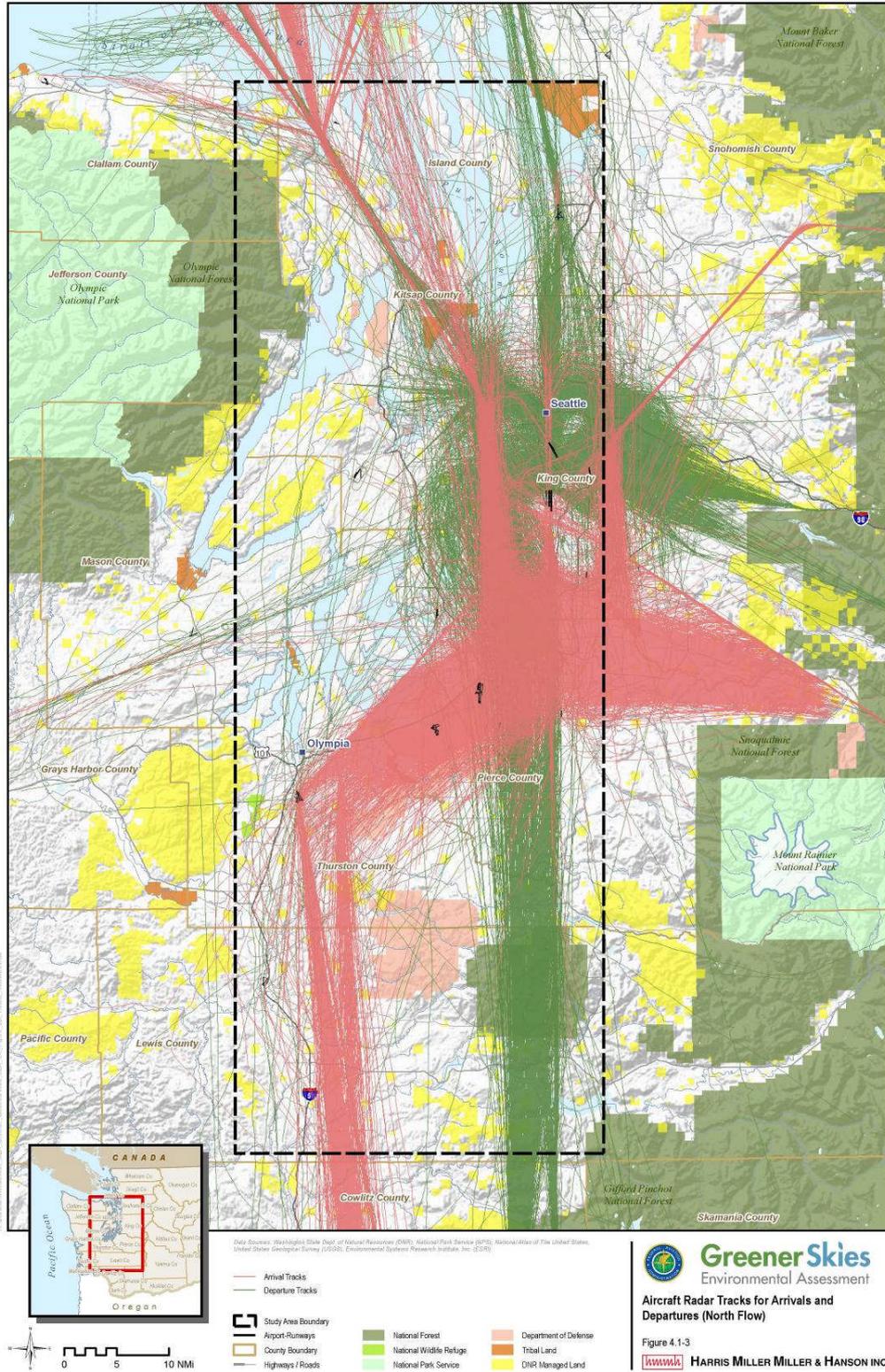
Resources Unaffected by Project:

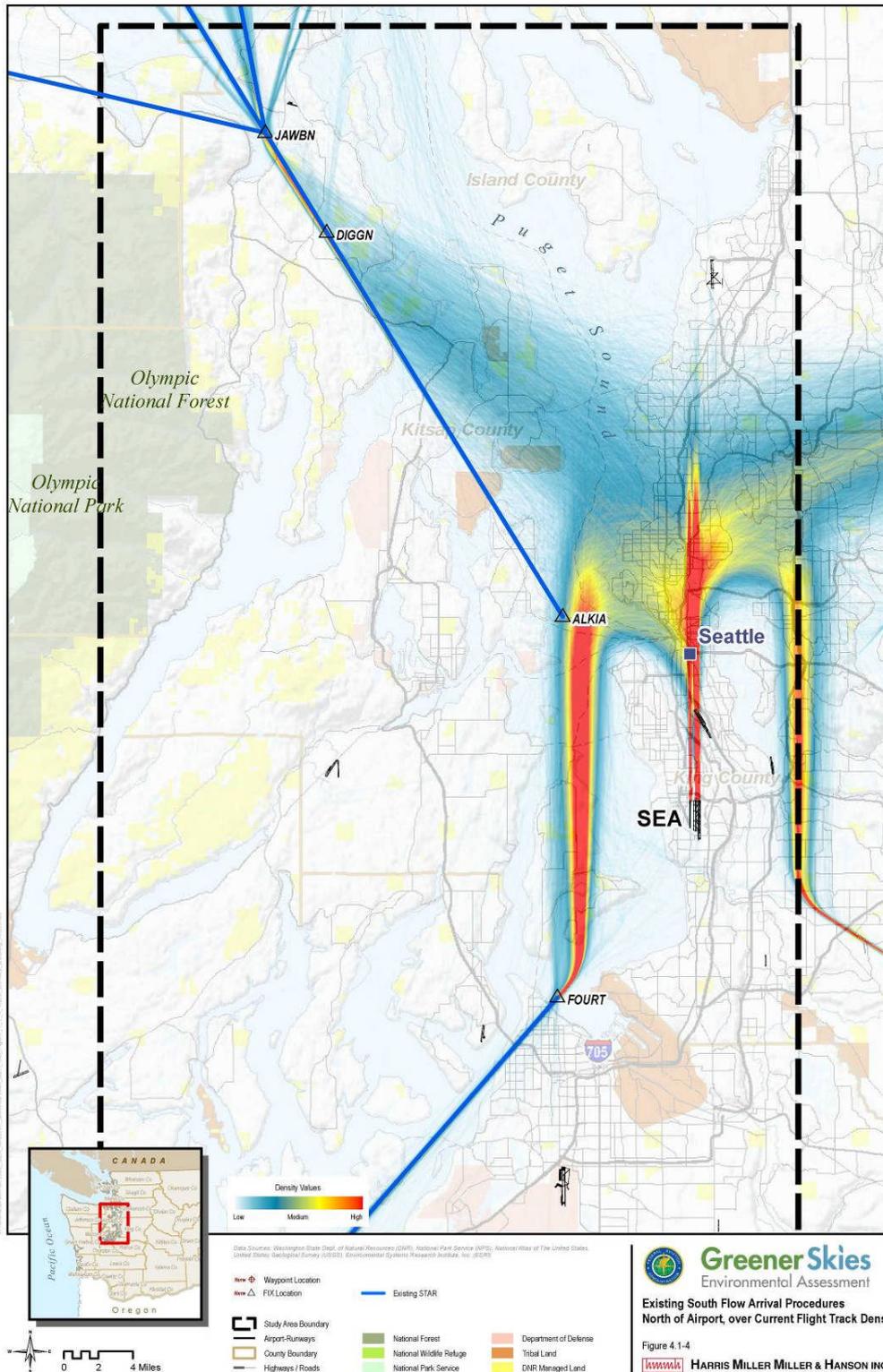
- Coastal resources
- Construction impacts
- Farmlands
- Flood plains
- Hazardous materials
- Water quality
- Wetlands
- Wild and scenic rivers

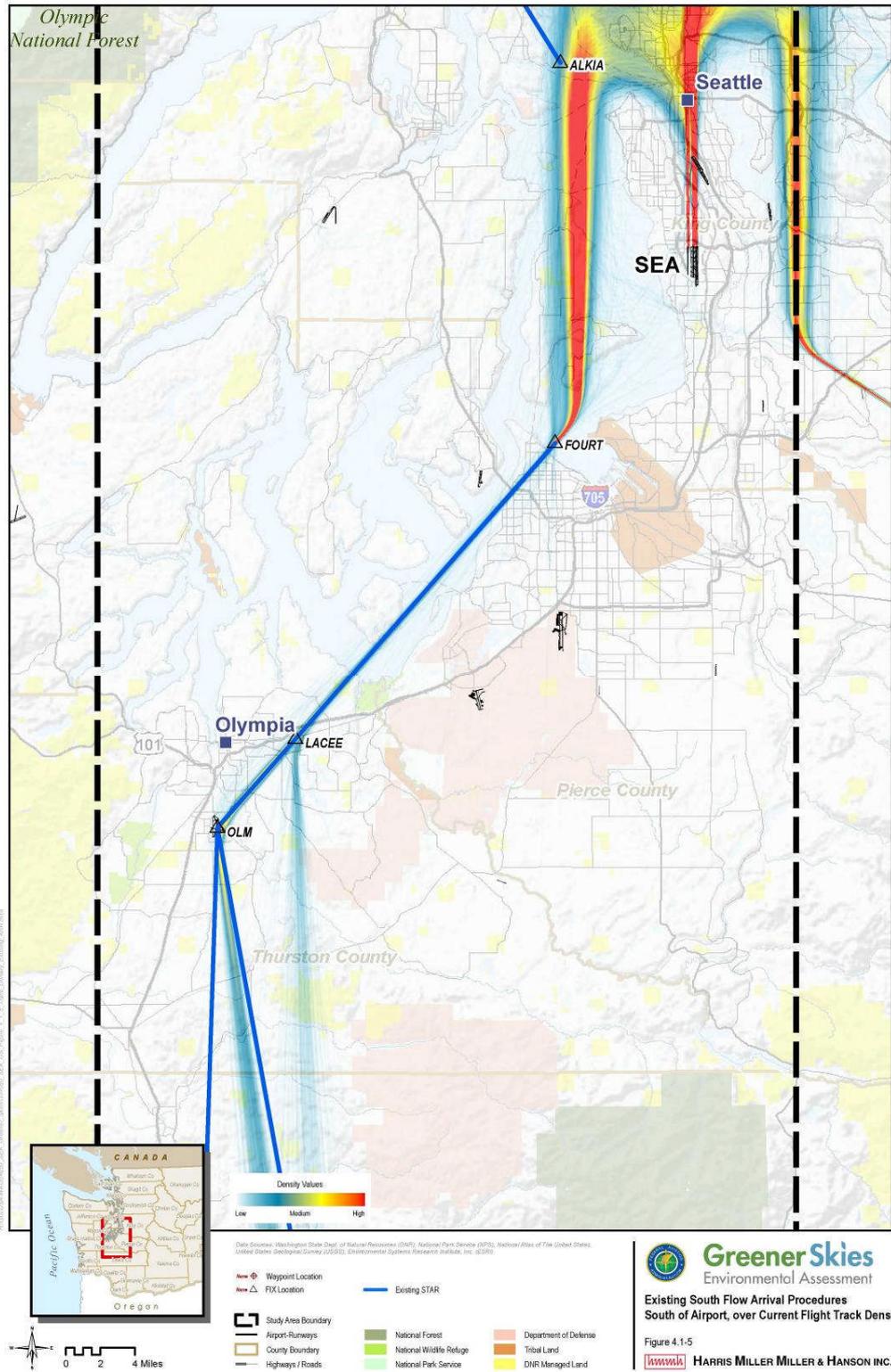
Final Environmental Assessment for
Proposed Arrival Procedures to Seattle-Tacoma International Airport



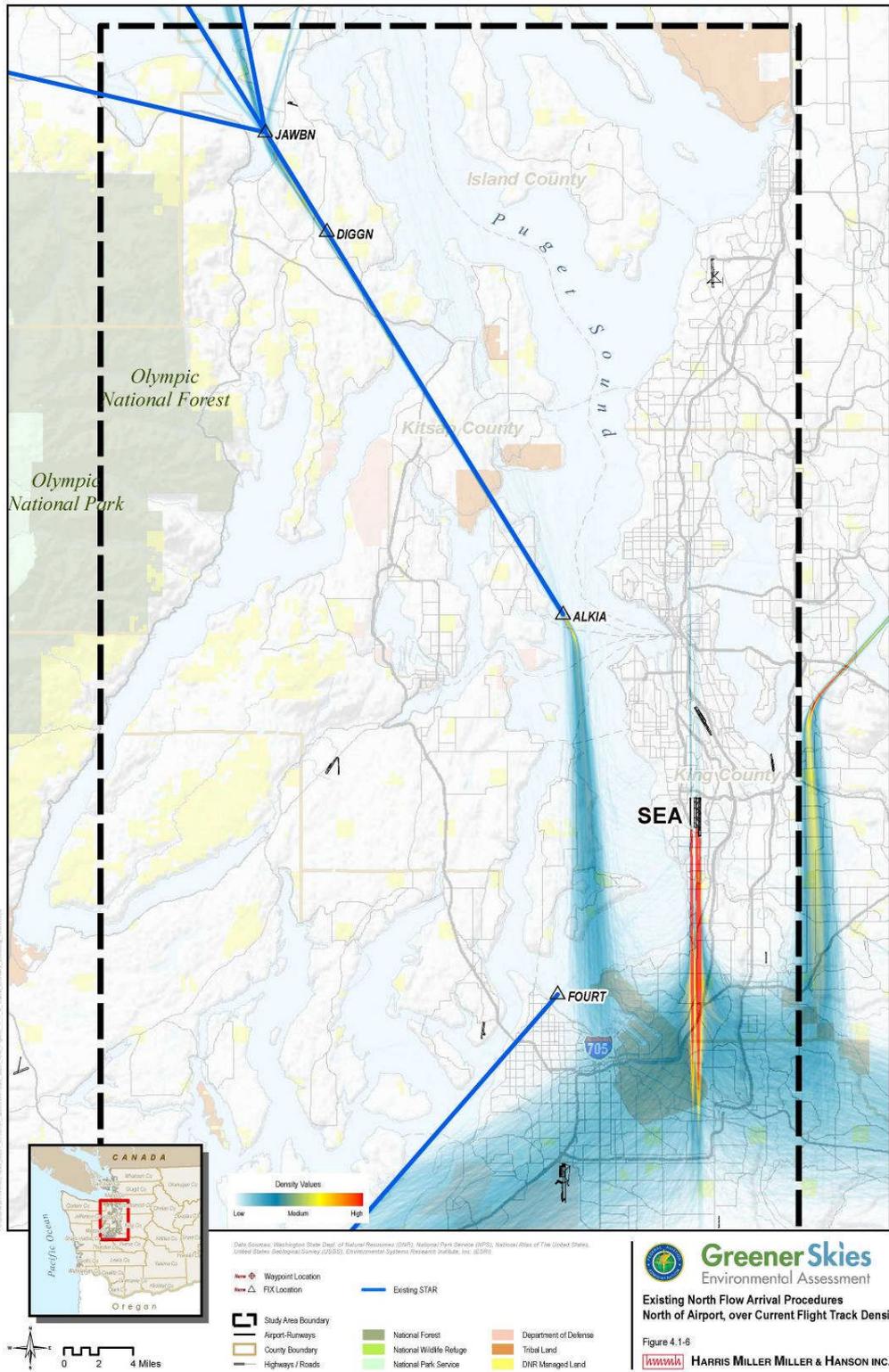
Final Environmental Assessment for
Proposed Arrival Procedures to Seattle-Tacoma International Airport

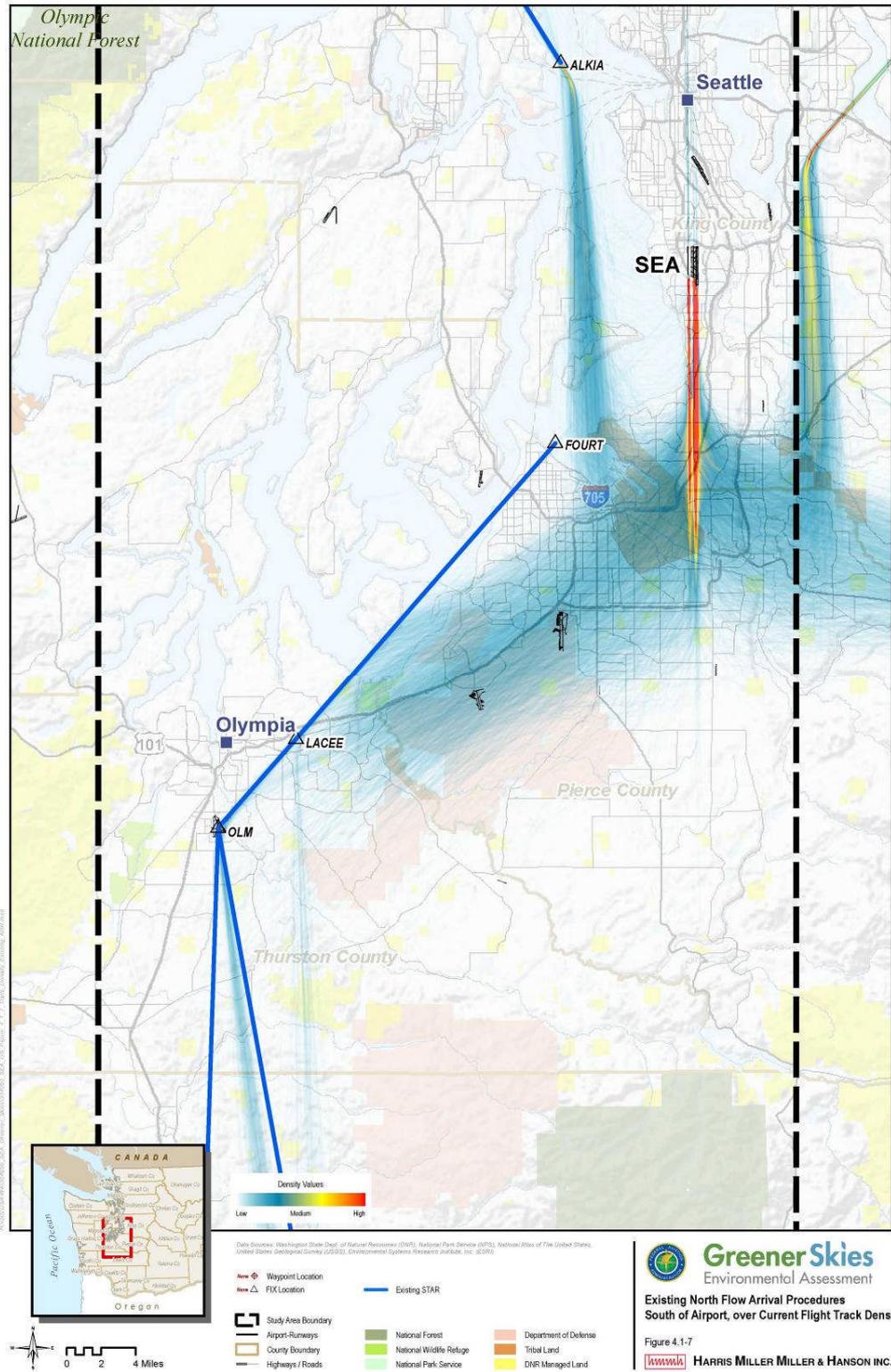




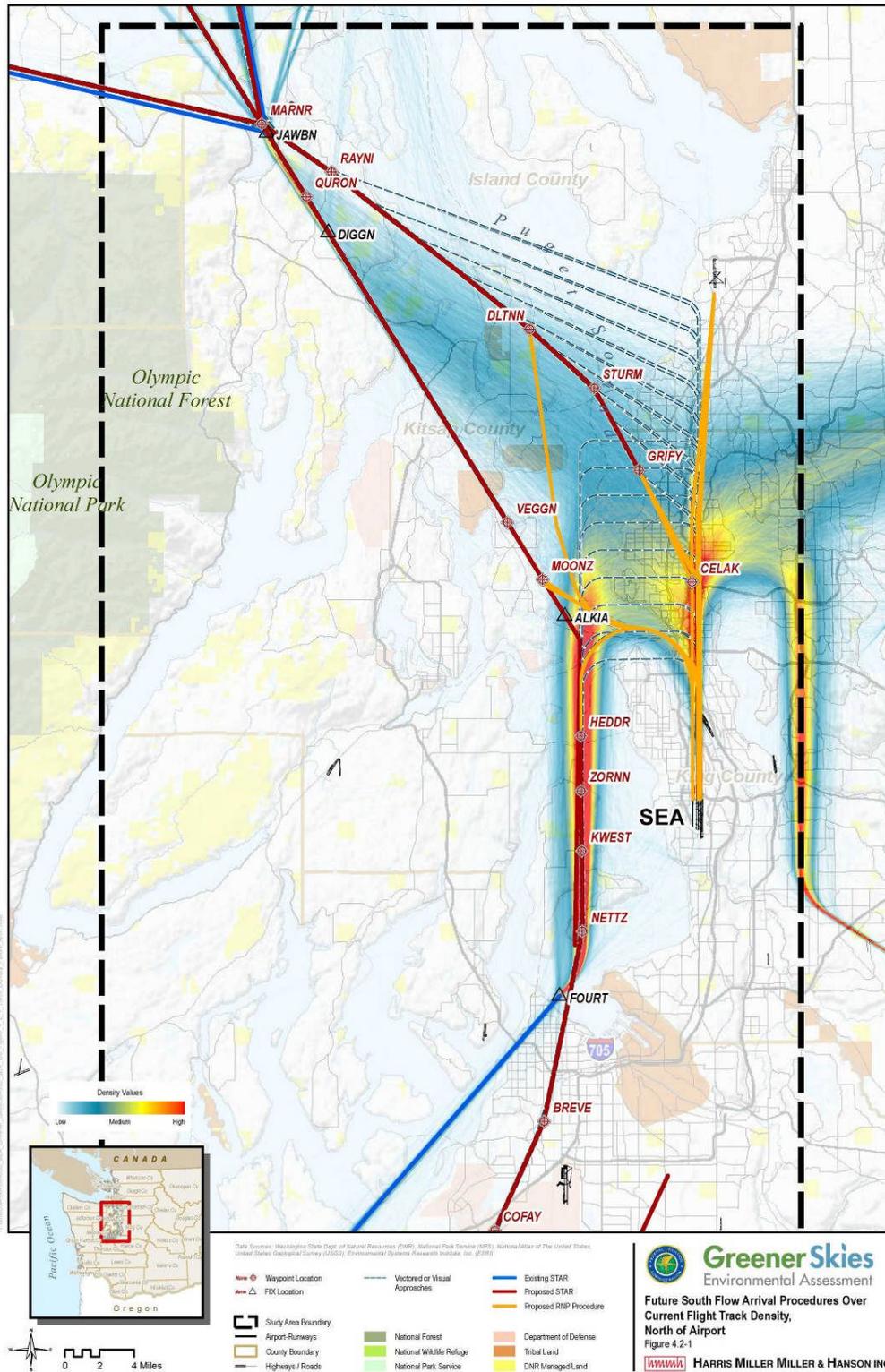


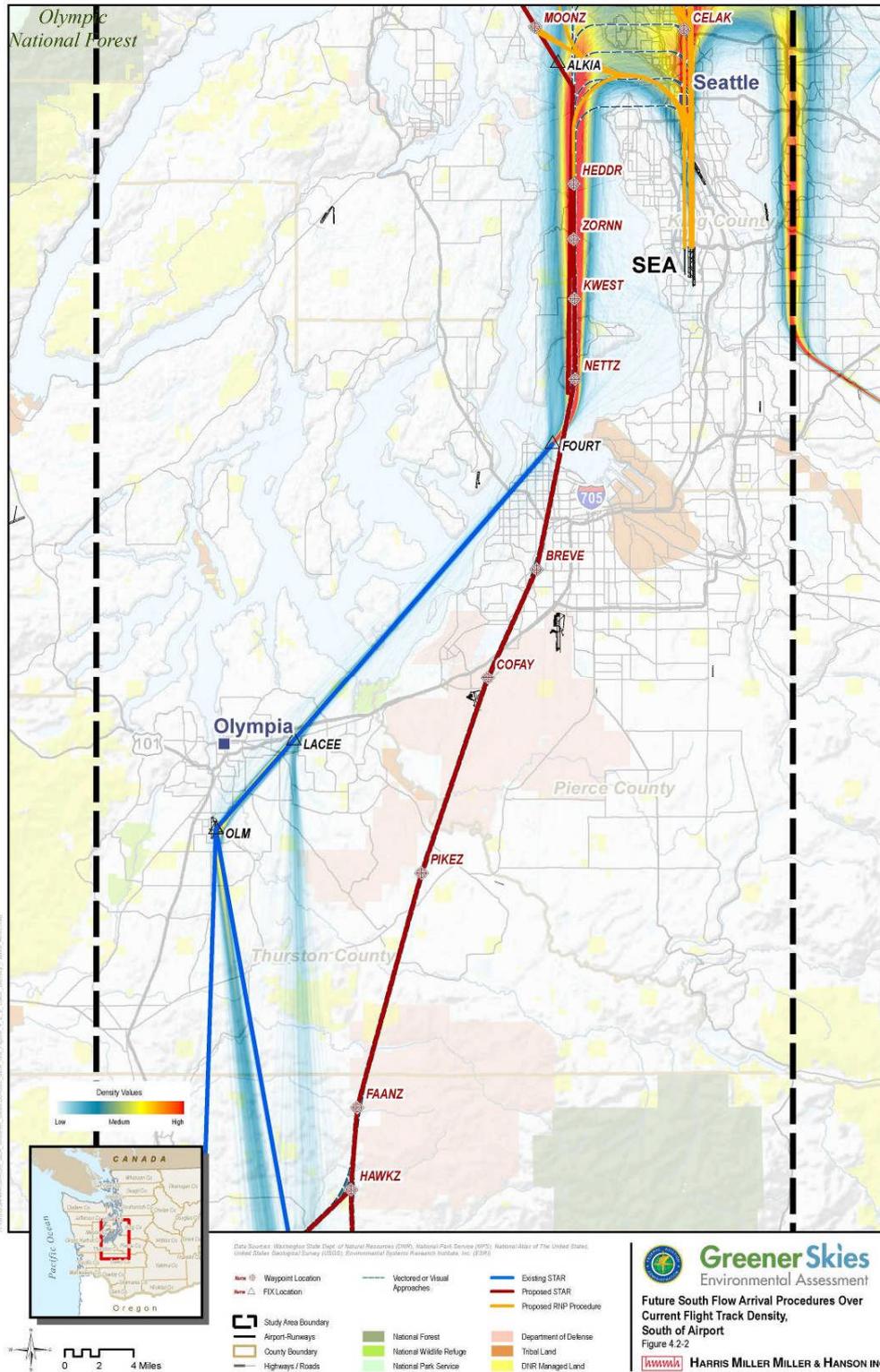
Greener Skies
Environmental Assessment
Existing South Flow Arrival Procedures
South of Airport, over Current Flight Track Density
Figure 4.1-5
HARRIS MILLER MILLER & HANSON INC.

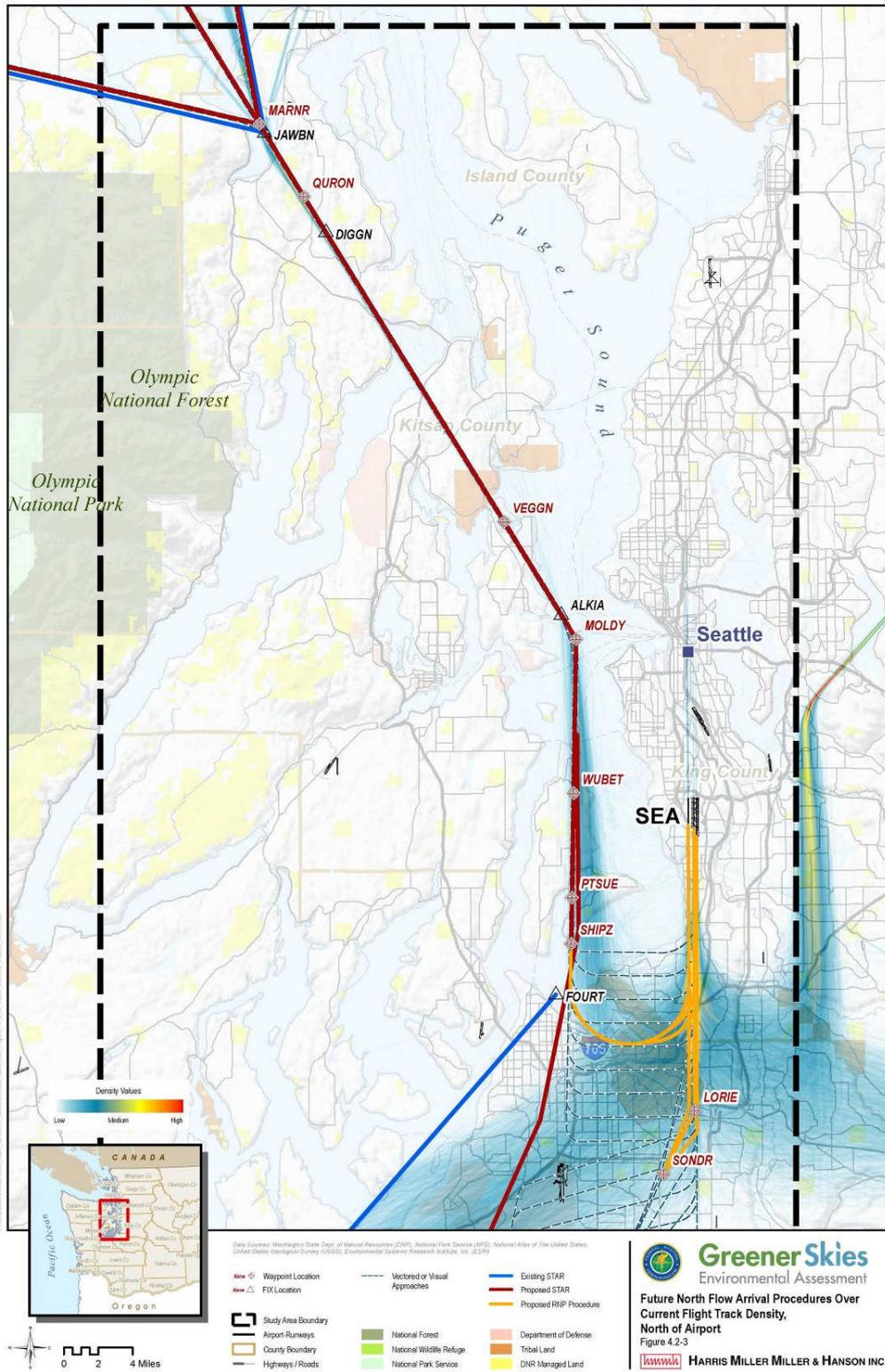


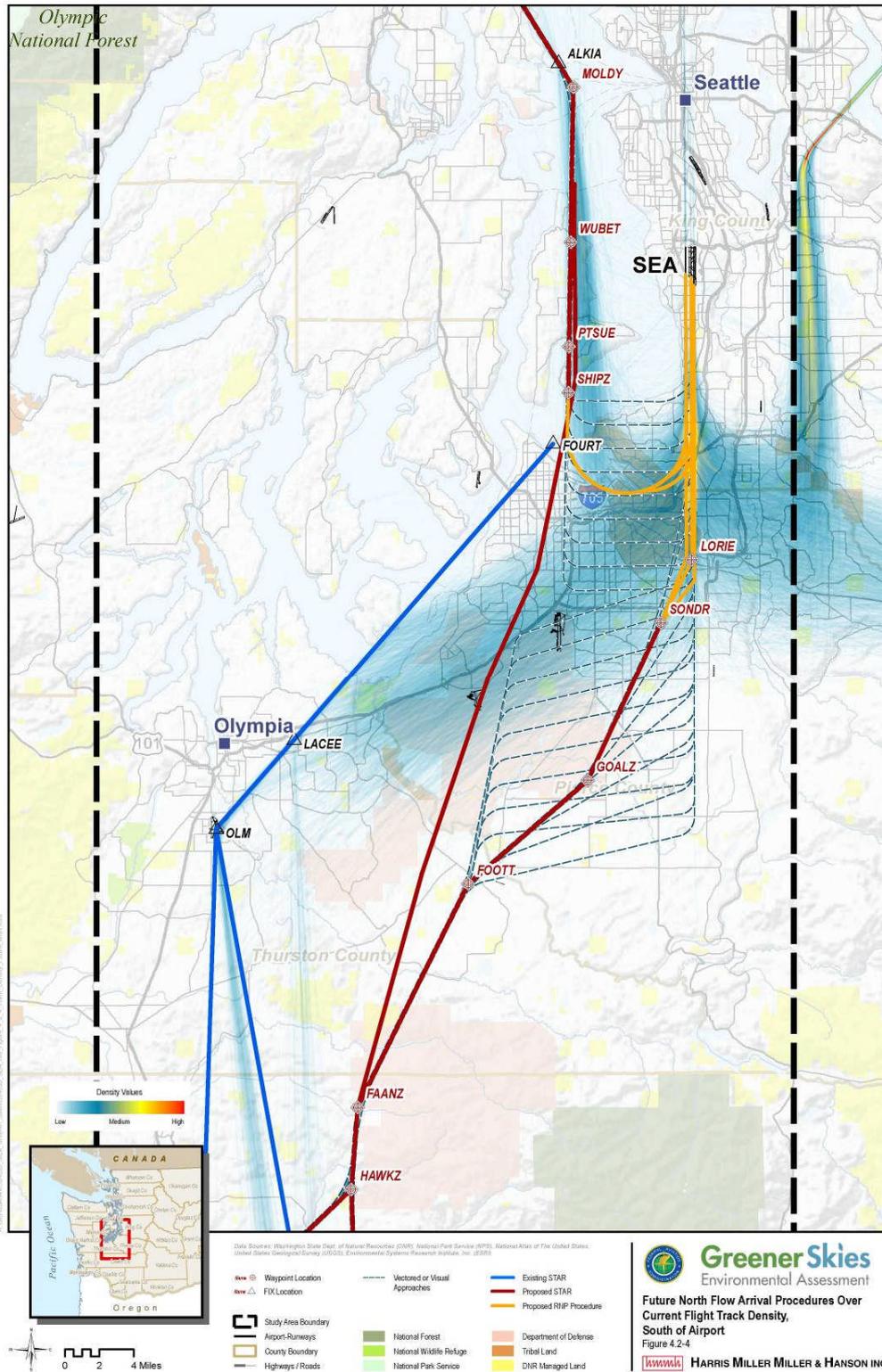


Final Environmental Assessment for
Proposed Arrival Procedures to Seattle-Tacoma International Airport

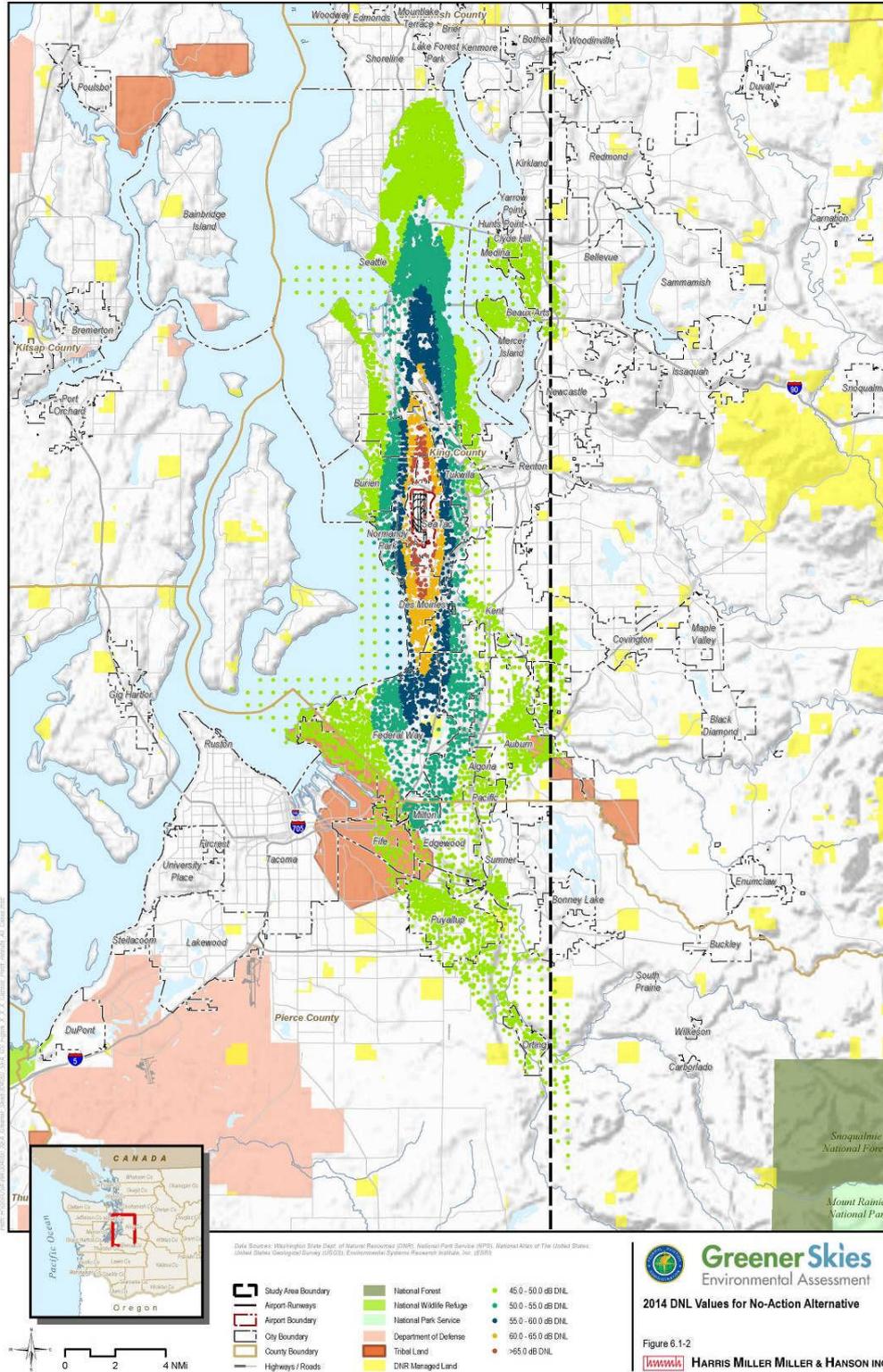




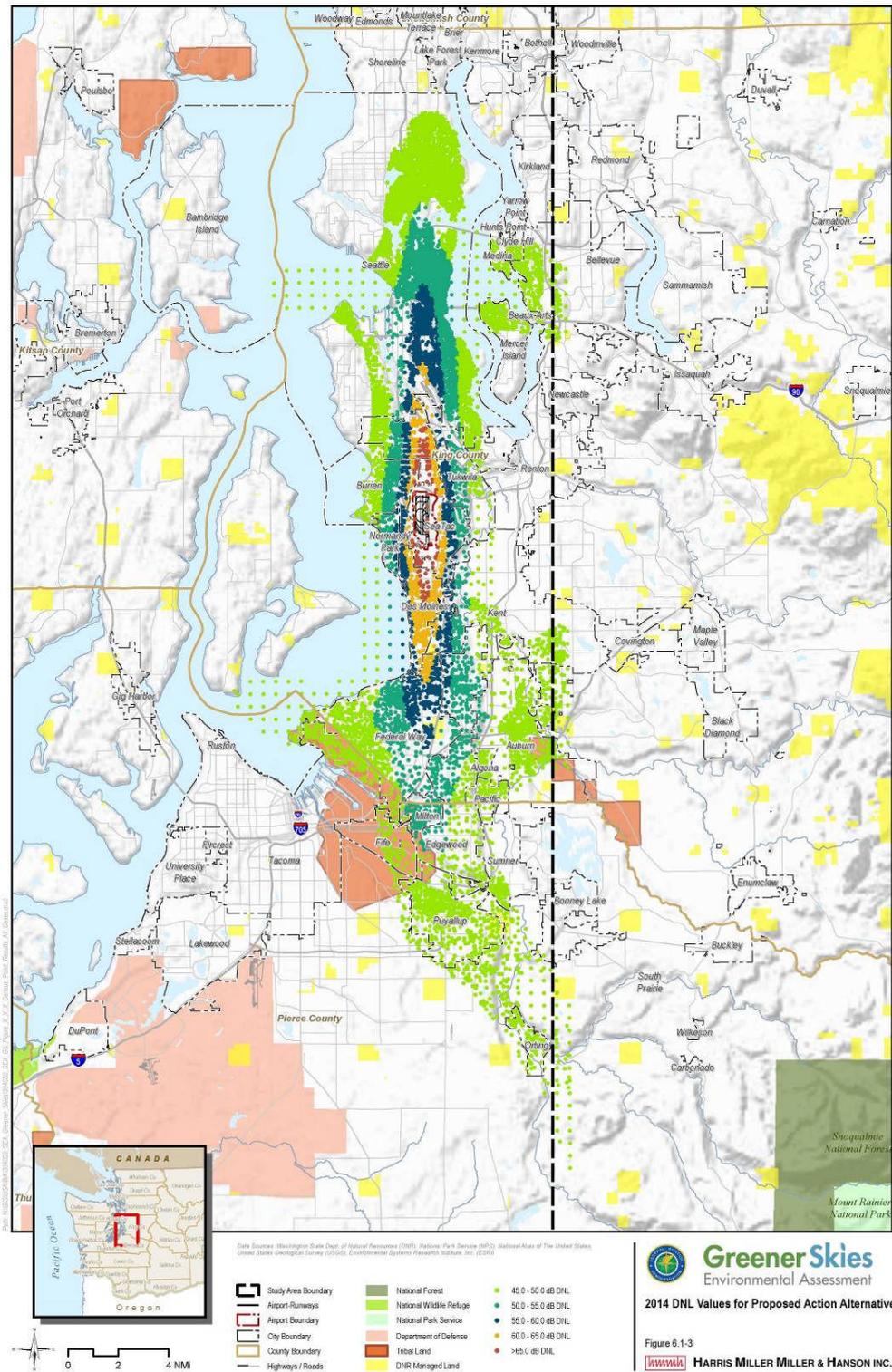




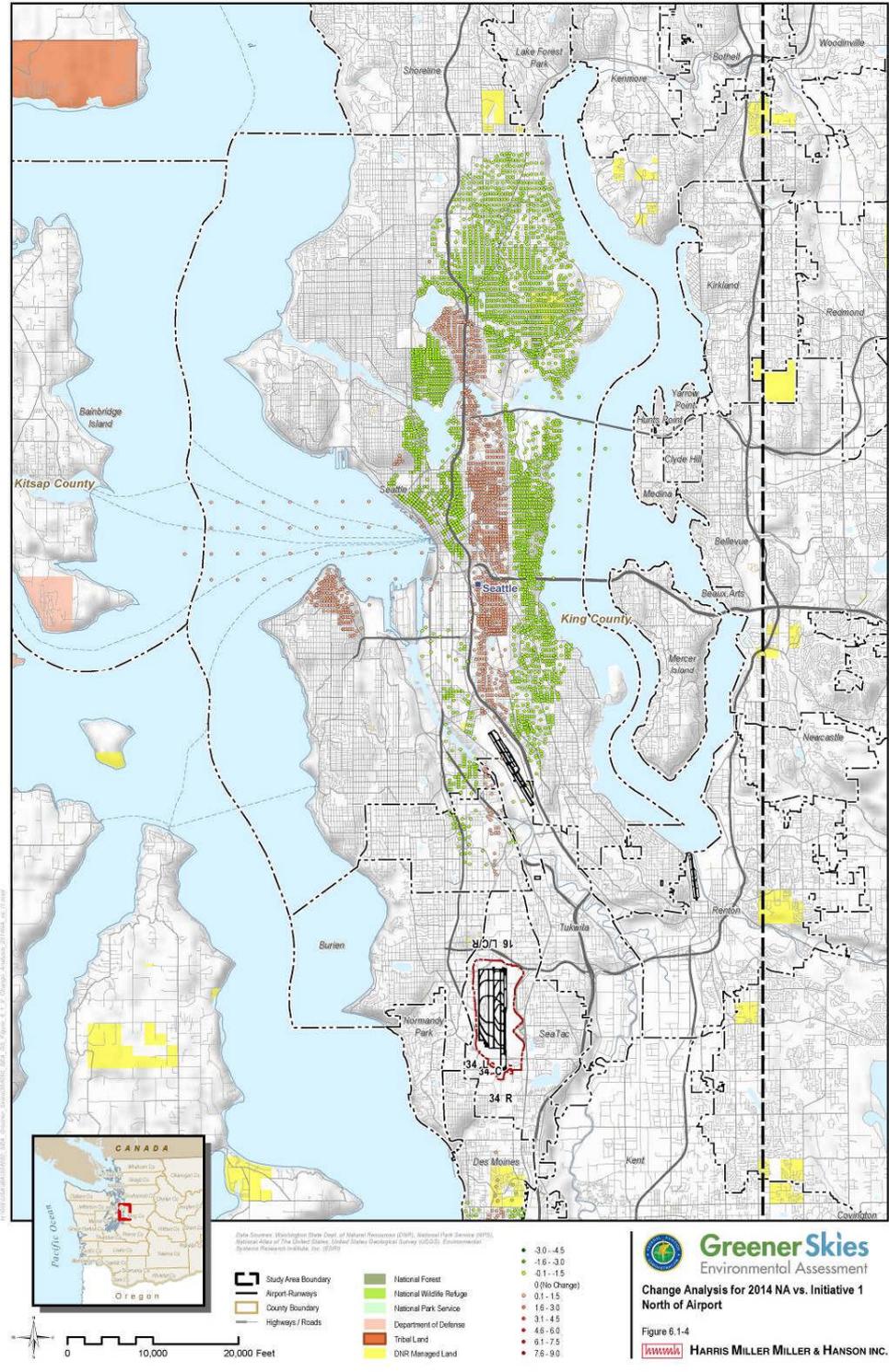
Final Environmental Assessment for
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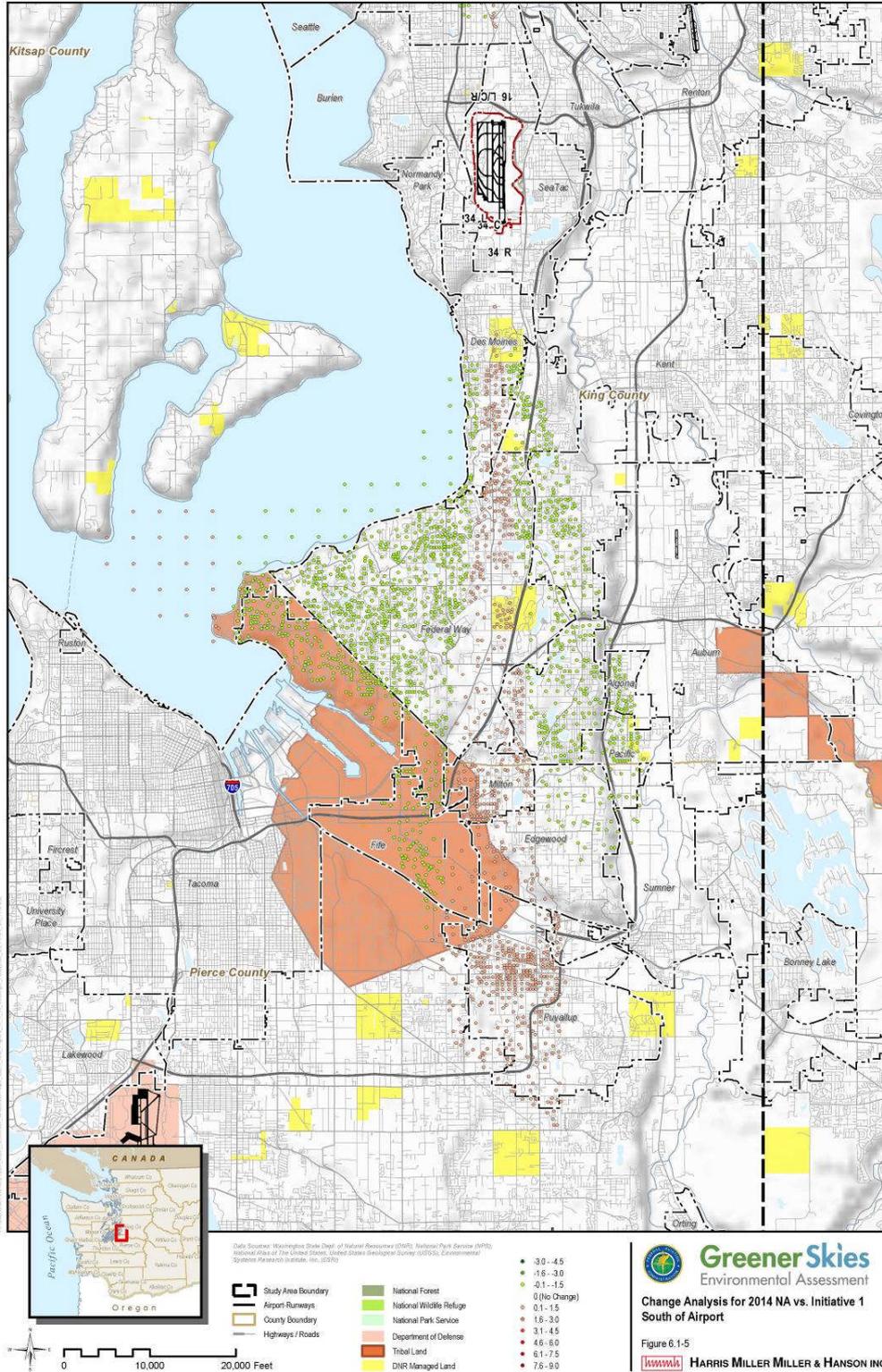
Final Environmental Assessment for
Proposed Arrival Procedures to Seattle-Tacoma International Airport



Final Environmental Assessment for
Proposed Arrival Procedures to Seattle-Tacoma International Airport



Final Environmental Assessment for
Proposed Arrival Procedures to Seattle-Tacoma International Airport





FAA Criteria for Noise Impacts (from FAA Order 1050.1E)

DNL Exposure Interval	Change in DNL	Characterization of Change
45 to less than 60 dB	5 dB or more	Requires disclosure
60 to less than 65 dB	3dB or more	Can receive consideration for mitigation
Greater than or equal to 65 dB	1.5 dB or more	Significant impact



Greener Skies
Draft Environmental Assessment

**Draft Environmental Assessment for
Proposed New Approach Procedures into
Seattle-Tacoma International Airport (SEA)**

Summary of Noise Results

Study Year	Greatest Change in DNL Relative to No Action		Population Experiencing Change		Population Exceeding FAA Order 1050.1E Criteria			Population Newly Exposed to DNL 65 or above due to Proposed Action
	Increase	Decrease	Increase	Decrease	>1.5dB, DNL	>3dB from DNL	>5dB from DNL	
					65 or above	60-65	45-60	
2014	0.9 dB	-0.8 dB	120,386	277,754	0	0	0	396
2018	0.9 dB	-0.8 dB	123,081	290,391	0	0	0	43
2023	1.1 dB	-0.7 dB	132,484	311,122	0	0	0	214

- Of the 3,171,686 residents in the study area, no one is exposed to an increase in noise causing significant impact
- Some residents exposed to noise above DNL 45 will experience increases and others will experience decreases, but none of the changes are more than about 1 decibel
- Residents experiencing decreased noise outnumber those experiencing increases by more than 2 to 1
- In 2014, two population points are newly exposed to noise above DNL 65 due to the proposed action. In 2018 and 2023, only one point in each year is newly exposed. In 2014 and 2018, the increase is only 0.1 dB; in 2023 the increase is 0.2 dB



Other Results

Daily fuel Burn

Condition	No-Action		Alternative		Percent Change (Alternative vs. No Action)
	Fuel (kg)	MT CO ₂ e	Fuel (kg)	MT CO ₂ e	
2014	1,197,628	3778.5	1,184,022	3735.6	-1.14%
2018 I-1 Procedures	1,315,623	4150.8	1,301,919	4107.6	-1.04%
2023 I-1 Procedures	1,519,201	4792.5	1,503,814	4744.5	-1.00%

Notes: MT CO₂e denotes metric tons of CO₂-equivalent



Greener Skies
Draft Environmental Assessment

**Draft Environmental Assessment for
Proposed New Approach Procedures into
Seattle-Tacoma International Airport (SEA)**

Comments

- Comment period ends September 14th, 2012
 - Submit written or oral comments to the court reporter at this meeting or
 - Submit comments by email to comments@greener skies sea.com or
 - Submit comments in writing by regular mail to:
Greener Skies EA
Augustin Moses, AJV-W2
Federal Aviation Administration
1601 Lind Avenue SW
Renton, WA 98057

- Expect final EA to be released by FAA on October 31st, 2012

L.11 Individual Public Comments and Responses

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Individuals

Comments about Greener Skies Over Seattle

Comments about Greener Skies Over Seattle

From: Nancy Hoppe

Sent: Thu, Aug 9, 2012 at 11:33 am

To: 'comments@greener skiesea.com'

I wanted to share my dismay and frustration over the testing being done currently in Seattle with "Greener Skies Over Seattle". I live in the Federal Way area of Marine Hills and we are experiencing significantly more noise that is deteriorating our quality of life since the testing has begun.

Is it your intention to give North Seattle less noise but destroy our quality of life in the South End?

1- We are seeing planes on both arrival and departure that are lower and coming in directly over a neighborhood that did not used to experience this level of extreme noise and since the testing has begun that noise has increased. There was a time that planes were brought in over I-5 or the Puget Sound where they were less disruptive now we see planes coming in over neighborhoods and with the increase in noise since the testing has begun it is making a huge negative impact.

Greener Skies means much noisier skies NOT an improvement and NOT a reduction in noise as you claim.

nancy.hoppe | executive assistant | Commercial Lending | umpqua bank | t: 206-749-7330 | f: 206-749-7390

Response to Comment 1

As discussed in Section 6.1 of the EA, there is no significant noise impact as a result of the Greener Skies Project. That being said, the Greener Skies Project would shift some arriving aircraft in your neighborhood, as discussed in Section 6.1 of the Environmental Assessment (EA), but it does not affect departures at all. Figures 6.1-5, 6.1-10, and 6.1-15 show for each of the three study years 2014, 2018, and 2023, that depending on where you live in the Marine Hills area of Federal Way, you may experience slight increases or slight decreases in noise as a result of the proposed new arrival procedures, all well below the federal criteria of a significant noise impact. Marine Hills is generally near the border between the salmon-colored points (increases) and the green points (decreases) in each of those figures so that whether noise exposure levels go up or down at your exact address, the changes will be small in either case. This is corroborated by the comparisons of DNL noise exposure levels at specific points as reported in Table 6.1-2 and shown in the related Figure 6.1-17. Three representative points – 17, 18, and 19 which surround your neighborhood – are expected to experience maximum changes of +0.3, -0.1, and +0.5 dB respectively. Points 17 and 19 would experience the largest increases because they are located directly under the approaches to the 34 runways. Any sites located east of those approach paths would experience smaller increases, or even small decreases. Changes in exposure of a few tenths of a dB were characterized in Section 6.1 as being minor and not likely even to be noticed.

With regard to the actual testing of Greener Skies approach procedures that occurred this summer, note that it occurred from June 11, 2012 through August 2, 2012, and included approximately 2,000 flights. Any increases in noise that may have been experienced during that time may have been related to the testing, but also would have involved a number of other factors including the seasonal traffic flow, meteorological conditions, and increased time spent outdoors or with window open.

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-2

Curt Green

Page 1

Greener Skies EA Comments

I-2

Page 1 of 1

Greener Skies EA Comments

From: GreenCMJr@aol.com

Sent: Thu, Aug 9, 2012 at 12:00 pm

To: comments@greener skiesea.com

We live in the Admiral District of West Seattle and are generally supportive on the Greener Skies Initiative, with one condition.

It seems to us that this year an increasing number of planes landing to the south, and taking off to the north, cutting across the north end of West Seattle instead of maintaining the flight pattern over Elliott Bay.

We would like the FAA to enforce the Elliott Bay route, and take appropriate action against flights taking a short cut over the north end of West Seattle.

Thanks you.

Curt Green

West Seattle

Response to Comment 1

Although the proposed procedures do not affect departures at all, implementation of the new Greener Skies RNP procedures over Elliott Bay should significantly reduce the dispersion of flight paths over West Seattle and increase the number of aircraft that are able to stay over the water as they approach SEA to land. Figure 6.10-2 illustrates this expected improvement: the current breadth of flight paths from aircraft turning inbound over the Bay (represented by the red triangles in the figure) is compared to the proposed tracks for the new RNP procedures (shown as the blue triangle).

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-3

Linda Cade

Page 1

flight revisions over my house

I-3
Page 1 of 1

flight revisions over my house

From: Cade Linda

Sent: Thu, Aug 9, 2012 at 12:39 pm

To: comments@greener skiesea.com

Cc: Terry Halverson, Cox Judy and Harvey

1 { My husband and I live at 1720 Victoria Ave SW in West Seattle. Since the FAA began changing the flight paths of departing and arriving flights, I have had so much plane noise over my house that my dog runs for cover and I have to wait for the noise to abate to continue with phone calls. It is particularly offensive and disturbing with the departing flights which, more often than not, fly directly over my house. When we purchased our home in 1998 we did so with the expectation of enjoying our lovely view of Elliott Bay and the city in peace and quiet, with only the sound of seals chatting with each other to break the serenity. Unlike people who buy homes under flight paths or near Sea-Tac Airport, we certainly had no expectation that a government entity would decide that jets flying over and in front of our house and disturbing our peace and quiet would be somehow better than disturbing people in the previous, long established, flight path. We had no reason to think that there would ever be a move such as this which would surely affect the market value of our home. We are absolutely, vehemently opposed to establishing this new flight path and will rigorously oppose it and respectfully request that you abandon the plan.

Linda Cade

Response to Comment 1

The Greener Skies project is not proposing any changes to current departure procedures at SEA, nor were any departure routes altered during the summer testing of Greener Skies. Any noise you currently receive from aircraft taking off over or near your home is not related to Greener Skies; those operations will be unchanged by the proposed project. There is, however, expected to be a minor increase in noise due to Greener Skies arrival routes over Elliott Bay. It should be noted that, as described in Section 6.1 of the Final EA, this noise impact is well under the federal criteria of significance. The estimated magnitude of the change at your home is approximately the same as that shown in Table 6.1-2 and Figure 6.1-17 for Point 7 at Duwamish Head in West Seattle – i.e., an estimated increase of 0.1 dB on an exposure level of 45 to 50 dB DNL. This change has been characterized in Section 6.1 of the EA as very minor and not likely to be noticed. It is also well below normal FAA criteria for reporting changes in noise level due to changes in flight procedures (see Section 5.2.1).

The need for and purpose of designing Greener Skies is described in Chapter 3.

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-4

Kenneth Torp

Page 1

Support for E.A.

I-4
Page 1 of 1

Support for E.A.

From: Kenneth Torp

Sent: Thu, Aug 9, 2012 at 12:52 pm

To: comments@greenerskiesea.com

Ladies and Gentlemen:

1- I support the proposed new approach procedures into SEATAC airport. The new procedures will greatly reduce aircraft noise that currently impacts wide swaths of Capital Hill, north and south.

Sincerely,

Kenneth H. Torp
724 15th Avenue
Seattle, WA 98122

Response to Comment 1

The FAA thanks you for your comment.

<http://webmail.greenerskiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-5

Mellissa Velo-Simpson

Page 1

SeaTac flight plan change comments

I-5
Page 1 of 1

SeaTac flight plan change comments

From: Mellissa Velo-Simpson

Sent: Thu, Aug 9, 2012 at 1:50 pm

To: comments@greener skies sea.com

1 { As a resident of Magnolia we are constantly subjected to planes flying low over our homes into Boeing Field. If you could please ensure that with the new flight plan you don't add any additional air traffic over Magnolia the other residents and myself would greatly appreciate it!

Mellissa Velo-Simpson

Response to Comment 1

The Greener Skies Project does affect any flights on approach into Boeing Field. Furthermore, as described in Section 6.1 of the Final EA, there is no significant noise impact as a result of the implementation of the new procedures on any community. These procedures may, however, have a slight benefit to Magnolia by shifting some flights approaching SEA that currently travel over Magnolia on the north side of Elliott Bay to a new RNP approach that is over Elliott Bay. Figure 4.2-1 illustrates this proposed change (shown in a light orange color) and Figures 6.1-4, 6.1-9, and 6.1-14 show how those changes will affect future noise exposure levels in each of the three study years. Magnolia is west of the depicted changes in exposure; that is because both existing and future noise levels in that community are less than 45 dB DNL so that changes are not reported.

<http://webmail.greener skies sea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-6

Robert, Valerie, Carmen DeGiulio

Page 1

proposal to change approach to SeaTac Airport.

I-6
Page 1 of 1

proposal to change approach to SeaTac Airport.

From: Robert DeGiulio

Sent: Thu, Aug 9, 2012 at 4:37 pm

To: comments@greener skies sea.com

1 My family and I have lived under the sometimes thunderous roar of jets landing or taking off from SeaTac. Some seem to pass dangerously close to the ground over our otherwise quiet, residential neighborhood. We are ecstatic at the prospect of having these jets enter their approach south of us, over Puget Sound. Now if you could just do something about float planes passing 200 ft. above our roof on their way to or from Lake Union...

Thanks very much,

Robert DeGiulio, Valerie DeGiulio, and Carmen DeGiulio

<http://webmail.greener skies sea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

The Greener Skies Project would concentrate more arriving aircraft over Elliott Bay. If you do have a concerns regarding aircraft which may be deviating from their altitude, please direct your concern to the Port of Seattle's Noise Program Office at 206-787-5393.

Letter I-7

Denise Lishner-

Page 1

I-7

Support for Pending Changes in Flight Patterns Affecting Montlake and Capitol Hill

Page 1 of 2

Support for Pending Changes in Flight Patterns Affecting Montlake and Capitol Hill

From: Denise Lishner

Sent: Thu, Aug 9, 2012 at 5:42 pm

To: comments@greenskiesea.com

Cc: joelcing@yahoo.com

To the FAA Environmental Assessment Team

As a resident of Montlake near North Capitol Hill for the past 38 years, I was extremely distressed when our previously serene residential neighborhood was ravaged by the thunderous and shrill noise of descending jets almost every 45 seconds when they changed the flight plan some 25 or so years ago to divert planes north of the Montlake Bridge prior to their turning around and landing directly over our neighborhoods for their descent at SeaTac. This was a devastating intrusion to our neighborhoods since this pattern of overflying to the north before turning around and approaching the south for descent prevails most of the time due to Seattle's inclement weather patterns. Furthermore, the planes have flown low and loud over our skies from the early hours of the morning til very late at night, and with increasing frequency.

So it is with great pleasure that I read recently of the plan to change the flight patterns so planes do not get diverted over residential neighborhoods but would instead make a much more cost effective, efficient, greener and direct landing over Elliot Bay and industrial neighborhoods south of Harbor Island (Seattle Times, 8/9/2012). This saves time, it saves energy, it will impact far fewer residences, and it saves our neighborhoods from the unnecessary and excessive noise pollution, that has been show in the medical literature to result in stress in the environment. I heartily support this change and greatly look forward to the return of quiet in our residential area if and when these changes are enacted.

With many thanks

Denise Lishner

Denise Mia Lishner, MSW

Research Coordinator

UW Department of Family Medicine

Box 354982

Seattle WA. 98195-4982

(206)-685-0402 cell (206)- 324-1754

PLEASE NOTE THAT I WILL BE RETIRING ON 7/6/12

I WILL STILL ACCESS UW AND DFM RELATED E-MAILS AT lishner@u.washington.edu

<http://webmail.greenskiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

The FAA thanks you for your comment.

Support for Pending Changes in Flight Patterns Affecting Montlake and Capitol Hill

From: Denise Lishner

Sent: Thu, Aug 9, 2012 at 5:42 pm

To: comments@greenskiesea.com

Cc: joelcing@yahoo.com

To the FAA Environmental Assessment Team

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With many thanks

Denise Lishner

Denise Mia Lishner, MSW

Research Coordinator

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Seattle WA. 98195-4982

(206)-685-0402 cell (206)- 324-1754

PLEASE NOTE THAT I WILL BE RETIRING ON 7/6/12

I WILL STILL ACCESS UW AND DFM RELATED E-MAILS AT lishner@u.washington.edu

<http://webmail.greenskiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

The FAA thanks you for your comment.

Letter I-8

Denise Lishner

Page 1

Support for Proposed Changes in Flight Patterns in Seattle

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Page 1 of 2

Support for Proposed Changes in Flight Patterns in Seattle

From: Denise Lishner
Sent: Thu, Aug 9, 2012 at 5:47 pm
To: comments@greener skiesea.com
Cc: joelcing@yahoo.com

To the FAA Environmental Assessment Team

As a resident of Montlake near North Capitol Hill for the past 38 years, I was extremely distressed when our previously serene residential neighborhood was ravaged by the thunderous and shrill noise of descending jets almost every 45 seconds when they changed the flight plan some 25 or so years ago to divert planes north of the Montlake Bridge prior to their turning around and landing directly over our neighborhoods for their descent at SeaTac. This was a devastating intrusion to our neighborhoods since this pattern of overflying to the north before turning around and approaching the south for descent prevails most of the time due to Seattle's inclement weather patterns. Furthermore, the planes have flown low and loud over our skies from the early hours of the morning til very late at night, and with increasing frequency.

So it is with great pleasure that I read recently of the plan to change the flight patterns so planes do not get diverted over residential neighborhoods but would instead make a much more cost effective, efficient, greener and direct landing over Elliot Bay and industrial neighborhoods south of Harbor Island (Seattle Times, 8/9/2012). This saves time, it saves energy, it will impact far fewer residences, and it saves our neighborhoods from the unnecessary and excessive noise pollution, that has been show in the medical literature to result in stress in the environment. I heartily support this change and greatly look forward to the return of quiet in our residential area if and when these changes are enacted.

With many thanks

Denise Lishner

Denise Mia Lishner, MSW
Research Coordinator
UW Department of Family Medicine
Box 354982
Seattle WA. 98195-4982
(206)-685-0402 cell (206)- 324-1754
PLEASE NOTE THAT I WILL BE RETIRING ON 7/6/12
I WILL STILL ACCESS UW AND DFM RELATED E MAILS AT lishner@u.washington.edu

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

The FAA thanks you for your comment.

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Denise Lishner

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Support for Proposed Changes in Flight Patterns in Seattle

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PERSONAL E MAILS FOR DENISE LISHNER SHOULD BE DIRECTED TO
deniselishner@comcast.net

Denise Mia Lishner, MSW
Research Coordinator
UW Department of Family Medicine
Box 354982
Seattle WA. 98195-4982

(206)-685-0402 cell (206)- 324-1754

PLEASE NOTE THAT I WILL BE RETIRING ON 7/6/12

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<http://webmail.greener skies sea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-9

John Mason

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From: John Mason
Sent: Thu, Aug 9, 2012 at 7:47 pm
To: comments@greenskielsea.com

I think it's great that you are considering changing the flight paths at SeaTac.

I live on the northern part of Capitol Hill, and there are many times when the current flight paths result in frequent and intrusive noise from airplane approaches.

Changing the flight paths, as illustrated in the Seattle Times story today (August 9, 2012), would provide a welcome relief to my neighborhood.

Thanks,

John Mason
1188 Harvard Ave E Ste 6
Seattle, WA 98102

Response to Comment 1

The map in the 8/9/12 *Seattle Times* article was provided by Alaska Airlines and is not related to this project.

Capitol Hill is located directly underneath the proposed RNP procedures into SEA, at the top of Figure 4-1.2 (just south of the CELAK waypoint). As shown in that Figure, the location of the arrival procedures into SEA will not change with the Proposed Action, except that there will be an RNP overlay of the existing procedures. This will mean that a portion of the existing flights using the current procedure overlaying Capitol Hill, will move shift closer to the flight path as indicated in orange in Figure 4.2-2.

Although there may be a concentration of flights in some part of Capital Hill as a result of the Proposed Action, please note that as described in Section 6.1 of the Final EA, this increase will not result in a significant noise impact in comparison with the No-Action (current situation).

<http://webmail.greenskielsea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-10

Travis Hughes

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Comment from Burien resident.

Comment from Burien resident.

From: T

Sent: Thu, Aug 9, 2012 at 10:46 pm

To: comments@greener skiesea.com

Greener Skies EA,

I appreciate this chance to comment on the proposed flight path change.

I live at 13046 7th Ave S in Burien - close to the 3rd runway flightpath. I purchased my home about 3 years ago, at which time I assessed the noise level of the airport traffic - I checked the noise level during different times of day and on weekends vs weekdays before making my decision to buy my home. At that time the noise was tolerable so I made the decision to move forward and purchase my home. In the past few months there has been a notable increase in noise from Sea-Tac airport air traffic, I believe this is because the planes are now taking a much steeper approach near my home. It is my wish that the FAA returns to using the "normal" flight path. I am afraid that the noise level increase of the current test flight path will negatively effect the value of my home and if not remedied to the "normal" flight path I will be forced to hold the FAA and/or Port of Seattle liable for my loss in home value and other potential noise related issues. Please feel free to contact me if there are any further questions.

Thanks for your time,
Travis Hughes
13046 7th Ave S
Burien, WA 98168

206-450-9950

Response to Comment 1

Please note that as described in Section 6.1 in the EA, there will be no significant noise impact on any community as a result of implementing the Proposed Action.

The testing of Greener Skies approach procedures occurred from June 11, 2012 through August 2, 2012, and included approximately 2,000 flights. Increases in noise experienced during this time frame may have been related to the testing, but also would have involved a number of other issues, including the flow of air traffic, meteorological conditions, and increased time spent outdoors or with windows open.

Specific to the location of your home, however, no change in the approach path of aircraft that close to landing would be expected from the Greener Skies procedures – all aircraft would be following the same instrumented glide slope at that point, whether they are on a proposed RNP approach or an existing ILS. Results of noise calculations comparing the proposed Greener Skies arrival procedures with current procedures are shown in Figures 6.1-4, 6.1-9 and 6.1-14 for each of the three study years assessed in the EA and confirm this observation. Your home, about a mile and a half north of SEA and just east of Route 509, is shown to be in an area where no change in level is expected as a result of the Greener Skies procedures.

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-11

Gerald Smith

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comment on flight patterns

comment on flight patterns

From: Smith, Gerald R.

Sent: Fri, Aug 10, 2012 at 2:03 am

To: comments@greenskiesssea.com

1- I live on Capitol Hill and am frequently bothered by airplanes flying overhead. It seems to me that planes could readily land with a steeper descent, as they do in San Diego, for example. This would significantly reduce noise where I live, about 15 miles from the airport.

2- Years ago, when I moved here, I was told that planes were not supposed to fly over Capitol Hill between 11 pm and 5 am, but they often do. I urge you to request that planes fly over Elliot Bay at night, so we can sleep peacefully.

Thank you for your efforts in reducing airplane noise.
Respectfully,

Gerald R. Smith

Response to Comment 1

While some airports do have slightly steeper glide slopes on certain runways, justification for anything steeper than 3 degrees is usually based on the need for safe obstruction clearance such as over the homes and apartment units on the hills of San Diego. That is not within the scope of this EA.

Response to Comment 2

Noise abatement procedures developed by FAA and the Port of Seattle are available online at <http://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/Procedures.aspx> and indicate that North Flow procedures (departures to the north) do avoid Capitol Hill between 10:00 pm and 6:00 am, and South Flow procedures (arrivals from the north) avoid Capitol Hill at all hours. This website states, however, that "The FAA can deviate from the noise abatement procedures for a variety of reasons, including weather, traffic safety and aircraft performance. Propeller aircraft, being smaller and slower, cannot fly within the noise abatement corridors with jet craft and are allowed to deviate from the noise abatement flight procedures."

<http://webmail.greenskiesssea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-12

Bo McFadden, Sharon Davidoff

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Input on proposed flight path alterations over Seattle

Input on proposed flight path alterations over Seattle

From: mcdoff

Sent: Fri, Aug 10, 2012 at 10:42 am

To: comments@greener skiesea.com

Hello,

If the new proposed flight paths that have south bound planes landing at SeaTac can be **safely** routed on a tighter turn, shown in the Seattle times article on August 9th, that has them not flying over Capitol Hill, we would be very much in favor of such a plan.

1

In the summer we leave our windows open, and I have to put in ear plugs every morning to keep the sound of the landing planes from waking and keeping me up, when they start that route very early in the morning. They also wake my husband who has hearing loss, and is also sometimes wake him up, even without his hearing aids in.

Thank you for listening to our input,
Sharon Davidoff and Bo McFadden
901 26th Avenue East
Seattle, WA 98112

Response to Comment 1

The FAA thanks you for your comment.

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-13

Jeremy Ehrlich

Page 1

writing in support of Greener Skies for Seattle

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writing in support of Greener Skies for Seattle

From: Jeremy Ehrlich

Sent: Fri, Aug 10, 2012 at 3:04 pm

To: comments@greenskiesea.com

1 — I am writing in support of the plan to re-route air traffic to the south of the city of Seattle. This plan makes sense on so many levels -- it will route planes away from areas of highest occupancy and reduce overall emissions by having planes fly fewer miles, especially those arriving from the south. It's a smart plan and has my family's strong support.

Thanks for your time.

Jeremy Ehrlich
209 Hayes St
Seattle, WA 98109

Response to Comment 1

The FAA thanks you for your comment.

<http://webmail.greenskiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-14

Ticiang Diangson

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Does reducing flights over North Seattle mean

Does reducing flights over North Seattle mean

From: ticiang

Sent: Sat, Aug 11, 2012 at 4:11 pm

To: comments@greenerskiesea.com

increasing them over South Seattle?

The map in the 8/9/12 Seattle Times article about the project makes it look like that.

I looked at your website and it looked like your earlier public scoping meetings were only in the suburbs.

What kind of community outreach are you doing in South Seattle, other than public meetings in Federal Way and Ballard on 9/5-6? What outreach have you done around the Chinatown/International District/Little Saigon area since the map looks like the flight changes will affect that area?

Thanks,

Ticiang Diangson

North Beacon Hill resident

Response to Comment 1

The map in the 8/9/12 *Seattle Times* article was provided by Alaska Airlines and is not related to this project.

Greener Skies Draft EA public meeting locations were selected in areas relatively near Seattle International Airport that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the *Seattle Times*, a press release and the project website. The public notice was published in the *Seattle Times* on August 7, 8 and 9, 2012 and ran on the *Seattle Times'* website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

<http://webmail.greenskiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-15

Jason Randolph

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Proposed Flight Path Changes...

Proposed Flight Path Changes...

From: Jason Randolph

Sent: Sun, Aug 12, 2012 at 9:53 pm

To: comments@greener skiesea.com

I'll start with a simple question here...

1 Why is the meeting about the proposed flight path changes for Seatac in Seattle being held 11 miles away from Beacon Hill, which just happens to be the neighborhood most directly affected by the changes? I especially note the fact that the meeting location is one that is difficult to get to/from when you live on Beacon Hill? Is it because the changes will affect a neighborhood of predominantly lower-income families, many of whom are dependent upon mass transit to attend such community meetings?

2 Honestly, I've already noticed increase airline traffic noise over my home on the north end of Beacon Hill, now it's going to get worse and you're deliberately holding the meeting at a location quite a ways away from the changed glide path.

Frankly, I smell a rat. A BIG one.

Sincerely,

Jason Randolph
623.776.6851
1755 B 14th Ave S
Seattle, WA 98144

--
"Well, then," the Cat went on, "you see a dog growls when it's angry, and wags its tail when it's pleased. Now I growl when I'm pleased, and wag my tail when I'm angry. Therefore I'm mad."

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

As discussed in Section 6.1 of the EA, no community will experience a significant noise impact as a result of the Greener Skies Project. The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified.

Response to Comment 2

Testing of Greener Skies approach procedures occurred from June 11, 2012 through August 2, 2012, and included approximately 2,000 flights. Increases in noise experienced during this time frame may have been related to the testing, but also would have involved a number of other issues, including the flow of air traffic, meteorological conditions, and increased time spent outdoors or with windows open. The tests did not, however, have any bearing on seasonal traffic levels, which increase

Letter I-15

Jason Randolph

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during the summer months of June, July and August and may have been responsible for the commenter's report of increased aircraft noise during the test period.

For longer term modeling of the future effects of Greener Skies, the EA has depicted the noise in the Beacon Hill Area, areas as color-coded population centroids down to levels of exposure as low as 45 dB DNL, considerably below and much further from the runways than the 65 dB DNL levels that are normally reported by the Port of Seattle for any of its noise studies. This has been done in accordance with FAA guidance in order to fully disclose any potential changes in noise that would result from Greener Skies, even when those changes are small.

Figures 6.1-4, 6.1-9, and 6.1-14 show the increases and decreases due to Greener Skies for each of the three study years 2014, 2018 and 2023, respectively. Some areas of east Seattle are expected to experience slight improvements in noise, and some near the extended centerlines of the runways are expected to experience slight increases, each the result of a very slight reduction in the dispersion of aircraft along existing instrument approach paths due to the increased precision with which the Greener Skies' Required Navigation Performance procedures can be flown. Table 6.1-2 and accompanying Figure 6.1-17 show the degree to which the noise is expected to increase directly under the approaches to the three runways. Points 4, 8 and 11, all north of SEA, are projected to experience changes no greater than 0.2 dB for any of the three study years. The EA characterizes this change as "extremely small and not likely even to be noticed."

The EA identifies the greatest increase in exposure as 1.1 dB DNL in 2023; that occurs well south of the airport as a result of a new arrival procedures for landings to the north.

Greener Skies

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Greener Skies

From: Melanie Coerver
Sent: Mon, Aug 13, 2012 at 12:42 pm
To: comments@greener skiesea.com

Augustin Moses,

My understanding from the information provided is that the air traffic may increase over Beacon Hill with the changes proposed in the Greener Skies.

1 - One of the benefits of this is that there will be reduced air traffic over North Seattle - where you are holding your only public meeting in Seattle.

I am disappointed that you are not holding a public meeting in the more adversely affected neighborhoods (Downtown, Beacon Hill) so that these residents have a better opportunity to understand the impacts and comment on mitigation measures.

2 - Since I can not attend the meeting in Ballard, I would like more information on your methodology and mitigation measures.

1. Your outreach methods; how your public meeting locations were selected
2. Whether adversely affected communities have been directly solicited for input on mitigation measures
3. What mitigation measures specific to addressing the noise and pollution impacts to residents in south Seattle have been added.

Thank you.

Melanie Coerver
1317 13th Ave S.
Seattle, WA
98144

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

While there is the potential for some increase in flights over Beacon Hill, please note that as described in Section 6.1 of the Final EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). As a result there is no need to implement any mitigation measures for the Greener Skies project.

Response to Comment 2

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

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Melanie Coerver

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No significant impacts were identified in the EA and therefore no mitigation was proposed. Noise levels in residential areas, will continue to be below the threshold for incompatible land uses, which is at a day night average noise level (DNL) of 65 dBA. Figure 6.1-3 in the Environmental Assessment indicates that most of Beacon Hill would experience noise levels between 55 and 60 DNL, while the southern end would experience noise levels between 60 and 65 DNL. As stated in the response to Comment #1 above, the change from the No Action Alternative (without the project) would be less than 1.5 dBA.

Letter I-17

Justin Matlick

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Feedback from Beacon Hill

I-17

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Feedback from Beacon Hill

From: justin matlick

Sent: Mon, Aug 13, 2012 at 1:25 pm

To: comments@greener skiesea.com

Hi There,

- 1 I live on Beacon Hill (20th ave S, between Hanford and Stevens, just north of Jefferson Park golf course) and have noticed a substantial increase in noise during this summer's flight path testing. And I'm really concerned about how this is poised to increase long-term. Would it be possible to have a public meeting closer to our community, since we're the ones who stand to be negatively affected? It seems a bit silly to only have meetings in the areas that will benefit from the new paths. Thanks for your help. - Justin
- 2

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

Testing of Greener Skies approach procedures occurred from June 11, 2012 through August 2, 2012, and included approximately 2,000 flights. Increases in noise experienced during this time frame may have been related to the testing, but would have also involved a number of other issues, including the flow of air traffic, meteorological conditions, and increased time spent outdoors or with window open. The tests did not, however, have any bearing on seasonal traffic levels, which increase during the summer months of June, July and August and may have been responsible for the commenter's report of increased aircraft noise during the test period.

Response to Comment 2

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm. The Greener Skies Draft EA public meeting locations were selected in areas relatively near Seattle International Airport that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the

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Justin Matlick

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region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

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Amanda Potter

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Changes to flight plans

Changes to flight plans

From: Amanda C Potter

Sent: Mon, Aug 13, 2012 at 2:54 pm

To: comments@greenerskiesea.com

- 1 As a member of the Beacon Hill community, I've noticed an increase in airplane noise this summer and have come to learn that it may be because of proposed changes to flight paths that are being trialed this summer.
- 2 Beacon Hill, especially mid Beacon Hill west of Beacon Ave where I live, is in a unique location in relation to King County/Boeing Airport and Seatac Airport. Because we already must deal with the air traffic from the King County Airport right below us, it seems unfair to add more air traffic over our area from SeaTac. We all need to share the noise and traffic of our busy city.
- 3 My final concern is the unfair aspect of having this information available at and the hearings about this change located in Ballard and Federal Way, which is no where near Beacon Hill and would be challenging for some members of our community to get there to visit their library or community meetings. Ballard and Federal Way would also see an improvement, so moving this info and meeting to their neighborhood would under represent concerns that might be felt on Beacon Hill. Adding or moving this information (and meetings) to Beacon Hill would assure concerns are heard by those negatively impacted by said proposed changes.

Thank you for the forum to express this!

Amanda Potter
Home Owner
mid Beacon Hill

"The criteria for success: you are free, you live in the present moment, you are useful to the people around you, and you feel love for all humanity."

- Sri Sri Ravi Shankar

<http://webmail.greenerkiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

Testing of Greener Skies approach procedures occurred from June 11, 2012 through August 2, 2012, and included approximately 2,000 flights. Increases in noise experienced during this time frame may have been related to the testing, but also would have involved a number of other issues, including the flow of air traffic, meteorological conditions, and increased time spent outdoors or with window open. The tests did not, however, have any bearing on seasonal traffic levels, which increase during the summer months of June, July and August and may have been responsible for the commenter's report of increased aircraft noise during the test period.

Response to Comment 2

As described in detail in Chapter 6.1 of the FEA, no community, including Beacon Hill, will experience a significant noise impact as a result of the Greener Skies. Figures 6.1-4 and 6.1-5 in the Final EA look in detail at the actual change in noise and illustrate that the change in the noise levels is very low. The levels shown on these graphs are well below any Federal criteria of significance

The FAA's EA has depicted the noise in these areas as color-coded population centroids down to levels of exposure as low as 45 dB DNL, considerably below and much further from the runways than the 65 dB DNL levels that are normally reported by the Port of Seattle for any of its noise studies. This has been done in accordance with FAA guidance in order to fully disclose any potential changes in noise that would result from Greener Skies, even when those changes are small.

Figures 6.1-4, 6.1-9, and 6.1-14 show the increases and decreases due to Greener Skies for each of the three study years 2014, 2018 and 2023, respectively. Some areas of east Seattle are expected to experience slight improvements in noise, and some near the extended centerlines of the runways are expected to experience slight increases, each the result of a very slight reduction in the dispersion of aircraft along existing instrument approach paths due to the increased precision with which the Greener Skies' Required Navigation Performance procedures can be flown. Table 6.1-2 and accompanying Figure 6.1-17 show the degree to which the noise is expected to increase directly under the approaches to

the three runways. Points 4, 8 and 11, all north of SEA, are projected to experience changes no greater than 0.2 dB for any of the three study years. The EA characterizes this change as “extremely small and not likely even to be noticed.” The EA identifies the greatest increase in exposure as 1.1 dB DNL in 2023; that occurs well south of the airport as a result of a new arrival procedures for landings to the north.

Response to Comment 3

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified.

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Karen Clegg

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Change in flight path for airplanes coming into Sea Tac

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Change in flight path for airplanes coming into Sea Tac

From: Karen Clegg
Sent: Mon, Aug 13, 2012 at 4:56 pm
To: comments@greenskiesea.com

1- I have an important question for you: WHY ARE THE PUBLIC MEETINGS BEING HELD IN TWO PARTS OF TOWN THAT WILL NOT BE AFFECTED DETRIMENTALLY BY THE CHANGE IN FLIGHT PATTERNS? Ballard (which will receive significantly LESS airplane noise) and Federal Way. WHY NOT HAVE A MEETING IN WEST SEATTLE OR ALKI WHICH WILL BE AFFECTED?

Probably people in both presently advertised meeting locations will make favorable comments on the plan and perhaps that is what you are looking for?

Response to Comment 1

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the Seattle –Tacoma International Airport (SEA) and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

<http://webmail.greenskiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-20

Wysdom/Mia Fioravanti

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I-20

increased planes and much louder airplane noise on beacon hill

Page 1 of 1

increased planes and much louder airplane noise on beacon hill

From: Wysdom Fioravanti
Sent: Mon, Aug 13, 2012 at 7:46 pm
To: comments@greener skiesea.com

Hello,

1 I have been following a thread of concerns regarding the increased flight noise over Beacon Hill this summer (2012). I live near the Jefferson Golf course and it has been so loud this summer that conversations have to stop and wait for the plane to pass, and those planes are coming in many times at one every 3 to 5 minutes. I have a great deal of concern over this issue because it is not only affecting the quality of life on Beacon Hill residents but potential housing values.

2 What I would like to know is how will this be dealt with so that Beacon Hill is not the only neighborhood affected by this. I understand that the demographics of this area of Seattle are vastly different than those of say, Mercer Island, West Seattle, Magnolia, and Seward Park where the incomes are higher and the voices are bigger in opposition of "Not in my backyard", however this is a very large neighborhood and one that should not be singled out because of income levels or ethnic diversity. Perhaps the people on Beacon Hill don't have big enough mouths or deep enough pockets but I have been living here for five years now, having moved from Leschi and I find this shocking!

3 I agree that these public meetings need to be held in the neighborhoods which are taking the brunt of the noise or at least have more public meetings so more "voices" can be heard so that you will get a bigger picture of what is really going on.

I invite the panel of people who will be holding this discussion to my house, on the deck, and try to give that presentation. I think only then will you get a complete picture of what the people on Beacon Hill live with all day long and way into the night everyday of the year.

Sincerely,
Mia Fioravanti

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

Testing of Greener Skies approach procedures occurred from June 11, 2012 through August 2, 2012, and included approximately 2,000 flights. Increases in noise experienced during this time frame may have been related to the testing, but would have also involved a number of other issues, including the flow of air traffic, meteorological conditions, and increased time spent outdoors or with window open. The tests did not, however, have any bearing on seasonal traffic levels, which increase during the summer months of June, July and August and may have been responsible for the commenter's report of increased aircraft noise during the test period.

Response to Comment 2

As described in detail in Chapter 6.1 of the FEA, no community, including Beacon Hill, will experience a significant noise impact as a result of the Greener Skies. Figures 6.1-4 and 6.1-5 in the Final EA look in detail at the actual change in noise and illustrate that the change in the noise levels is very low. The levels shown on these graphs are below any Federal criteria of significance.

Response to Comment 3

See Response to Comment #2 above.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near Seattle International Airport that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public

Letter I-20

Wysdom/Mia Fioravanti

Page 2

comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

It should be noted that an environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified.

Letter I-21

Tina Ray

Page 1

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Page 1 of 2

Beacon Hill Resident

Beacon Hill Resident
From: Tina Ray
Sent: Tue, Aug 14, 2012 at 12:39 pm
To: comments@greenerskiesea.com
Cc: tinatobacco@hotmail.com, 'Joyce, Timothy'

To Whom It May Concern:

1 My husband and I live in North Beacon Hill on 12th and Stevens. We are approximately 20 miles from the airport. Our address is 3016 12th Avenue South, 98144.

We have noticed a marked increase in air traffic over our house this summer. So have our neighbors. The flights are now non-stop going north all day long – and we notice that they either turn toward Elliott Bay over our house or toward the Rainier Valley over our house. Most of our neighbors plan to attend both meetings – in both Federal Way and Ballard.

I walk my dog each morning – this morning, I counted at least 15 low-flying flights – Alaska and United – over my neighborhood from 6:10 to 6:40 a.m. – the noise is ceaseless and seriously affects our quality of life.

We bought in the city of Seattle, not near the airport, and do not want to accept any additional air traffic. In fact, we would like the FAA to reduce air traffic over all quiet residential neighborhoods.

We are glad the FAA is finally bringing Seattle up to the standards of most metropolitan areas in the USA - i.e. realizing that the air traffic patterns are simply unacceptable and need to change immediately.

We do not want air traffic diverted from north Seattle neighborhoods to our residential neighborhood. The FAA should scatter the flights equally. The south end is perceived as lower-income, and in some locations this may be true – but not all. We are curious why additional air traffic is being diverted over neighborhoods considered lower-income areas, i.e. the south end.

2 Regardless of the reasoning behind this, I do not believe that Beacon Hill and south Seattle should pick up additional air traffic so north Seattle residents don't have to listen to the constant roar of the flights. No neighborhoods in Seattle should be favored as far as this is concerned.

In fact, since the FAA is changing outdated flight patterns/routes for the first time in 20 years (per the FAA person I spoke with), our neighborhood should benefit as well – not just north Seattle. Reduce flight traffic over Beacon Hill, don't increase it. Change the outdated flight patterns for everyone, not just north end residents.

We want relief from the flights, and don't want them turning over our lovely neighborhood. The flights should be scattered so ALL Seattle residents benefit – not just the more well-to-do neighborhoods.

Best,

Tina Ray
Project Manager - CSMI
MOBILE: 206-571-5497
SEA: 206-233-0804

<http://webmail.greenerskiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

Testing of Greener Skies approach procedures occurred from June 11, 2012 through August 2, 2012, and included approximately 2,000 flights. Increases in noise experienced during this time frame may have been related to the testing, but would have also involved a number of other issues, including the flow of air traffic, meteorological conditions, and increased time spent outdoors or with windows open. The tests did not, however, have any bearing on seasonal traffic levels, which increase during the summer months of June, July and August and may have been responsible for the commenter's report of increased aircraft noise during the test period.

Response to Comment 2

In accordance with the National Environmental Policy Act, this EA analyzed the noise impact of the Proposed Action in comparison with the No-Action (current situation). That analysis, contained in Section 6.1 of the EA shows that there will be no significant noise impact on any community, including south Seattle, as a result of the implementation of the Proposed Action.

It should be noted that as part of the EA process, a range of alternative procedures, including different routing, were considered. As detailed in Section 4 of the EA, the alternative procedures evolved from a preliminary identification of measures aimed at reducing flight times, level off segments and confliction points. Ultimately, this screening and evaluation of individual proposal resulted in the elimination of measures found to be ineffective while those found to be effective and viable collectively became the Proposed Action.

Furthermore, an environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified.

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Tina Ray

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Beacon Hill Resident

PDX: 503-243-2700
WEBSITE: www.csminw.com

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<http://webmail.greenskiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-22

Ticiang Diangson

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Re: Does reducing flights over North Seattle mean

Re: Does reducing flights over North Seattle mean

From: Ticiang

Sent: Tue, Aug 14, 2012 at 4:36 pm

To: comments@greenerskiesea.com

1
Thanks. I looked at the 8/5/12 article and sure enough in tiny print under the map it says source Alaska Airlines. I've looked at the EIS on my laptop and in chapter 5 when I tried to view the maps I got an Adobe message that the data was too complex to bring up. I left a message for Brian Schlimpf asking about a Beacon meeting but also asking if a copy of the EIS can be left at the Beacon Hill library and if he could send me a copy. Can you do that?
Thanks
Ticiang

Sent from my iPhone

On Aug 14, 2012, at 12:12 PM, comments@greenerskiesea.com wrote:

Dear Ms. Diangson:

Pursuant to our phone conversation of this morning I wanted to let you know that I've passed along your requests for translators for the public meetings in September.

In addition, you referred to a map of flight paths in an article published by the Seattle Times. The Times indicates that they did not publish a map with the recent article, but that one was provided back in June 2012 for an article they published back then.

The map published in 2012 was provided to them by Alaska Airlines, appears to be only a theoretical representation and does not reflect actual information pertaining to the FAA's Greener Skies Environmental Assessment. The correct information is provided in the Draft Environmental Assessment published on August 7, 2012 and can be viewed at www.greenerskiesea.com/documents.html.

I hope this helps to clear up any misinformation you may have received.

Sincerely,

Laura Taylor
Administrative Officer

-----Original Message-----

From: "ticiang" <ticiang@blarg.net>

Sent: Saturday, August 11, 2012 4:11pm

To: comments@greenerskiesea.com

Subject: Does reducing flights over North Seattle mean

increasing them over South Seattle?

The map in the 8/9/12 Seattle Times article about the project makes it look like that.

I looked at your website and it looked like your earlier public scoping meetings were only in the suburbs. What kind of community outreach are you doing in South Seattle, other than public meetings in Federal Way and Ballard on 9/5-6? What outreach have you done around the Chinatown/International District/Little Saigon area since the map looks like the flight changes will affect that area?

Thanks,

Ticiang Diangson

North Beacon Hill resident

<http://webmail.greenerskiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

Five copies of the the Draft EA were provided on CDs to the Beacon Hill Library in response to several requests for versions of the document that were easier to read or print. No copies of the document were sent to individuals.

Letter I-23

Joelle Pretty

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Concerns about public meetings

Concerns about public meetings

From: Pretty, Joelle

Sent: Tue, Aug 14, 2012 at 7:32 pm

To: comments@greener skiesea.com

1

Hello. As a Beacon Hill resident, I am concerned about the public meetings to discuss the environmental assessment of new flight procedures. The meetings will most definitely impact Beacon Hill, yet no meetings are taking place there. As a community that is made up of many racial and ethnic groups as well as many economic levels, I am concerned that by not engaging this community, you may be disproportionately disenfranchising these populations. I urge you to strongly consider a meeting in the Beacon Hill neighborhood.

Regards,
Joelle Pretty

Joelle Pretty, M.A. | Director of Premajor Studies and Student Academic Persistence System | Seattle University
E: prettyj@seattleu.edu | T: 206.220.8525 | www.seattleu.edu/sas/premajor
"Embrace fear....Fear is a precondition to discovery." - Cory Booker

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

In accordance with the National Environmental Policy Act, the EA on the Greener Skies project included an analysis on the noise impact of the Proposed Action in comparison with the No-Action (current situation). That analysis, contained in Section 6.1 of the EA shows that there will be no significant noise impact on any community, including South Seattle, as a result of the implementation of the Proposed Action.

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

Furthermore, an environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified.

Letter I-24

Karen Clegg

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Page 1 of 1

Re: Change in flight path for airplanes coming into Sea Tac

Re: Change in flight path for airplanes coming into Sea Tac

From: Karen Clegg

Sent: Tue, Aug 14, 2012 at 7:57 pm

To: comments@greener skiesea.com

1 Thank you for your response. However, I cannot call up the link address you gave me. Keep getting the message the web page is not available.

From: "comments@greener skiesea.com" <comments@greener skiesea.com>

To: Karen Clegg <karenataiki@yahoo.com>

Sent: Tuesday, August 14, 2012 12:58 PM

Subject: RE: Change in flight path for airplanes coming into Sea Tac

Good afternoon Ms. Clegg - thank-you for your message.

Mr. Brian Schimpf from FAA can answer your questions regarding location selection. Please contact him at (425) 227-1948.

Also - here is a link to the draft environmental document for your review:

www.greener skiesea.com/document.html

I hope this information is helpful to you.

Sincerely,

Laura Taylor
Administrative Officer
Greener Skies EA

-----Original Message-----

From: "Karen Clegg" <karenataiki@yahoo.com>

Sent: Monday, August 13, 2012 4:56pm

To: "comments@greener skiesea.com" <comments@greener skiesea.com>

Subject: Change in flight path for airplanes coming into Sea Tac

I have an important question for you: WHY ARE THE PUBLIC MEETINGS BEING HELD IN TWO PARTS OF TOWN THAT WILL NOT BE AFFECTED DETRIMENTALLY BY THE CHANGE IN FLIGHT PATTERNS? Ballard (which will receive significantly LESS airplane noise) and Federal Way. WHY NOT HAVE A MEETING IN WEST SEATTLE OR ALKI WHICH WILL BE AFFECTED?

Probably people in both presently advertised meeting locations will make favorable comments on the plan and perhaps that is what you are looking for?

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

We apologize if you had trouble accessing the project website at any time. The Draft Environmental Assessment was posted on August 7 to the project website and has been available since that date.

Letter I-25

Reba Blissell

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Meeting on Beacon Hill please

Meeting on Beacon Hill please

From: Reba Blissell

Sent: Wed, Aug 15, 2012 at 2:04 am

To: comments@greener skiesea.com

Hello-

1- Why are you not having a meeting in the neighborhood that is most affected by airplane noise and pollution? Please prove my cynicism wrong and be responsible to the most overlooked neighborhood in Seattle. We have been dumped on long enough!

Reba Blissell

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

In accordance with the National Environmental Policy Act, the EA on the Greener Skies project included an analysis on the noise impact of the Proposed Action in comparison with the No-Action (current situation). That analysis, contained in Section 6.1 of the EA shows that there will be no significant noise impact on any including South Seattle, as a result of the implementation of the Proposed Action.

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm. The Greener Skies Draft EA public meeting locations were selected in areas relatively near Seattle International Airport that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

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Furthermore, it should be noted that an environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified.

Letter I-26

Bob Anderson

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"Greener Skies Over Seattle" Flight Trials - Citizen Feedback to FAA

"Greener Skies Over Seattle" Flight Trials - Citizen Feedback to FAA

From: Bob A.

Sent: Thu, Aug 16, 2012 at 12:08 pm

To: comments@greener skiesea.com

1 Is this the correct email address to provide the FAA citizen feedback on the "Greener Skies Over Seattle" flight trial? Also, when does the time period for citizen feedback to the FAA on this project officially close? Thank you.
B. Anderson
Seattle, WA

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

The information requested was provided to this individual on August 16th, 2012.

Letter I-27

Bob Anderson

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Re: "Greener Skies Over Seattle" Flight Trials - Citizen Feedback to FAA

Re: "Greener Skies Over Seattle" Flight Trials - Citizen Feedback to FAA

From: Bob A.

Sent: Thu, Aug 16, 2012 at 12:12 pm

To: comments@greener skiesea.com

1- What e-mail address should I use to comment?

From: <comments@greener skiesea.com>

Sent: Thursday, August 16, 2012 9:08 AM

To: <osasbcbafact.net>

Subject: Re: "Greener Skies Over Seattle" Flight Trials - Citizen Feedback to FAA

> Thank you for your communication received via the Seattle Greener Skies
> Environmental Assessment website.

>

> The Draft Environmental Assessment (DEA) was released on Tuesday, August
> 7, 2012. The public comment period for this document is from August 7,
> 2012 through September 14, 2012.

>

> To view the document online please visit the website at
> www.greener skiesea.com or you may view the document in person at the
> Reference Desk of either the Federal Way Library or the Ballard Branch
> Library.

>

> Sincerely,

>

> Federal Aviation Administration

> Western Service Area

>

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

The information requested was provided to this individual on August 16th, 2012.

Letter I-28

Bob Anderson

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"Greener Skies Over Seattle" Flight Trials - Citizen Feedback to FAA

"Greener Skies Over Seattle" Flight Trials - Citizen Feedback to FAA

From: Bob A.

Sent: Thu, Aug 16, 2012 at 12:44 pm

To: comments@greener skiesea.com

1- Can you please provide the email address for the FAA to receive citizen comment on "Greener Skies Over Seattle" Flight Trials? Thank you.

From: "Bob A." <casabona@att.net>

Sent: Thursday, August 16, 2012 9:12 AM

To: <comments@greener skiesea.com>

Subject: Re: "Greener Skies Over Seattle" Flight Trials - Citizen Feedback to FAA

> What e-mail address should I use to comment?

>

> -----

> From: <comments@greener skiesea.com>

> Sent: Thursday, August 16, 2012 9:08 AM

> To: <casabona@att.net>

> Subject: Re: "Greener Skies Over Seattle" Flight Trials - Citizen Feedback to FAA

>

>> Thank you for your communication received via the Seattle Greener Skies Environmental Assessment website.

>>

>> The Draft Environmental Assessment (DEA) was released on Tuesday, August 7, 2012. The public comment period for this document is from August 7, 2012 through September 14, 2012.

>>

>> To view the document online please visit the website at www.greener skiesea.com or you may view the document in person at the Reference Desk of either the Federal Way Library or the Ballard Branch Library.

>>

>> Sincerely,

>>

>> Federal Aviation Administration

>> Western Service Area

>>

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

The information requested was provided to this individual on August 16th, 2012.

Letter I-29

Bob Anderson

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"Greener Skies Over Seattle" Flight Trials - Citizen Feedback to FAA

"Greener Skies Over Seattle" Flight Trials - Citizen Feedback to FAA

From: Bob A.

Sent: Thu, Aug 16, 2012 at 4:46 pm

To: comments@greener skiesea.com

1- Hi Laura, Thanks! Keep cool in this HOT weather. Regards, Bob
From: comments@greener skiesea.com
Sent: Thursday, August 16, 2012 1:01 PM
To: Bob A.
Subject: RE: "Greener Skies Over Seattle" Flight Trials - Citizen Feedback to FAA

Good afternoon Bob: This is the correct email address for comments.

Laura Taylor
Administrative Officer
Seattle Greener Skies EA

-----Original Message-----

From: "Bob A." <casaboba@att.net>

Sent: Thursday, August 16, 2012 12:44pm

To: comments@greener skiesea.com

Subject: "Greener Skies Over Seattle" Flight Trials - Citizen Feedback to FAA

Can you please provide the email address for the FAA to receive citizen comment on "Greener Skies Over Seattle" Flight Trials? Thank you.

From: "Bob A." <casaboba@att.net>

Sent: Thursday, August 16, 2012 9:12 AM

To: <comments@greener skiesea.com>

Subject: Re: "Greener Skies Over Seattle" Flight Trials - Citizen Feedback to FAA

> What e-mail address should I use to comment?

>

>

>

> From: <comments@greener skiesea.com>

> Sent: Thursday, August 16, 2012 9:08 AM

> To: <casaboba@att.net>

> Subject: Re: "Greener Skies Over Seattle" Flight Trials - Citizen Feedback to FAA

>

>> Thank you for your communication received via the Seattle Greener Skies Environmental Assessment website.

>>

>> The Draft Environmental Assessment (DEA) was released on Tuesday, August

>> 7, 2012. The public comment period for this document is from August 7,

>> 2012 through September 14, 2012.

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>> To view the document online please visit the website at

>> www.greener skiesea.com or you may view the document in person at the

>> Reference Desk of either the Federal Way Library or the Ballard Branch

>> Library.

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

The FAA thanks you for your comment. Please see response to your previous 3 comments (I-26 to I-28).

Letter I-29

Bob Anderson

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"Greener Skies Over Seattle" Flight Trials - Citizen Feedback to FAA

>>
>> Sincerely,
>>
>> Federal Aviation Administration
>> Western Service Area
>>

<http://webmail.greenskiessea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-30

Michelle Trudeau

Page 1

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Please quiet our skies!

Please quiet our skies!

From: Michelle Trudeau
Sent: Fri, Aug 17, 2012 at 12:52 am
To: comments@greenerskiessea.com

Hello!

I would greatly appreciate less planes and more quiet in our neighborhood. I am a walking commuter to UW and I hear and see planes, sometimes excessively noisy ones where I cannot even have a conversation, over my neighborhood. I live at 6555 29th Ave NE, Seattle, 98115, and grew up at 5056 36th Ave NE, Seattle, 98105. I know both addresses would greatly appreciate your proposal...we are all for it!

Warm regards,
Michelle Trudeau and family

Michelle Trudeau
Director, Student and Academic Services
School of Environmental and Forest Sciences
College of the Environment
University of Washington
Seattle, WA 98195-2100
VM: 206-616-1533 FAX: 206-685-0790
BLOG: uwsfr.wordpress.com
WEB: sefs.washington.edu

From: JWSFGA@aol.com [mailto:JWSFGA@aol.com]
Sent: Wednesday, August 15, 2012 5:26 PM
To: jwsfga@aol.com
Subject: Block Watch news re quieter skies

Hello again, neighbors,

Have you been enjoying the absence of planes flying over your house while the winds have been from the north? A flight pattern change is being considered that would bring the same quiet to our skies when the wind blows in again from the south (instead of the current flight path, where planes fly in overhead at the rate of about one every minute or two).

The FAA is seeking public comments about this proposal. This article gives details:
Click here: FAA seeks input on new system for jet approaches to Sea-Tac | Business & Technology | The Seattle Times .

For info re how to send written comments, the article says go to <http://www.greenskiessea.com> . Now is the time to speak up, folks, if you'd like to enjoy quiet skies 365 days/year instead of only when the wind comes in from the north.

Yours for continued peace and quiet,
Jan (at 6828)

<http://webmail.greenskiessea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

The FAA thanks you for your comment.

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Jane Ritchey

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Jet pathway over Hansville

Jet pathway over Hansville

From: Jane Ritchey

Sent: Fri, Aug 17, 2012 at 11:57 am

To: comments@greener skiesea.com

Dear Greener skiesea

I grew up in West Seattle and remember the battles over the noise pollution of the runway approaches at Seatac. I spent my working life in North Seattle, in the path of the inbound planes before moving to Hansville in 2005. I particularly found the noise of constant air traffic flight patters over my house to be very disturbing, making it necessary to sleep with earplugs. The recent flights descending over Hansville enroute to Seatac are totally unacceptable to the residents and to our wildlife. We pride ourselves in our wildlife corridors, our rural nature and our peaceful quiet lifestyle. With low flying jets that changes the noise level to intolerable, not to mention what it will do to our property values when people find we are in a flight path. I was just in Burien yesterday and the noise level there from SeaTac is less than the recent flights descending over Hansville.

Why Hansville??? Is it just because we are so sparcely populated as compared to other local approaches to Seatac and it might impact fewer voters? This is precisely why it should not be done. Noise pollution over carefully created Natural areas like North Kitsap, will destroy the very thing we are trying to preserve. I urge you not to use this path in the name of our environment.

Sincerely,

Jane Ritchey,

Volunteer for Hansville Greenway and United States Forest Service

Response to Comment 1

Figure 4.2-1 portrays the future south flow arrival procedures from the northwest superimposed on a flight track density plot of current radar traces from the same area. Hansville is at the north end of Kitsap County on Puget Sound, slightly north of the DLTNN waypoint on the new STAR to runways 16L, 16C and 16R. It is currently overflown by some of the vectored traffic (light blue-ish green radar traces) as aircraft leave JAWBN to intercept one of the ILSs to the 16s for landing, but many current flights remain well south of Hansville.

From the comment letter, that appears not to have been the case during the June 11, 2012 to August 2, 2012 flight tests. Presumably the new MARNR traffic was assigned one of the RNP procedures through DLTNN or STURM, either of which would take aircraft over Hansville at altitudes of about 9,000 feet. The noise analysis provided in Section 6.1 of the EA shows that with full implementation of the Greener Skies procedures, Hansville, though exposed to more traffic overhead at these altitudes, would still experience DNL noise levels well below 45 dB, the level at which FAA begins reporting noise. In contrast, the city of Burien experiences noise levels of DNL 45-55 dBA (see Figure 6.1-3). This is well below the federal criteria of a significant noise impact.

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-32

Karen Clegg

Page 1

I-32

Re: Change in flight path for airplanes coming into Sea Tac

Page 1 of 2

Re: Change in flight path for airplanes coming into Sea Tac

From: Karen Clegg

Sent: Sun, Aug 19, 2012 at 8:58 pm

To: comments@greenerskiesea.com

Dear Laura,

1 Thank you for the phone number for Brian Schimpf. I have spoken with him. He said he was not responsible for the location of the public meetings in Seattle and so I want to point out to you that neither area, per your maps which we have studied, will be having increased noise under the proposed flight path. Ballard will lose noise (entirely, according to one map) and Federal Way will stay about the same (it is near the SeaTac airport). West Seattle, however, and Alki will have increased noise and one area of our peninsula is covered with orange dots, meaning increased noise. There should be a public meeting for us in West Seattle. There is a West Seattle Public Library which has a meeting room. Can you arrange a meeting for us there?

There is an additional problem in our crossing the city at rush hour to get to Ballard (or Federal way for that matter). One cannot leave work in Seattle and get to a 6:00 meeting in the north (Ballard) -- Seattle has one of the worst rush hours in the country and a great deal of road work going on.

We would very much appreciate your attention to this matter,

Karen Clegg

2 P.S. the website you gave me, www.greenerskiesea.com/document.html, does not come up. What comes up is "This webpage cannot be found."

From: "comments@greenerskiesea.com" <comments@greenerskiesea.com>

To: Karen Clegg <karenatalki@yahoo.com>

Sent: Tuesday, August 14, 2012 12:58 PM

Subject: RE: Change in flight path for airplanes coming into Sea Tac

Good afternoon Ms. Clegg - thank-you for your message.

Mr. Brian Schimpf from FAA can answer your questions regarding location selection. Please contact him at (425) 227-1948.

Also - here is a link to the draft environmental document for your review:
www.greenerskiesea.com/document.html

I hope this information is helpful to you.

Sincerely,

Laura Taylor

<http://webmail.greenerskiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. The Greener Skies Draft EA public meeting locations were selected in areas relatively near Sea-Tac International Airport that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of these criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the *Seattle Times*, a press release and the project website. The public notice was published in the *Seattle Times* on August 7, 8 and 9, 2012 and ran on the *Seattle Times'* website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

The FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and initiated a meeting to discuss air traffic procedures, in association with the Port of Seattle and Seattle International Airport. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 2

We apologize for any inconvenience you had in accessing the project webpage. The Draft EA has been posted on this site since August 7, 2012.

Letter I-32

Karen Clegg

Page 2

I-32

Page 2 of 2

Re: Change in flight path for airplanes coming into Sea Tac

Administrative Officer
Greener Skies EA

-----Original Message-----

From: "Karen Clegg" <karenataiki@yahoo.com>

Sent: Monday, August 13, 2012 4:56pm

To: "comments@greener skiesea.com" <comments@greener skiesea.com>

Subject: Change in flight path for airplanes coming into Sea Tac

I have an important question for you: WHY ARE THE PUBLIC MEETINGS BEING HELD IN TWO PARTS OF TOWN THAT WILL NOT BE AFFECTED DETRIMENTALLY BY THE CHANGE IN FLIGHT PATTERNS? Ballard (which will receive significantly LESS airplane noise) and Federal Way. WHY NOT HAVE A MEETING IN WEST SEATTLE OR ALKI WHICH WILL BE AFFECTED?

Probably people in both presently advertised meeting locations will make favorable comments on the plan and perhaps that is what you are looking for?

Response to Comment 1

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near Seattle International Airport that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-33

Karen Clegg

Page 1

I-33

Re: Re: Change in flight path for airplanes coming into Sea Tac

Page 1 of 1

Re: Re: Change in flight path for airplanes coming into Sea Tac

From: Karen Clegg

Sent: Sun, Aug 19, 2012 at 9:11 pm

To: comments@greener skiesea.com

1 You just shot an e-mail to me minutes after I wrote you. You did not address my question that the areas of Seattle that will be impacted by the proposed new flight path have no public meetings scheduled. Your two scheduled meetings are in areas of Seattle that will have REDUCED noise (or the same amount of noise in the case of Federal Way), and at a time that working people cannot get there, given rush hour traffic conditions. If a human being is reading my e-mail, I would really appreciate an answer to my reasonable request. Thank you.

From: "comments@greener skiesea.com" <comments@greener skiesea.com>

To: karenataiki@yahoo.com

Sent: Sunday, August 19, 2012 5:58 PM

Subject: Re: Re: Change in flight path for airplanes coming into Sea Tac

Thank you for your communication received via the Seattle Greener Skies Environmental Assessment website.

The Draft Environmental Assessment (DEA) was released on Tuesday, August 7, 2012. The public comment period for this document is from August 7, 2012 through September 14, 2012.

To view the document online please visit the website at www.greener skiesea.com/documents.html or you may view the document in person at the Reference Desk of either the Federal Way Library or the Ballard Branch Library.

Comments received at this email address will be forwarded to the FAA and included in the final EA document.

Sincerely,

Federal Aviation Administration
Western Service Area

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

The Greener Skies comment email address was set up to provide auto-replies to commenters as confirmation that their comment was received. Please see response to your previous comment (I-32).

Letter I-34

Ticiang Diangson

Page 1

I-34
Page 1 of 2

Re: Does reducing flights over North Seattle mean

Re: Does reducing flights over North Seattle mean
From: ticiang
Sent: Mon, Aug 20, 2012 at 8:24 pm
To: comments@greener skiesea.com
Cc: mbhc-directors@googlegroups.com, BAN@TALK2.SEATTLE.GOV

1 - Interesting: the FAA can't send a copy to the Beacon Hill Library so we have to do a Freedom of Information Act request. Not very accessible to residents of Beacon Hill who don't understand the bureaucracy and can't afford to spring for printing a copy at our Fed Ex office.
2 - I looked at the Public Outreach documents on the website that Brian Schimpf said were easier to decipher than the EIS. I didn't find them so.
Perhaps I'll see you at the Ballard Library 9/6.
Thanks,
Ticiang Diangson
On Thu, Aug 16, 2012 at 1:58pm comments@greener skiesea.com wrote:
>
>
> I am sorry you had difficulty opening the large format figures on your
> laptop. These maps do open on other computers and I have not had any
> other reports of difficulty.
> With regard to your request for an additional copy. The official public
> copies are at the Federal Way and Ballard locations as noted on the
> website. We are unable to send another copy to the Beacon Hill Library.
> I am unable to send a copy to you directly.
> To obtain a copy of the document under the Freedom of Information Act, you
> will need to send a written request to the FAA:
> Greener Skies EA Augustin Moses, AJV-W2 Federal Aviation Administration
> 1601 Lind Avenue SW Renton, WA 98057
> There is a cost to print documents after the first 100 pages. The Greener
> Skies EA is approximately 450 pages. You might want to see if you can
> pull up the document at your local Kinkos and have them print a copy. It
> may be quicker for you.
> Sincerely,
> Laura Taylor -----Original Message----- From: "Ticiang" Sent: Tuesday,
> August 14, 2012 4:36pm To: "comments@greener skiesea.com" Subject: Re:
> Does reducing flights over North Seattle mean
>
>
> Thanks. I looked at the 8/5/12 article and sure enough in tiny print
> under the map it says source Alaska Airlines. I've looked at the EIS
> on my laptop and in chapter 5 when I tried to view the maps I got an
> Adobe message that the data was too complex to bring up. I left a
> message for Brian Schimpf asking about a Beacon meeting but also asking
> if a copy of the EIS can be left at the Beacon Hill library and if he
> could send me a copy. Can you do that? Thanks Ticiang
> Sent from my iPhone
> On Aug 14, 2012, at 12:12 PM, [mailto:comments@greener skiesea.com]
> comments@greener skiesea.com wrote:
>
>
>
> Dear Ms. Diangson:
> Pursuant to our phone conversation of this morning I wanted to let you
> know that I've passed along your requests for translators for the public
> meetings in September.
> In addition, you referred to a map of flight paths in an article published
> by the Seattle Times. The Times indicates that they did not publish a map
> with the recent article, but that one was provided back in June 2012 for

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

2

Response to Comment 1

Hard copies of the Draft Environmental Assessment (EA) were provided at the Federal Way Regional and Seattle Ballard Branch libraries. The Draft EA was also available online and, upon request to FAA, five CDs were produced and delivered to the Beacon Hill Public Library.

Response to Comment 2

We apologize that the public outreach materials provided online were not easier for you to decipher. The public meetings held on September 5th and 6th were intended to provide an opportunity for the public to obtain more information on the EA and ask questions on the materials provided.

Letter I-34

Ticiang Diangson

Page 2

I-34

Page 2 of 2

Re: Does reducing flights over North Seattle mean

> an article they published back then.
> The map published in 2012 was provided to them by Alaska Airlines, appears
> to be only a theoretical representation and does not reflect actual
> information pertaining to the FAA's Greener Skies Environmental
> Assessment. The correct information is provided in the Draft
> Environmental Assessment published on August 7, 2012 and can be viewed at
> [<http://www.greener skiesea.com/documents.html>]
> [<http://www.greener skiesea.com/documents.html>]
> www.greener skiesea.com/documents.html .
> I hope this helps to clear up any misinformation you may have received.
> Sincerely,
> Laura Taylor Administrative Officer
> -----Original Message----- From: "ticiang" Sent: Saturday, August 11, 2012
> 4:11pm To: [<mailto:comments@greener skiesea.com>]
> [<mailto:comments@greener skiesea.com>] comments@greener skiesea.com Subject:
> Does reducing flights over North Seattle mean
>
>
> Increasing them over South Seattle? The map in the 8/9/12 Seattle Times
> article about the project makes it look like that. I looked at your
> website and it looked like your earlier public scoping meetings were only
> in the suburbs. What kind of community outreach are you doing in South
> Seattle, other than public meetings in Federal Way and Ballard on 9/5-6?
> What outreach have you done around the Chinatown/International
> District/Little Saigon area since the map looks like the flight changes
> will affect that area? Thanks, Ticiang Diangson North Beacon Hill
> resident

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-35

Kenneth Torp

Page 1

I-35

Response to Comment 1

The FAA thanks you for your comment.

RECEIVED

AUG 21 2012

HARRIS MILLER
MILLER & HANSON INC.

724 15th Avenue
Seattle, WA 98122
August 9, 2012

Greener Skies E. A.
c/o Laura Taylor
Harris Miller Miller & Hanson, Inc.
8880 Cal Center Drive (Suite 430)
Sacramento, CA 95826

Ladies and Gentlemen:

1 [As a resident and homeowner in the South Capital Hill neighborhood of Seattle, I strongly support the new approach procedures into SEATAC airport. The new procedures will greatly reduce the number of homes affected by the noise of planes that take off and land at SEATAC.

Sincerely,



Kenneth H. Torp

Greener Skies Public Outreach Meetings

Greener Skies Public Outreach Meetings

From: erik stanford

Sent: Fri, Aug 24, 2012 at 5:29 pm

To: Greener Skies EA

Cc: Adam Kline, Chas Redmond, Darryl Smith, Doug Cargill, Eric Pettigrew, Heather Cabal, John & Ann Murray, Judi Johnson, Mariana Quarnstrom, Mike McGinn, Pat Murakami, Pete Mills, Ray Akers, Bruce Harrell, Jean Godden, Mike O'Brien, Nick Lacata, Richard Conlin, Sally Bagshaw, Sally Clark, Tim Burgess, Tom Rasmussen, Sharon Tomiko Santos, Alexis Gallegos, Bill Davis, Carl Hightower, Christi Muoneke, Debra Haraldson, Doug Cargill, Eric Yamada, Erik Stanford, Friend, Grover Haynes, Jeannie O'Brien, Kelvin Tran, Mariana Quarnstrom, Nancy Wagner, Nhan Thai, Pat Murakami, Patricia Paschal, Peter Holmes, Peter Steinbrueck, Ray Akers, Rhonda Smith, Ron Momoda, Sarah Stanford, Shari Briggs, Sheri Day, Sue Harambe, Susan Pichereau, Tamra Smilanich, Ted Grimes, Thomas Acker, Vay & Lam Lay, Yalonda Gill Masundire, Tina Ray, Vu Le, Alexis Gallegos, Bill Davis, Carl Hightower, Christi Muoneke, Debra Haraldson, Doug Cargill, Eric Yamada, Erik Stanford, Friend, Grover Haynes, Jeannie O'Brien, Kelvin Tran, Mariana Quarnstrom, Nancy Wagner, Nhan Thai, Pat Murakami, Patricia Paschal, Peter Holmes, Peter Steinbrueck, Ray Akers, Rhonda Smith, Ron Momoda, Sarah Stanford, Shari Briggs, Sheri Day, Sue Harambe, Susan Pichereau, Tamra Smilanich, Ted Grimes, Thomas Acker, Vay & Lam Lay, Yalonda Gill Masundire, Beacon Hill Neighbors, Al Johnson, Bev Powers, Brian Fairchild, Cary Calkins, Charles Fulcher, Cherie Hasson, Claire Newman, Debbie Heard, Dolly Tokunaga, Dorothy Driver, E.J. Gong, Elise Vaughn Liska, Eric Uyeji, Erik Stanford, Freda Leomiti, Heather Omalley, Jeff Wolfe, Joe Easterday, Ken Nicholas, Laurie Samuelsen, Leslie Lowe, Nick Chicka, Raymond Butler, Rhonda Smith, Sabranie Coyne, Samson Asfaw, Serena Heslop, Simone Bouterse, Steven Gorecki, Steven Wayne, Sue Harambe, Susen Davidson, Susi Burdick, Ted Dietz, Virginia Calvin, Warren Farmer

Dear FAA,

The upcoming 'Greener Skies' public outreach meetings are located too far away from my community. I am concerned that the large populations of low-income, elderly, and minority residents will not have an opportunity to participate in the process.

We need:

- Meetings held in SE Seattle (98118/98108/98144)
- Translation to at least four languages
- Wheelchair accessible facility
- Outreach by direct mail, and other non-electronic methods of notification to all citizens impacted by this proposal

Southeast Seattle is impacted by THREE airports; Boeing Field, Renton Airport, and Sea-Tac Airport. We are the MOST impacted community in the region. We need to have a better public process, with more outreach, and at a time and place which will ensure more community awareness and engagement in these important air traffic changes.

Please add this request to the public record.

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guidance in EO 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

Letter I-36

Erik Stanford

Page 2

Greener Skies Public Outreach Meetings

I-36

Page 2 of 2

Thank you,

ERIK STANFORD
206-280-3773

The FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and have initiated a meeting to discuss air traffic procedures, in association with the Port of Seattle and Seattle International Airport. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

<http://webmail.greenerkiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-37

Cari Barrett

Page 1

new airplane landing route

I-37
Page 1 of 1

new airplane landing route

From: caribarrett@juno.com

Sent: Fri, Aug 24, 2012 at 5:39 pm

To: comments@greener skiesea.com

1- Will the proposed new reduced flight path over North Seattle cause more noise over Vashon Island ? We moved here because there was no airplane noise over the west side of Vashon. The shorter flight path would bring planes in lower, and it looks like Vashon Island would receive all of the noise from all the planes on this path. Please respond to my concern.
Thank you, Cari Barrett

Woman is 53 But Looks 25

Mom reveals 1 simple wrinkle trick that has angered doctors...

<http://thispropertyofmine.juno.com/?GL3141/5037f4a000a774ee5417sc01duc>

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

As shown in Section 6.1 of the EA, Vashon Island is not within an area over DNL 45 dBA that would experience an increase or decrease.

Letter I-38

Carol Schaefer

Page 1

Flight Path over North Seattle

I-38

Page 1 of 1

Flight Path over North Seattle

From: Carol Schaefer

Sent: Sun, Aug 26, 2012 at 1:36 pm

To: comments@greenerskiesea.com

1

We live in the View Ridge neighborhood of Seattle, just west of Magnuson Park. We have a steady stream of jet airplanes approaching from the northeast over the Cascades in a diagonal path heading southwest as they line-up for landing at Sea-Tac. These jets are losing altitude so the noise they generate is very loud. We live on a street with regular bus service, so we are accustomed to transportation noise, but the roar, rumble and vibrations of the flights overhead make you wonder if the in-coming flights are going to crash land on top of our house. We encourage the FAA to reconsider flights paths over neighborhoods and recommend alternate routes to take the flights over water, the I-5 corridor, and less populated areas.
Carol & Gary Schaefer

Response to Comment 1

The Greener Skies project does not include any changes to approaches from the east, nor does the FAA have any plans to revise these procedures. The initial decision to design procedures only for west side traffic was based largely on getting the maximum improvement in efficiency.

<http://webmail.greenskiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-39

Jan Gerry

Page 1

I-39

Re: [Beaconhill] Greener Skies Public Outreach Meetings

Page 1 of 2

Re: [Beaconhill] Greener Skies Public Outreach Meetings

From: Jan Gerry

Sent: Sun, Aug 26, 2012 at 3:58 pm

To: Erik Stanford

Cc: Greener Skies EA, Peter Steinbrueck, Sharon Tomiko Santos, Mariana Quarnstrom, Chas Redmond, Nick Lacata, Cherie Hasson, Claire Newman, Adam Kline, Susan Pichereau, Pete Mills, Richard Conlin, Tom Rasmussen, Elise Vaughn Liska, Serena Heslop, Steven Wayne, Warren Farmer, Bill Davis, Kelvin Tran, Doug Cargill, Christi Muoneke, Jean Godden, Cary Calkins, John & Ann Murray, Debra Haraldson, Friend, Jeannie O'Brien, Eric Yamada, Peter Holmes, New Holly Neighbors, Beacon Hill Neighbors, Darryl Smith, Bruce Harrell, Freda Leomiti, Ken Nicholas, Vay & Lam Lay, Joe Easterday, Eric Pettigrew, Virginia Calvin, Samson Asfaw, Simone Bouterse, Ron Momoda, Steven Gorecki, Al Johnson, Heather Omalley, Tina Ray, Dorothy Driver, Patricia Paschal, Sally Bagshaw, Brian Fairchild, Debbie Heard, Sarah Stanford, Sheri Day, Ted Dietz, Jeff Wolfe, Nancy Wagner, Tamra Smilanich, Sally Clark, Laurie Samuelsen, Ray Akers, Raymond Butler, Yalonda Gill Masundire, Alexis Gallegos, Shari Briggs, Mike McGinn, Susan Davidson, Mike O'Brien, Vu Le, Rhonda Smith, Grover Haynes, Thomas Acker, Sue Harambe, Ted Grimes, E.J. Gong, Eric Uyeji, Susi Burdick, Tim Burgess, Bev Powers, Dolly Tokunaga, Judi Johnson, Sabranie Coyne, Nhan Thai, Nick Chicka, Carl Hightower, Charles Fulcher, Leslie Lowe, Pat Murakami

Yea, Eric! Thanks for brining the multi-ethnic community into this so-called outreach program by the FAA.
You are so right!

Jg

On Aug 24, 2012, at 2:29 PM, "erik stanford" <erikstanford@windermere.com> wrote:

```
> Dear FAA,
>
>
>
> The upcoming 'Greener Skies' public outreach meetings are located too far away from my
community. I am concerned that the large
> populations of low-income, elderly, and minority residents will not have an
opportunity to participate in the process.
>
> We need:
>
>
> . Meetings held in SE Seattle (98118/58168/98144)
>
> . Translation to at least four languages
>
> . Wheelchair accessible facility
>
> . Outreach by direct mail, and other non-electronic methods of notification to
all citizens impacted by this proposal
>
>
>
> Southeast Seattle is impacted by THREE airports: Boeing Field, Renton Airport, and
Sea-Tac Airport. We are the MOST impacted
> community in the region. We need to have a better public process, with more outreach,
and at a time and place which will ensure
```

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

This comment was copied to the Greener Skies comment email and therefore is included.

Letter I-40

Ted Dietz

Page 1

I-40

Page 1 of 1

Greener Skies Public Outreach Meetings

Greener Skies Public Outreach Meetings

From: Ted Dietz

Sent: Sun, Aug 26, 2012 at 4:42 pm

To: comments@greener skiesea.com

I am in agreement with my colleague, neighbor and friend Erik Stanford:

Dear FAA,

The upcoming 'Greener Skies' public outreach meetings are located too far away from my community. I am concerned that the large populations of low-income, elderly, and minority residents will not have an opportunity to participate in the process.

We need:

- Meetings held in SE Seattle (98118/98108/98144)
- Translation to at least four languages
- Wheelchair accessible facility
- Outreach by direct mail, and other non-electronic methods of notification to all citizens impacted by this proposal

Southeast Seattle is impacted by THREE airports; Boeing Field, Renton Airport, and Sea-Tac Airport. We are the MOST impacted community in the region. We need to have a better public process, with more outreach, and at a time and place which will ensure more community awareness and engagement in these important air traffic changes.

Please add this request to the public record.

Thank you,
Ted Dietz

Sent from my iPad

Ted Dietz
Windermere Real Estate/Northwest, Inc.
c: 206.755.0774
o: 206.725.7255
f: 206.725.0971
e: teditz@windermere.com
w: www.teditz.com
b: www.whatthetd.com

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guidance in EO 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

The FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and have initiated a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Letter I-41

Ted Dietz

Page 1

I-41

Page 1 of 2

Re: Greener Skies Public Outreach Meetings

Re: Greener Skies Public Outreach Meetings

From: Ted Dietz

Sent: Sun, Aug 26, 2012 at 4:44 pm

To: erik stanford

Cc: Greener Skies EA, Adam Kline, Chas Redmond, Darryl Smith, Doug Cargill, Eric Pettigrew, Heather Cabal, John & Ann Murray, Judi Johnson, Mariana Quarnstrom, Mike McGinn, Pat Murakami, Pete Mills, Ray Akers, Bruce Harrell, Jean Godden, Mike O'Brien, Nick Lacata, Richard Conlin, Sally Bagshaw, Sally Clark, Tim Burgess, Tom Rasmussen, Sharon Tomiko Santos, Alexis Gallegos, Bill Davis, Carl Hightower, Christi Muoneke, Debra Haraldson, Eric Yamada, Erik Stanford, Friend, Grover Haynes, Jeannie O'Brien, Kelvin Tran, Nancy Wagner, Nhan Thai, Patricia Paschal, Peter Holmes, Peter Steinbrueck, Rhonda Smith, Ron Momoda, Sarah Stanford, Shari Briggs, Sheri Day, Sue Harambe, Susan Pichereau, Tamra Smilanich, Ted Grimes, Thomas Acker, Vay & Lam Lay, Yalonda Gill Masundire, Tina Ray, Vu Le, Beacon Hill Neighbors, New Holly Neighbors, Al Johnson, Bev Powers, Brian Fairchild, Cary Calkins, Charles Fulcher, Cherie Hasson, Claire Newman, Debbie Heard, Dolly Tokunaga, Dorothy Driver, E.J. Gong, Elise Vaughn Liska, Eric Uyeji, Freda Leomiti, Heather Omalley, Jeff Wolfe, Joe Easterday, Ken Nicholas, Laurie Samuelson, Leslie Lowe, Nick Chicka, Raymond Butler, Sabranie Coyne, Samson Asfaw, Serena Heslop, Simone Bouterse, Steven Gorecki, Steven Wayne, Susan Davidson, Susi Burdick, Virginia Calvin, Warren Farmer

1 I just copied your email and sent the FAA an email and said I was in agreement with you on these needs for proper hearings.

Thanks for your activism Erik!

Sent from my iPad

Ted Dietz
Windermere Real Estate/Northwest, Inc.
c: 206.755.0774
o: 206.725.7255
f: 206.725.0971
e: teddietz@windermere.com
w: www.teddietz.com
b: www.whattheted.com

On Aug 24, 2012, at 2:29 PM, "erik stanford" <erikstanford@windermere.com> wrote:

Dear FAA,

The upcoming 'Greener Skies' public outreach meetings are located too far away from my community. I am concerned that the large populations of low-income, elderly, and minority residents will not have an opportunity to participate in the process.

We need:

- Meetings held in SE Seattle (98118/98108/98144)
- Translation to at least four languages
- Wheelchair accessible facility

<http://webmail.greenerkiesea.com/versions/webmail/8.13.5-R/C/popup.php?wsid=e8c3676...> 8/29/2012

This comment was copied to the Greener Skies comment email and therefore is included.

Letter I-41

Ted Dietz

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Page 2 of 2

Re: Greener Skies Public Outreach Meetings

- Outreach by direct mail, and other non-electronic methods of notification to all citizens impacted by this proposal

Southeast Seattle is impacted by THREE airports; Boeing Field, Renton Airport, and Sea-Tac Airport. We are the MOST impacted community in the region. We need to have a better public process, with more outreach, and at a time and place which will ensure more community awareness and engagement in these important air traffic changes.

Please add this request to the public record.

Thank you,

ERIK STANFORD
206-280-3773

<http://webmail.greenerkiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Alaska Airlines is IGNORING it's South Customers

I-42
Page 1 of 1

Alaska Airlines is IGNORING it's South Customers
From: The Last Unicorn
Sent: Mon, Aug 27, 2012 at 12:40 pm
To: comments@greener skiesea.com

Dear FAA,

The upcoming 'Greener Skies' public outreach meetings are located too far away from my community. I am concerned that the large populations of low-income, elderly, and minority residents will not have an opportunity to participate in the process.

We need:

- Meetings held in SE Seattle (98118/98108/98144)
- Translation to at least four languages
- Wheelchair accessible facility
- Outreach by direct mail, and other non-electronic methods of notification to all citizens impacted by this proposal

Southeast Seattle is impacted by THREE airports; Boeing Field, Renton Airport, and Sea-Tac Airport. We are the MOST impacted community in the region. We need to have a better public process, with more outreach, and at a time and place which will ensure more community awareness and engagement in these important air traffic changes.

Please add this request to the public record.

Thank you,

--

Best to you,

Alexis M Gallegos
Volunteer Coordinator
Karen Porterfield for Congress
www.karenporterfield4congress.com
206.380.9292

"My friends, love is better than anger. Hope is better than fear. Optimism is better than despair. So let us be loving, hopeful and optimistic. And we'll change the world." -Jack Layton

"At the risk of seeming ridiculous, let me say that the true revolutionary is guided by a great feeling of love. It is impossible to think of a genuine revolutionary lacking this quality... We must strive every day so that this love of living humanity will be transformed into actual deeds, into acts that serve as examples, as a MOVING FORCE." -Che Guevara

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

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The FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and have initiated a meeting to discuss air traffic procedures, in association with the Port of Seattle and

SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Letter I-43

Serena Heslop

Page 1

I-43

Page 1 of 1

Re: public meetings

Re: public meetings

From: Serena Heslop

Sent: Mon, Aug 27, 2012 at 1:09 pm

To: comments@greener skiesea.com

Dear FAA,

The upcoming 'Greener Skies' public outreach meetings are located too far away from my community. I am concerned that the large populations of low-income, elderly, and minority residents will not have an opportunity to participate in the process.

We need:

- Meetings held in SE Seattle (98118/98108/98144)
- Translation to at least four languages
- Wheelchair accessible facility
- Outreach by direct mail, and other non-electronic methods of notification to all citizens impacted by this proposal

Southeast Seattle is impacted by THREE airports: Boeing Field, Renton Airport, and Sea-Tac Airport. We are the MOST impacted community in the region. We need to have a better public process, with more outreach, and at a time and place which will ensure more community awareness and engagement in these important air traffic changes.

Please add this request to the public record.

Thank you, Serena Heslop
206 999 8159

Sent from my iPhone

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

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The Greener Skies Draft EA public meeting locations were selected in areas relatively near Seattle International Airport that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

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This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Letter I-44

Margie Patton

Page 1

I-44

Page 1 of 1

FW: air traffic noise in Seattle

FW: air traffic noise in Seattle

From: Margie Patton

Sent: Mon, Aug 27, 2012 at 3:02 pm

To: comments@greenerskiesea.com

image001.jpg (2.8 KB)

Good morning! I am sure that I probably have the wrong agency, but I have tried contacting many different airport noise hotlines in and around Puget Sound.

The problem is that in northeast Seattle, we have a lot of low flying commercial jets that are being routed over Lake Washington and beginning their descent to the airport over residential neighborhoods that are over 20 miles from the airport. They should stay at a higher elevation, until reaching I-5, and THEN begin the descent. The worst hours are on Saturday mornings and in the evenings between 5 pm and 2 am.

I sleep with ear plugs and I live in Wedgwood. What gives?

In leaving messages for the Port of Seattle and other agencies, I have never gotten an explanation. The air traffic is increasing over our area. The air traffic is increasingly low and it is increasingly inappropriate for the neighborhoods in northeast Seattle.

I would like to know what is being done about the problem. I can't get any answers from the local authorities, so I am turning to the state and they referred me to you.

Thank you.

Margaret Ann Patton

Response to Comment 1

The Greener Skies project does not include any changes to approaches from the east, nor does the FAA have any plans to revise these procedures. The initial decision to design procedures only for west side traffic was based largely on getting the maximum improvement in efficiency while minimizing the potential environmental effects the Port of Seattle Noise Programs Office can be reached at 206-787-5393.

Comments can also be submitted online at:

<http://www.portseattle.org/Environmental/Noise/Pages/Noise-Comment-Form.aspx>.

<http://webmail.greenskiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-45

Chris Brushwood

Page 1

Airplane every 5 mins in Volunteer Park

I-45
Page 1 of 1

Airplane every 5 mins in Volunteer Park
From: Chris Brushwood
Sent: Mon, Aug 27, 2012 at 4:11 pm
To: comments@greener skiesea.com

Hi Greener skys,

I just want to say that I stopped going to the Shakespeare in the park in Volunteer park because it was impossible to hear the play.

I really look forward every summer to Shakespeare in Volunteer park but I'm not going to go anymore unless the air-planes stop. It's the same with the movie in Cal Anderson park usually, but it was better this year because they had a sound system for the movie which made it easy to hear - which never works for Shakespeare even when they do have a sound system.

I sure would appreciate any reduction of the air-plane noise on Capitol Hill. Air Planes go by every 5 minutes or less- it's too much!

Sincerely,
Christine Brushwood

Response to Comment 1

Issues regarding current levels of noise are outside the scope of this EA. In accordance with the National Environmental Policy Act, this EA analyzed the environmental impact of proposed RNAV approaches into SEA in comparison with the (current) No Action alternative.

If you have concerns regarding noise resulting from the current level of operations, the Port of Seattle Noise Programs Office can be reached at 206-787-5393. Comments can also be provided online at:

<http://www.portseattle.org/Environmental/Noise/Pages/Noise-comment-Form.aspx>

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-46

Chris Weight

Page 1

I-46

Page 1 of 1

Six thumbs up for Greener Skies

Six thumbs up for Greener Skies

From: Chris Weight

Sent: Mon, Aug 27, 2012 at 8:26 pm

To: comments@greener skiesea.com

1

We are thrilled about the Greener Skies plan. We live on Capitol Hill and the sound caused by the continuous landing of planes, each one of them converging onto the shared flight path DIRECTLY above our house is terrible. In Seattle, 70% of the time, the wind is from the south. When the wind is from the south, 100% of all landing planes go right over our house. So we get plane after plane after plane right above us. I have never understood why planes landing were not dispersed, particularly in an area with such consistent prevailing winds. That is simply unfair to those who live below. And for some reason, current flight patterns go over some of the most densely populated portions of Seattle (instead of say over Elliott Bay).

So we are thrilled to hear about Greener Skies. Please make it successful.

Thanks,
Chris, Karin and Zander.

Response to Comment 1

The FAA thanks you for your comment.

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Letter I-47

Tracy Reed

Page 1

I-47

Page 1 of 1

comment re: flight path changes

comment re: flight path changes

From: Tracy Reed

Sent: Tue, Aug 28, 2012 at 1:21 am

To: comments@greener skiesea.com

1 I write to comment on the proposed flight path changes. I live on Beacon Hill and have for the past 10 years, in fact I live on 20th Avenue South. Airplane noise is substantial above our neighborhood. I do think the late evening/middle of night plane traffic noise has been somewhat worse this summer than I remember in prior years. It certainly was not any better. While the greener skies plan may improve conditions for north seattle I'm not convinced it doesn't worsen impacts on south seattle.

2 You need an environmental justice analysis in the study.

3 As it stands, your community outreach is terrible. I can't believe you are not holding any public comment meetings in the areas with potential for negative impacts. We deserve the chance to speak directly with the FAA and shouldn't have to drive across town to do so. Your avoidance of my area makes me more suspicious than ever of the validity of the noise and air quality analysis of your EA.

Please add meetings in southeast seattle. --Tracy Reed

3049 20th Avenue South
Beacon Hill

<http://webmail.greener skiesea.com/versions/webmail/8.13.5-RC/popup.php?wsid=e8c3676...> 8/29/2012

Response to Comment 1

As described in detail in Chapter 6.1 of the EA, no community, including Beacon Hill, will experience a significant noise impact as a result of the Greener Skies. Figures 6.1-4 and 6.1-5 in the Final EA look in detail at the actual change in noise and illustrate that the change in the noise levels is very low. The levels shown on these graphs are below any Federal criteria of significance

The FAA's EA has depicted the noise in these areas as color-coded population centroids down to levels of exposure as low as 45 dB DNL, considerably below and much further from the runways than the 65 dB DNL levels that are normally reported by the Port of Seattle for any of its noise studies. This has been done in accordance with FAA guidance in order to fully disclose any potential changes in noise that would result from Greener Skies, even when those changes are small.

Figures 6.1-4, 6.1-9, and 6.1-14 show the increases and decreases due to Greener Skies for each of the three study years 2014, 2018 and 2023, respectively. Some areas of east Seattle are expected to experience slight improvements in noise, and some near the extended centerlines of the runways are expected to experience slight increases, each the result of a very slight reduction in the dispersion of aircraft along existing instrument approach paths due to the increased precision with which the Greener Skies' Required Navigation Performance procedures can be flown. Table 6.1-2 and accompanying Figure 6.1-17 show the degree to which the noise is expected to increase directly under the approaches to the three runways. Points 4, 8 and 11, all north of SEA, are projected to experience changes no greater than 0.2 dB for any of the three study years. The EA characterizes this change as "extremely small and not likely even to be noticed."

The EA identifies the greatest increase in exposure as 1.1 dB DNL in 2023.

Response to Comment 2

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified.

Letter I-47

Tracy Reed

Page 2

Response to Comment 3

The Greener Skies Draft EA public meeting locations were selected in areas relatively near Seattle International Airport that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of these criteria.

Letter I-48

Timothy Joyce

Page 1

Greener Skies

Greener Skies

From: Joyce, Timothy

Sent: Thu, Aug 30, 2012 at 2:13 pm

To: comments@greenerkiesea.com

[image001.gif](#) (3.9 KB)

To Whom it May Concern:

Southeast Seattle has approximately 80,000 residents. The community contains the city's largest populations of children, the elderly, disabled persons, and people of color.

Southeast Seattle is impacted by THREE airports; Renton Airport, Boeing Field, and Sea-Tac Airport. Of these, Sea-Tac air traffic poses the greatest threat to the health, well-being, and quality of life for residents.

As a resident of Beacon Hill, in the 98144 zip code, I am hereby requesting the following:

1. Fewer Sea-Tac over-flights in our neighborhoods, and more equitable distribution of departing air traffic.
2. Stricter enforcement of "Fly-quiet" operations for departing Sea-Tac air traffic under north flow conditions.
3. A public process, with meetings located within the 98144, 98118 & 98108 zip codes, to seek alternative routes for "Class B" air traffic under north flow conditions.
4. More FAA engagement with residents of 98144, 98118 & 98108 to address impacts of air traffic patterns.
5. Support of Alaska Airlines to protect our communities from greater noise & health impacts from Alaska Airlines departures.
6. Action steps to develop a new noise abatement air traffic plan as implemented at John Wayne Airport in Orange County, California.
7. Installation of 10 permanent noise monitoring stations within 98144, 98118 & 98108.
8. Restricted departures between 10:00 PM & 7:00 AM.

Please add this request to the public record.

Thank you,

Tim Joyce

I-48

Page 1 of 2

Response to Comment 1

The proposed Greener Skies Project would only affect arrival routes coming into the Seattle airspace from the northwest and southwest, and does not change departing air traffic routes or volumes at all. Also, Section 6.1 of the EA for the proposed Greener Skies project indicates there is no significant noise impact as a result of the proposed new arrival procedures. In other words this project will not significantly change the noise of overflights into or out of SEA.

Response to Comment 2

The "Fly-quiet" program is an voluntary element of the Port of Seattle's noise abatement program at SEA. The FAA is not involved in its implementation or enforcement, and comments regarding this program should be direct to the Port of Seattle. See <https://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/default.aspx>

Response to Comment 3

A public process, with meetings in south Seattle in order to find alternative routes for the "Class B" air traffic during north flow conditions is outside the scope of the purpose and need of this EA.

However, the FAA recognizes the several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

<https://webmail.greenerkiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=dd5e7ce0813bd37359...> 9/10/2012

Letter I-48

Timothy Joyce

Page 2

Greener Skies
Thank You,
Tim Joyce
Account Consultant

timothy.joyce@qwest.com
(w) 877 263 5879



I-48
Page 2 of 2

Response to Comment 4

With regard to the impact of the proposed air traffic pattern associated with the Greener Skies project, the Greener Skies EA process included two initial scoping meetings and two final public meetings to elicit comments on the Draft EA. Members of the FAA's Air Traffic Organization and Regional Office were in attendance at all four and available to answer questions and concerns regarding the project. Independent of the Greener Skies project, there is an effort underway, initiated by the FAA in connection with the Port of Seattle, to engage and inform the residents of 98144, 98101 and 98118 regarding the current air traffic to and from SEA.

Response to Comment 5

The proposed Greener Skies Project includes arrival flight procedures that any adequately-equipped aircraft and appropriately certified pilots can fly; it does not include any departures.

Response to Comment 6

The proposed Greener Skies project includes new flight procedures that, although they were designed to improve efficiency and safety of the airspace surrounding SEA, also provide minor net improvements in noise exposure levels for an estimated 150,000 to 180,000 residents in the greater Seattle area during the study years 2014, 2018 and 2023. Noise abatement measures such as the departure procedure at John Wayne Airport are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Response to Comment 7

SEA's noise monitoring system was installed and is maintained by the Port of Seattle. Comments related to the number of noise monitors or their locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Response to Comment 8

Noise abatement measures such as restricted nighttime departures are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Letter I-49

Tina Ray

Page 1

"Greener Skies"

"Greener Skies"

From: Tina Ray
Sent: Thu, Aug 30, 2012 at 1:08 pm
To: comments@greener skies sea.com, 'adam.kline@leg.wa.gov'@gateway08.website welcome.com, Darryl.Smith@seattle.gov, eric.pettigrew@leg.wa.gov, mike.mcgin@seattle.gov, pete.mills@mail.house.gov, Bruce.Harrell@seattle.gov, Jean.Godden@seattle.gov, Mike.O'Brien@seattle.gov, Nick.Licata@seattle.gov, richard.conlin@seattle.gov, Sally.Bagshaw@seattle.gov, Sally.Clark@seattle.gov, Tim.Burgess@seattle.gov, Tom.Rasmussen@seattle.gov, santos.sharon@leg.wa.gov, peter.holmes@seattle.gov, petersteinbrueck@comcast.net

To whom it may concern:

- 1 I have requested a meeting in South Seattle numerous times from the FAA re: Greener Skies proposed flight changes – a program that will save Alaska money but dump more toxins over our community.
- 1 I live on Beacon Hill across from the stadiums. The FAA refused. Meetings are being held in Federal Way and Ballard – not in South Seattle, where there are most children, disabled people, and diverse ethnicities. Many of these people, and many of my neighbors, cannot make a meeting in Federal Way or Ballard at 6:00 p.m.
- 2 Since 2010, more north and southbound flights have been diverted over my neighborhood, and over all of south Seattle. Wealthy, mostly white residents of Magnolia successfully managed to get the FAA to change the flight paths. Des Moines successfully changed flight plans over their neighborhood that were added due to the third runway. Neighbors near Boeing Field were successful in preventing Southwest Airlines basing operations there.
- 2 The FAA can and must change the flight paths that now allow planes to pass over my house on 12th every few minutes, dumping jet fuel and other toxic chemicals onto our children, garden, elderly and our pets.
- My neighbors all over south Seattle want our community to have the same rights as other communities in Seattle – the FAA cannot allow more flights over an already burdened community. We may not have the wealth of Magnolia or Des Moines, but we are citizens of this city and deserve to have flights evenly distributed over other communities.
- We are gathering signatures and engaging our community. We want a meeting to discuss the unfair flight burden in a community of over 80,000 citizens.

Tina Ray

<https://webmail.greener skies sea.com/versions/webmail/8.13.9-RC/popup.php?wsid=dd5e7ee0813bd37359...> 9/10/2012

I-49

Page 1 of 1

Response to Comment 1

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near Seattle International Airport that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of these criteria.

Response to Comment 2

As described in detail in Chapter 6.1 of the FEA, no community, including South Seattle, will experience a significant noise impact as a result of the Greener Skies. Figures 6.1-4 and 6.1-5 in the Final EA look in detail at the actual change in noise and illustrate that the change in the noise levels is very low. The levels shown on these graphs are below any Federal criteria of significance Fuel dumping is not a normal occurrence and is typically only conducted in an emergency situation when a large aircraft must return quickly to an airport for a medical emergency or equipment failure. Even then, many smaller aircraft do not have a system for jettisoning fuel because they can land safely at relatively heavy weights so there is no need to. More positively, however, Greener Skies procedures are designed to reduce fuel burn by shortening flight paths and permitting aircraft to descend on Optimized Profile Descents (OPDs) at flight idle power, thus reducing the Airport's carbon footprint and reducing overall emissions. The EA includes reduced fuel burn calculations in the results discussed in Section 6.4 on Climate Change.

Letter I-49

Tina Ray

Page 2

OPDs also help reduce noise due to the lower power settings used on approach, and these benefits are also quantified in Chapter 6.

The need for and purpose of designing Greener Skies is described in Chapter 3.

Furthermore, as part of the EA process, a range of alternative procedures were considered. As detailed in Section 4 of the EA, the alternative procedures evolved from a preliminary identification of measures aimed at reducing flight times, level off segments and confliction points. Ultimately, this screening and evaluation of individual proposal resulted in the elimination of measures found to be ineffective while those found to be effective and viable collectively became the Proposed Action. This process had nothing to do with the underlying communities.

Letter I-50

Lynda McMaken

Page 1

great idea

great idea

From: Lynda McMaken

Sent: Fri, Aug 31, 2012 at 10:21 pm

To: comments@greener skiesea.com

I-50

Page 1 of 1

Response to Comment 1

The FAA thanks you for your comment.

1- save fuel and less noise. living on the north end of the island has been degraded by the airplane noise. nice to have it go away. thanks for doing this.
take care,
Lynda

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=dd5e7ee0813bd37359...> 9/10/2012

Individuals (51-100)

Letter I-51

Valerie Myers

Page 1

Air traffic noise over North Seattle

Air traffic noise over North Seattle

From: Valerie Myers, New Paradigm Financial Group

Sent: Fri, Aug 31, 2012 at 2:36 pm

To: comments@greenerskiesea.com

I-51

Page 1 of 1

1- I am so glad I found the article about your study! This has been literally keeping me up at night and driving me crazy for 2 years. I live in the Broadview neighborhood, near CarkeekPark in NW Seattle. When I bought my (very expensive) house in 2006, there was only rare & very faint – barely noticeable – air traffic noise. That changed dramatically a couple of years ago. Now, I am regularly awakened in the middle of the night by air traffic noise over my house. And I'm a pretty sound sleeper! This is ridiculous, people! Of course, by now, it's become so upsetting to me that I have a very hard time getting back to sleep once it happens.

Until now, I didn't know who I could complain to. I've looked online, I've searched the Port of Seattle/SeaTac airport website & found nothing. This has significantly eroded my quality of life and peace in my home. Please do not think that, just because you may not be getting tons of complaints from people, that this isn't a major problem. There's no information out there about where to submit complaints. Or, perhaps you are getting complaints, I don't know. You should be. This is ridiculous, especially in an area so very far from the airport.

Please correct this intolerable situation. I would be immeasurably grateful.

Thank you.

Valerie Myers
206-331-3937

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Email scanned by PC Tools - No viruses or spyware found.
(Email Guard: 9.0.0.2308, Virus/Spyware Database: 6.20530)
<http://www.pctools.com>
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Response to Comment 1

In accordance with the NEPA, this EA analyzed the noise impact of the Proposed Action in comparison with the No-Action (current situation). That analysis, contained in Section 6.1 of the Environmental Assessment shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

If you have issues with noise caused by current levels of air traffic, the Port of Seattle Noise Programs Office can be reached at 206-787-5393.

Comments can also be provided online at:

<http://www.portseattle.org/Environmental/Noise/Pages/Noise-comment-Form.aspx>

Letter I-52

Rod Stevens

Page 1

Olympic National Park

Olympic National Park

From: Rod Stevens

Sent: Sat, Sep 1, 2012 at 5:54 pm

To: comments@greener skiesea.com

image003.jpg (2.4 KB)

1 [A world-famous noise and "quiet" consultant was on the Canadian Broadcast Network last week and noted that the FAA now routes planes over Olympic National Park. Our friends just returned from backpacking the Hoh River and testified to the amount of jetliner noise overhead. Given that this is one of the most pristine wilderness areas in the U.S., and that it is a notably quiet place, please re-route your Pacific routes around this area.

Rod Stevens
Bainbridge Island, WA

2 [P.S. As a resident of the southeast corner of Bainbridge Island, I also ask that you route the planes farther off the tip of the water. I don't know who's patrolling the plane routes now, but a fair number come overhead.

Rod Stevens
206-780-0553



I-52

Page 1 of 1

Response to Comment 1

Figure 5.2-1 of the Environmental Assessment (EA) shows departure and arrival radar tracks collected for one week a month over a one-year period. This figure shows that arriving aircraft do not travel over Olympic National Park, but departing aircraft do. The Greener Skies Project would not change departures, and would not route arriving aircraft over Olympic National Park.

A Section 4(f) analysis is provided in Section 6.9 of the EA and assesses potential impacts to Section 4(f) resources, which includes National Parks. No impacts from the Greener Skies Project were identified.

Response to Comment 2

The Greener Skies RNAV and RNP procedures, both from the northwest and the southwest, provide a slight increase in distance between the southeastern point of Bainbridge Island and the downwind leg of the traffic patterns. Two graphics in the EA that illustrate this are Figures 4.2-3 and 4.2-2, respectively. In the former, existing light blue radar traces are seen turning at ALKIA just east of Bainbridge Island but in the future will turn at MOLDY and closely follow the heavy red flight path. In Figure 4.2-2, the difference is more substantial; currently there is significant traffic over or near the eastern point of Bainbridge Island but in the future much of it will fly from NETTZ to HEDDR along the solid red track and then proceed along the solid orange track turning inbound over Elliott Bay. In that case, traffic will be approximately a mile further off shore than at present.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=dd5e7ee0813bd37359...> 9/10/2012

Letter I-53

Julie Bishop

Page 1

New Flight Path - Capitol Hill Family

New Flight Path - Capitol Hill Family

From: Bishop, Julie

Sent: Tue, Sep 4, 2012 at 2:05 pm

To: comments@greenerskiesea.com

[image001.png](#) (< 1 KB)

1- I am a MVP Gold 75 frequent flier on Alaska Airlines. I have followed closely the new pilot that took place a couple months ago to test the new approach project for Sea Tac airport. I am writing to say that I endorse the new project and hope this pilot will be permanently implemented. I live with my family in Capitol Hill and the flights fly over our house beginning as early in the morning at 5:00 am until about midnight. During the summer it is very apparent as we leave our windows open. I don't consider myself a light sleeper but I am awakened by the flights many mornings. I do hope that this program of changing the flights to a new, shorter western approach that takes southern arrivals over Elliott Bay, rather than over north Seattle, will have be approved as it will have a positive impact for north Seattle residents like myself who live in Capitol Hill.

I am happy that Alaska Airlines has taken the initiative and worked with existing technology to help us all benefit from less noise pollution.

Thanks.

Julie

Julie Bishop

District Sales Manager | Bone Health Business Unit | A | Alaska - Washington -

Idaho

Mobile: 206.854.8411 | Fax: 206.432.9293 | Email: jdiehl@amgen.com

I-53

Page 1 of 1

Response to Comment 1

The FAA thanks you for your comment.

<https://webmail.greenskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=dd5e7ee0813bd37359...> 9/10/2012

Letter I-54

Rebecca Novelli

Page 1

Public Comment: Revised Jet Approaches to SeaTac / Greener Skies over Seattle

Public Comment: Revised Jet Approaches to SeaTac / Greener Skies over Seattle

From: rjnovelli

Sent: Tue, Sep 4, 2012 at 1:48 pm

To: comments@greener skiesea.com

Greener Skies EA

Augustin Moses, AJV-W2

Federal Aviation Administration
Renton, WA 98057

RE: COMMENT ON DRAFT EA/GREENER SKIES OVER SEATTLE

To Whom It May Concern:

I support the FAA's current efforts to upgrade our national aviation infrastructure. However, I lack the technical competence to understand the proposed revisions to the jet approaches to SeaTac and therefore do not know for certain that they represent an improvement for residents living under them. At the present time, we experience almost constant noise from planes flying in a generally north-south direction over the Magnolia neighborhood in Seattle. On some occasions, while inside my house, I smell jet fuel shortly after a jet flies over. The present noise and the pollution levels represent a serious intrusion and burden. If the proposed jet approaches would add either to the noise or pollution we are already experiencing, I would like to register my objection in the strongest possible terms and have that objection included in the official record of public comment. Thank you.

Rebecca J. Novelli

I-54

Page 1 of 1

Response to Comment 1

As described in detail in Chapter 6.1 of the FEA, no community will experience a significant noise impact as a result of the Greener Skies. Furthermore, the Greener Skies procedures are designed to reduce fuel burn. The EA includes reduced fuel burn calculations in the results discussed in Section 6.4 on Climate Change.

The concerned neighborhoods of Seattle where flight operations are already a significant issue are generally aligned with or slightly to the side of SEA's three runways. The FAA's Environmental Assessment (EA) has depicted the noise in these areas as color-coded population centroids down to levels of exposure as low as 45 dB DNL, considerably below and much further from the runways than the 65 dB DNL levels that are normally reported by the Port of Seattle for any of its noise studies. This has been done in accordance with FAA guidance in order to fully disclose any potential changes in noise that would result from Greener Skies, even when those changes are small.

Figures 6.1-4, 6.1-9, and 6.1-14 show the increases and decreases due to Greener Skies for each of the three study years 2014, 2018 and 2023, respectively. Some areas of east Seattle are expected to experience slight improvements in noise, and some near the extended centerlines of the runways are expected to experience slight increases, each the result of a very slight reduction in the dispersion of aircraft along existing instrument approach paths due to the increased precision with which the Greener Skies' Required Navigation Performance procedures can be flown. Noise levels in Magnolia are below DNL 45.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=dd5e7ee0813bd37359...> 9/10/2012

Letter I-55

Ed Wilhelme

Page 1

I-55

PUBLIC COMMENT AT GREENER SKIES MEETING -- SEPTEMBER 5, 2012

1 STATEMENT OF ED WILHELME
2
3 MR. ED WILHELME: My name is Ed Wilhelme,
4 W-i-l-h-e-l-m-e. I live at 29717 Fourth Avenue Southwest
5 in Federal Way, over south of Redondo.
6 And we have a ton of aircraft flying over our house
7 currently.
8 And I was wondering what the accountability mechanism
9 and reporting mechanism would be with this set-up, so that
10 we could call in and describe in our view how the airlines
11 are doing following new routes. Is there going to be
12 something like that? Hopefully there is. Can it be
13 published so that everyone knows a phone number or the
14 e-mail address to make these what will most likely be
15 complaints?
16 We're getting diesel dumped over our houses now. The
17 noise is deafening in the middle of the night. It's waking
18 people up. Sleep cycles are interrupted.
19 And we're way off where these guys are supposed to be
20 flying, and they're flying much lower, it appears, than
21 they're supposed to be flying also. When I can look
22 straight up from my house and see aircraft flying over it,
23 somebody's not where they're supposed to be, especially as
24 low as they are.
25 Okay. That was good.

[Page 3]

Laurene Kelly, CCR #2835, CRR, RDR, CCP
FLYGARE & ASSOCIATES, INC. 1-800-574-0414

Response to Comment 1

The Port of Seattle already has such a program in place. Comments related to aircraft noise may be directed to the Port of Seattle Noise Programs Office at 206-787-5393. Comments can also be provided online at: <http://www.portseattle.org/Environmental/Noise/Pages/Noise-Comment-Form.aspx>.

Response to Comment 2

Fuel dumping is not a normal occurrence and is typically only conducted in an emergency situation when a large aircraft must return quickly to an airport for a medical emergency or equipment failure. Even then, many smaller aircraft do not have a system for jettisoning fuel because they can land safely at relatively heavy weights so there is no need to. More positively, however, Greener Skies procedures are designed to reduce fuel burn by shortening flight paths and permitting aircraft to descend on Optimized Profile Descents (OPDs) at flight idle power, thus reducing the Airport's carbon footprint and reducing overall emissions. The EA includes reduced fuel burn calculations in the results discussed in Section 6.4 on Climate Change. OPDs also help reduce noise due to the lower power settings used on approach, and these benefits are also quantified in Chapter 6.

Figures 6.1-4 and 6.1-5 in the EA show the areas within King County that currently have Day-Night Average Sound Levels of 45 dB and higher that would experience a change in noise levels. Some neighborhoods would not experience a change, while others would experience an increase or decrease of up to 1.1 dB. The address indicated would experience a slight decrease in noise levels.

Response to Comment 3

The Proposed Action only involves arrivals into SEA from the northwest and south west and the flights you mentioned may or may not be affected by the Proposed Action, depending on whether they are arrivals or departures and, if arrivals, depending upon which direction they are approaching SEA from. Concerns regarding aircraft which may be deviating from their path or altitude may be directed to the Port of Seattle's Noise Program Office at 206-787-5393.

Letter I-56

Jean Schullian

Page 1

I-56

PUBLIC COMMENT AT GREENER SKIES MEETING -- SEPTEMBER 5, 2012

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STATEMENT OF JEAN SCHULLIAN

MISS JEAN SCHULLIAN: J-E-A-N S-C-H-U-L-L-I-A-N. We live at 304th -- we live at 30242 21st Avenue South, but it's actually 304th and 21st, because there's no 303 block.

What people can't put up with is the constant noise. If they're routing them over a certain area -- if they're routing them over a certain area over a period of time, then you can't put up with the constant noise. During rush hour and when they are routing them over your house, it's constant noise. It's one goes over, and then you have another one, and then you have another one, and then you have another one, and it's constant. There's no break in between.

So if they're going to route them over the same area all of the time, they will ruin the area. And is the government going to do anything for the people in Federal Way? They don't -- they don't -- we had to put in our own windows because they don't cover the area. And they don't basically monitor it, and we're getting more noise than what the guy says that we're going to get.

[Page 4]

Laurene Kelly, CCR #2835, CRR, RDR, CCP
FLYGARE & ASSOCIATES, INC. 1-800-574-0414

Response to Comment 1

Although the Proposed Action may result in a higher percentage of flights being routed over a certain areas, as described in detail in Chapter 6.1 of the EA, no area will experience a significant noise impact as a result of this higher precision flight paths. Figures 6.1-4 and 6.1-5 in the EA shows that the actual change in noise in these areas is very low. The levels shown on these graphs are well below any Federal criteria of significance. If you have issues with noise caused by current levels or air traffic, the Port of Seattle Noise Programs Office may be reached at 206-787-5393. Comments can also be provided online at:

<http://www.portseattle.org/Environmental/Noise/Pages/Noise-comment-Form.aspx>

Port of Seattle noise monitors are located in Federal Way at the following locations:

- Mark Twain Elementary, 2450 Star Lake Rd, Federal Way
- Sacajawea Jr High, 1101 Dash Point Rd, Federal Way
- FW School District Maintenance Building, 1066 S. 320th St, Federal Way
- Twin Lakes Elementary, 4400 42nd PI SW, Federal Way

A map of these locations is available online at:

<http://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/Aircraft-Monitoring-System.aspx>.

Only residences with noise levels above DNL 65 dBA qualify for sound insulation. Please see the Port of Seattle's Part 150 Study website (<http://www.airportsites.net/SEA-Part150/>) for more information about this study of noise abatement measures.

Letter I-57

Tina Ray

Page 1

I-57

PUBLIC COMMENT AT GREENER SKIES MEETING -- SEPTEMBER 5, 2012

1 STATEMENT OF TINA RAY

2

3 MISS TINA RAY: Tina Ray, T-i-n-a R-a-y, address 3016

4 12th Avenue South, Seattle 98144.

5 My point one: There was no meeting in our neighborhood

6 which is being affected for the maps and for my discussion.

7 1 Nobody could make it to Federal Way. This is my -- and no

8 one could make it to Ballard. Barely people can come.

9 Number two: This is all about plane communications with

10 2 FAA. What you're lacking is my point number 3, which is

11 there is nothing about the people under the planes. That

12 is important. Nothing about people under the planes.

13 Number 4: Your goal is narrow dispersion of aircraft.

14 3 Our goal is to vector aircraft, scatter aircraft so it's

15 not concentrated over one area.

16 And I have one more point. The decibel level is not

17 4 explained. It's a decibel level based on one reading on

18 Beacon Hill in Jefferson Park. Federal Way has four.

19 Number 6: The comments were constantly regarding people

20 5 in Federal Way, addressed to people in Federal Way, which

21 was fine. It's in Federal Way. We need people in the

22 south end to be addressed, 80,000 of us.

23 Number 6: Nobody should have more noise. Two-to-one

24 6 ratio is not okay. I don't care if I get less noise. I

25 don't want other people to get more noise. It's not fair.

[Page 5]

Laurene Kelly, CCR #2835, CRR, RDR, CCP
FLYGARE & ASSOCIATES, INC. 1-800-574-0414

Response to Comment 1

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near Seattle International Airport that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of these criteria.

Response to Comment 2

The "plane communication" is part of the Purpose and Need of the Proposed Action, as described in Chapter 3 of the EA. In accordance with the NEPA, Chapters 5 and 6 of the Environmental Assessment describe the affected environment and the environmental consequences, as a result of implementing the Proposed Action. This includes effects on the people under the planes. In particular, noise analysis, provided in Section 6.1, focused on changes in noise based on population centroids, and identified populations above DNL 45 that would experience an increase or decrease and Section 6.6 of the EA evaluates socioeconomic impacts, environmental justice, and children's environmental health and safety risks.

Response to Comment 3

Chapter 3 of the EA explains the purpose and need of the project, and continued use of vectoring for arrivals would not meet the project purpose and need.

Letter I-57

Tina Ray

Page 2

I-57

PUBLIC COMMENT AT GREENER SKIES MEETING -- SEPTEMBER 5, 2012

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6- ↑
Everyone should be getting less noise. It's not to my
benefit if it harms someone else.

[Page 6]

Laurene Kelly, CCR #2835, CRR, RDR, CCP
FLYGARE & ASSOCIATES, INC. 1-800-574-0414

Response to Comment 4

Section 5.2.1.2 of the EA describes the methodology for the Greener Skies noise analysis, including descriptions of noise levels. Additional background information on noise levels and measurements is provided in Appendix F.

Noise monitor locations are established and maintained by the Port of Seattle and is not related to the Greener Skies project.

Response to Comment 5

Please see response to Comment 1 of this letter. The FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 6

As described in detail in Chapter 6.1 of the FEA, no community will experience a significant noise impact as a result of the Greener Skies. In finer detail, looking at Figures 6.1-4 and 6.1-5, the actual change in noise is very low. The levels shown on these graphs are below any Federal criteria of significance.

PUBLIC COMMENT AT GREENER SKIES MEETING -- SEPTEMBER 5, 2012

1 STATEMENT OF ERIK STANFORD

2

3 MR. ERIK STANFORD: Erik Stanford, E-r-i-k

4 S-t-a-n-f-o-r-d. My address is 7703 37th Avenue South,

5 Seattle 98118.

6 I'm a Beacon Hill resident, southeast Seattle resident.

7 Southeast Seattle has approximately 80,000 residents. None

8 of us were included in this Green Skies presentation. We

9 were denied a meeting for people in our community to

10 participate in this presentation.

11 The community contains a city, its largest population of

12 children and elderly, disabled persons, people of color.

13 Not everyone has access to the Internet. We feel that this

14 Greener Skies plan should be -- there should be greater

15 outreach for the community in the form of printed matter in

16 no less than three different languages so that people will

17 have a chance to weigh in on this and understand it.

18 We think that it needs to be presented in a way that the

19 average person can understand it, and I agree that it seems

20 like, after this meeting, the whole focus is on

21 communication with the FAA and between traffic controllers,

22 and there's no focus on the quality of life for the people

23 that are greatly affected by it underneath the planes.

24 We've noticed an increase of air noise and pollution in

25 our community, and this Greener Skies proposal is going to

[Page 7]

Laurene Kelly, CCR #2835, CRR, RDR, CCP
FLYGARE & ASSOCIATES, INC. 1-800-574-0414

Response to Comment 1

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near Seattle International Airport that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of these criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the *Seattle Times*, a press release and the project website. The public notice was published in the *Seattle Times* on August 7, 8 and 9, 2012 and ran on the *Seattle Times'* website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority and Low-income Populations*, and is included in Section 6.6 of the EA. No significant disproportionate impacts to minority or low income populations were identified. Given this finding, Council on Environmental Quality guidance in EO 12898, does not require federal agencies to publish statements in the language of any identified minorities present in the Study Area.

The Purpose and need for the Greener Skies Project, in part, was the simplification of communication between the air traffic controllers and pilots. However the resulting environmental assessment analyzed the resulting impacts on the population, in accordance with the NEPA.

PUBLIC COMMENT AT GREENER SKIES MEETING -- SEPTEMBER 5, 2012

1 bring more noise and more impact to our community. So we
2 2- would like to have a meeting in our community before they
3 make any decision on this, and -- what else here?
4 We need people that live in our community to be here
5 3- at these meetings. It's like we've got people from out of
6 state that know nothing about the community that we live in
7 and -- okay. I'm over.
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[Page 8]

Laurene Kelly, CCR #2835, CRR, RDR, CCP
FLYGARE & ASSOCIATES, INC. 1-800-574-0414

In particular, please refer to Section 6.1, Noise, and Section 6.6, Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks.

Response to Comment 2

As described in detail in Chapter 6.1 of the EA, no community will experience a significant noise impact as a result of the Greener Skies. In finer detail, looking at Figures 6.1-4 and 6.1-5, the actual change in noise is very low. Furthermore, as detailed in the remainder of Chapter 6, there is no significant impact as a result of the implementation of the Proposed Action in any of the 18 environmental impact categories.

Response to Comment 3

The specialists attending the public meetings were chosen due to their involvement in and knowledge of the finer details of the Greener Skies project. These specialists included both local FAA staff and well as technical specialists from other areas of the country.

Letter I-59

Gary Grant

Page 1

I-59

PUBLIC COMMENT AT GREENER SKIES MEETING -- SEPTEMBER 5, 2012

1 STATEMENT OF GARY GRANT

2

3 MR. GARY GRANT: G-a-r-y G-r-a-n-t. 2621 Southwest

4 348th Place, Federal Way 98023.

5 I want to know if the FAA or anybody else, county or

6 Sea-Tac, Port of Seattle, has taken into consideration the

7 fact that changing those two routes over Federal Way will

8 also have an impact when they add more flights from McChord

9 Air Force Base out of Pierce County and they add more

10 traffic at the Bremerton airport.

11 Also there's been nothing said about the impact of

12 debris falling from airplanes, be it waste or fuel or

13 anything else.

14 And I'm also curious as to why the system is still such

15 that you only look at one small piece and not the entire

16 picture of what's going to affect that area, be it

17 different entities, different groups, and the fact that we

18 are still being asked to accept what agencies do on their

19 own personal studies for their own gains.

20 That's about it.

21 --000--

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23

24

25

[Page 9]

Laurene Kelly, CCR #2835, CRR, RDR, CCP
FLYGARE & ASSOCIATES, INC. 1-800-574-0414

Response to Comment 1

There is no known reasonably foreseeable action from the McChord Air Force Base (now redesignated as the Joint Base Lewis McChord) to add more flights, nor is it reasonably foreseeable that there will be additional air traffic at the Bremerton Aripport. As such, there was no need to include the possibility of these additional flights over Federal Way, in the FEA.

Response to Comment 2

Debris or fuel dumping is not a reasonably foreseeable occurrence and is typically only conducted in an emergency situation when a large aircraft must return quickly to an airport for a medical emergency or equipment failure. Even then, many smaller aircraft do not have a system for jettisoning fuel because they can land safely at relatively heavy weights so there is no need to. NEPA does not necessitate the analysis of events which are not reasonably foreseeable and therefore the EA did not include the analysis of the impact of debris falling.

Response to Comment 3

The Greener Skies EA followed the guidance and requirements of the NEPA and associated orders and regulations, as well as FAA's orders and policies that implement the Act. With specific regard to your comments on the limited scope of the EA, the study area for the analyses was initially set at approximately 3,200 square miles to conservatively include air traffic in the area up to an altitude of 18,000 feet above ground level or to a lower altitude if there were no proposed changes to flight procedures above that. Furthermore, as part of the cumulative impact analysis, all past, current and reasonably foreseeable future actions were looked at in order to assess if cumulatively, a significant impact would occur as a result of the Greener Skies Project. These projects and the resulting analysis is discussed in Section 6.12 of the EA.

Letter I-60

Charles Schmid

Page 1

Comments on New Proposed Flight Paths

I-60
Page 1 of 1

Comments on New Proposed Flight Paths

From: Charles Schmid
Sent: Wed, Sep 5, 2012 at 4:00 pm
To: comments@greener skiesea.com

Dear Ms. Taylor,
Thank you for giving citizens the opportunity to comment on the proposed new flight paths and glide operating modes. My direct interest stems from being a resident on Bainbridge Island, and hope the proposal will provide a quieter environment for me as well as for all residents of the Island.
Hence it would help me to see see a map of the Island with noise level contours - both for the present state and for the new proposal. If this is in your report please give me a page number.
If it exists elsewhere I would appreciate receiving it.

If I just had to guess, it appears the rest of the Island will have lower average noise levels while the southeast tip will have the same or higher levels.

Finally I'll note that the report considers various approaches to measure noise which I am familiar with as I have a 40 year background in acoustics. However it is important to note that it is not just the noise level which causes annoyance, but the airplane noise level to the ambient (Signal-to-Noise) which can be just as important, especially for quiet locations. This was overlooked when the Denver airport was moved out into more rural areas many years ago, with ranchers and others registering strong complaints after the airport was built. I bring this up since Bainbridge Island has many areas which are very quiet, and hence levels which might be acceptable in a city environment would not be here.

I am not able to attend either of the two public meetings on the proposal, and appreciate your providing this avenue to submit comments. Thank you for considering the above requests.

Regards,
Charles Schmid, Ph.D.
10677 Manitou Pk. Blvd.
Bainbridge Island, WA 98110

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=dd5e7ee0813bd37359...> 9/10/2012

Response to Comment 1

It should be noted that the analysis contained in Section 6.1 of the EA shows that Proposed Action does not result in a significant noise impact on any community. The Greener Skies RNAV and RNP procedures, both from the northwest and the southwest, do appear to provide a slight increase in distance between the southeastern point of Bainbridge Island and the downwind leg of the traffic patterns. Two graphics in the EA that illustrate this are Figures 4.2-3 and 4.2-2, respectively. In the former, existing light blue radar traces are seen turning at ALKIA just east of Bainbridge Island but in the future will turn at MOLDY and closely follow the heavy red flight path. In Figure 4.2-2, the difference is more pronounced; currently there is significant traffic over or near the eastern point of Bainbridge Island but in the future much of it will fly from NETTZ to HEDDR along the solid red track and then proceed along the solid orange track turning inbound over Elliott Bay. In that case, traffic will be approximately a mile further off the eastern shore of Bainbridge Island than at present.

The noise model that FAA requires for use on airspace studies such as the Greener Skies EA does not produce noise contours as you've requested, but does produce calculations of noise exposure at specific points. The study produced those values at nearly 56,000 locations (most of them representing population centroids), including locations on Bainbridge Island, but the levels there are less than the 45 dB DNL value that FAA considers reportable. Nevertheless, you can see examples of these calculation at points that are close to Bainbridge, as in Figures 6.1-2 and 6.1-3 which depict noise exposure levels for 2014 for the No Action and Proposed Action alternatives. Other study years are also represented in the same section of the report.

Response to Comment 2

While there are many noise metrics that have been proposed for examining aviation noise and its effect on people, the FAA still requires the use of DNL when evaluating airport and air traffic noise issues. However, what the agency recognizes with respect to air traffic issues

Letter I-60

Charles Schmid

Page 2

that is different from normal airport studies is a much lower value of DNL and its potential for identifying important change community response – in this case 5 dB or greater changes down to DNL levels as low as 45 dB. The analyses in this EA found no change as large as that, but for purposes of disclosure still reports differences as small as 0.1 dB so that readers could at a minimum identify where noise is expected to increase and where it is expected to decrease as a result of Greener Skies, even if those differences are imperceptible.

Letter I-61

Nathan Rimmer

Page 1

Response to Comment 1

The FAA thanks you for your comment.

I-61

Greener Skies
Environmental Assessment

Draft Environmental Assessment
Comment Form

Thank-you for joining us for the Draft EA meeting.
Please take a moment to share your comments with us.

Name: Nathan Rimmer
(required)

Address: _____

City/State/Zip: Seattle 98107
(required)

Phone: _____ E-mail: _____

Date: _____

1 RNP is the greatest enhancement to
the routing of air traffic and landing of
aircraft since the introduction of the ILS.
The noise reduction, fuel reduction, time
savings and reliability enhancements are all
reasons why RNP is being deployed worldwide.
Its too bad that so much mis-information
gets in the way of real progress

COMMENT PERIOD DEADLINE IS - MIDNIGHT, SEPTEMBER 14, 2012

Letter I-62

Ward Gray

Page 1

I-62

Response to Comment 1

The Greener Skies Project would not change approach procedures in the Bremerton area, nor is the Project expected to cause a change in the number of flights into SEA. Figure 5.2-1 of the EA shows departure and arrival radar tracks collected for one week a month over a one-year period, and shows that aircraft traveling over Bremerton are departures. The Greener Skies Project would not change any departures.

Phone message 9/6/12 9:02 am

Ward Gray 360-434-2333

1 — [Regarding airplane traffic going into SeaTac – I live right on (inaud) inlet on the Bremerton Side. Since runway #4 came into being 10 years ago amount of traffic is sky high here. It's gone up hundreds of times. Pretty annoying to sleep at night with the window open.

Anyway – have a good day – bye.

Phone message transcribed by: L. Taylor

PUBLIC COMMENT AT GREENER SKIES MEETING -- SEPTEMBER 6, 2012

1 STATEMENT OF JUDI JOHNSON

2

3 MISS JOHNSON: Judi Johnson, 3409 19th Avenue South.

4 And I just want to register a complaint with the FAA

5 about the number of flights that are going directly over my

6 home on Beacon hill.

7 Today I was outside for 20 minutes and I documented 11

8 jet flights directly over my home, most primarily by Alaska

9 Airlines, and I'm circulating a petition in my

10 neighborhood. I'm asking for fewer Sea-Tac flights over my

11 neighborhood; more equitable distribution of departing air

12 traffic from Sea-Tac Airport; stricter enforcement of

13 flight quiet operations for departing Sea-Tac air traffic;

14 a public process with meetings located in the zip codes

15 98144, 98118, and 98108 to find alternative routes for

16 class B air traffic under north flow conditions; more FAA

17 engagement with residents of 98144, 98118, and 98108 to

18 address the impacts of these air traffic patterns; support

19 of Alaska Airlines to protect our communities from greater

20 noise and health impacts from Alaska Airlines departures;

21 installation of ten permanent noise monitoring stations

22 within 98144, 98118, and 98108; restricted departures

23 between 10:00 p.m. and 7:00 a.m.; and finally we're asking

24 for action steps to develop a new noise abatement air

25 traffic plan, as implemented at John Wayne Airport in

[Page 3]

Laurene Kelly, CCR # 2835, CRR, RDR, CCP
FLYGARE & ASSOCIATES, INC. 1-800-574-0414

Response to Comment 1

The proposed Greener Skies Project would only affect arrival routes coming into the Seattle airspace from the northwest and southwest, and does not change departing air traffic routes or volumes at all. Also, Section 6.1 of the EA for the proposed Greener Skies project indicates there is no significant noise impact as a result of the proposed new arrival procedures. In other words this project will not significantly change the noise of overflights into or out of SEA. The request to reduce the noise impact from overflights in and out of SEA is outside the scope of this EA.

However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and have arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 2

While the proposed procedures may result in a slightly different distribution of air traffic, the noise analysis of this change clearly shows that no community would experience a significant noise impact. Further changing the frequency of flights or the distribution of flights is outside the scope of this EA.

Response to Comment 3

The "Fly-quiet" program is a voluntary element of the Port of Seattle's noise abatement program at SEA and therefore not enforceable. The FAA is not involved in its implementation, and comments regarding this program should be direct to the Port of Seattle. See <https://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/default.aspx>

Letter I-63

Judi Johnson

Page 2

I-63

PUBLIC COMMENT AT GREENER SKIES MEETING -- SEPTEMBER 6, 2012

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8- ↑ Orange County, California.
That's it.

[Page 4]

Laurene Kelly, CCR # 2835, CRR, RDR, CCP
FLYGARE & ASSOCIATES, INC. 1-800-574-0414

Response to Comment 4

A public process, with meetings in south Seattle in order to find alternative routes for the “Class B” air traffic during north flow conditions is outside the scope of the purpose and need of this EA. However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 5

With regard to the impact of the proposed air traffic pattern associated with the Greener Skies project, the Greener Skies EA process included two initial scoping meetings and two final public meetings to elicit comments on the Draft EA. Members of the FAA’s Air Traffic Organization and Regional Office were in attendance at all four and available to answer questions and concerns regarding the project. Independent of the Greener Skies project, there is an effort underway, initiated by the FAA in connection with the Port of Seattle, to engage and inform the residents of 98144, 98101 and 98118 regarding the current air traffic to and from SEA.

Response to Comment 6

The proposed Greener Skies Project includes arrival flight procedures that any adequately-equipped aircraft and appropriately certified pilots can fly; it does not include any departures.

Response to Comment 7

SEA’s noise monitoring system was installed and is maintained by the Port of Seattle. Comments related to the number of noise monitors or their locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI). Noise abatement measures such as restricted nighttime departures are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle’s Part 150 noise compatibility study.

Letter I-63

Judi Johnson

Page 3

Response to Comment 8

The proposed Greener Skies project includes new flight procedures that, although they were designed to improve efficiency and safety of the airspace surrounding SEA, also provide minor net improvements in noise exposure levels for an estimated 150,000 to 180,000 residents in the greater Seattle area during the study years 2014, 2018 and 2023. Noise abatement measures such as the departure procedure at John Wayne Airport are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Letter I-64

Jennifer Zwick

Page 1

I-64

PUBLIC COMMENT AT GREENER SKIES MEETING -- SEPTEMBER 6, 2012

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STATEMENT OF JENNIFER ZWICK

MISS ZWICK: Jennifer, J-e-n-n-i-f-e-r, last name is Zwick, Z-w-i-c-k. 1412 South Hinds, H-i-n-d-s, Street, Seattle, Washington 98144.

I find the fact that this meeting was held in Ballard to be very disrespectful. It is the hardest location to get to in Seattle, especially for southeast Seattle where flight paths are -- have the highest impact. And to have it in Ballard and at 6 o'clock makes it doubly difficult for residents to attend.

The population of Beacon Hill, it's a highly populated area but it isn't wealthy, so there are many people who take the bus; so by having the meeting here I find it to be extremely disrespectful.

Additionally not having an open forum of discussion after facts are explained is very counterintuitive, so for me to have my statements recorded, necessitating me to sit down and speak to someone who's typing it instead of in a natural place where I've listened to the facts and want to respond to them, is also very disrespectful.

I feel that this meeting was set up to do nothing. I feel that I will not be heard. And I'm very angry about it.

Thank you.

[Page 5]

Laurene Kelly, CCR # 2835, CRR, RDR, CCP
FLYGARE & ASSOCIATES, INC. 1-800-574-0414

Response to Comment 1

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near Seattle International Airport that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of these criteria.

The two public meetings held at Federal Way and Ballard were intended to facilitate the public's understanding of the proposed action and potential impacts. A large group of experienced and knowledgeable FAA consultant professionals were available at each meeting to allow ample opportunity for one-on-one question and answer sessions, before and after a brief presentation describing the proposed procedures and resulting noise levels. The presentations were intended to be comprehensive, showing present and proposed flight procedures separately for traffic arriving from the northwest and from the southwest for both north flow and south flow traffic. Changes in noise levels were shown to a high degree of precision -

I

Letter I-65

Thomas Holford

Page 1

I-65

Response to Comment 1

The FAA thanks you for your comment.

PUBLIC COMMENT AT GREENER SKIES MEETING -- SEPTEMBER 6, 2012

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STATEMENT OF THOMAS HOLFORD

MR. THOMAS HOLFORD: My name is Tom, Thomas, Holford,
H-o-l-f-o-r-d. And I live at 6725 48th Avenue Southwest.
That's in Seattle.

I would just like to say that I strongly favor getting
this done as soon as possible. We need to have much more
efficient, much greener air traffic control in this country
as well as the rest of the world. And that's all I want to
say. It can't be done soon enough.

[Page 6]

Laurene Kelly, CCR # 2835, CRR, RDR, CCP
FLYGARE & ASSOCIATES, INC. 1-800-574-0414

PUBLIC COMMENT AT GREENER SKIES MEETING -- SEPTEMBER 6, 2012

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STATEMENT OF ROBERT COFFER

MR. ROBERT COFFER: Robert Coffey, C-o-f-f-e-r,
5150 Northeast 180th Street, Lake Forest Park, Washington.

Format of the meeting was lousy, for the lecture.
Format of the lecture was not -- was too technical. I
received good explanation from the traffic controller prior
to the meeting of what is being proposed for this study.
My hope is that Lake Forest Park will also benefit from
reduced flyovers as a result of GPS technology for south --
for north-to-south approach.

That's all.

[Page 7]

Laurene Kelly, CCR # 2835, CRR, RDR, CCP
FLYGARE & ASSOCIATES, INC. 1-800-574-0414

Response to Comment 1

The two public meetings held at Federal Way and Ballard were intended to facilitate the public's understanding of the proposed action and potential impacts. A large group of experienced and knowledgeable FAA and other industry professionals were available at each meeting to allow ample opportunity for one-on-one question and answer sessions, before and after a brief presentation describing the proposed procedures and resulting noise levels. The presentation was comprehensive, but brief, showing present and proposed flight procedures separately for traffic arriving from the northwest and from the southwest for both north flow and south flow traffic. Changes in noise levels were shown to a high degree of precision .

The Greener Skies Project would concentrate more arriving aircraft over Elliott Bay and shift some air traffic away from some Seattle neighborhoods. Figures 6.1-4 and 6.1-5 show the areas within Seattle that currently have day-night average noise levels of 45 dBA and higher that would experience a change in noise levels. Some neighborhoods would not experience a change, while others would experience an increase or decrease of up to 1.5 dBA. Lake Forest Park would continue to experience day-night average noise levels below 45 dBA.

Letter I-67

Mike McDowell

Page 1

I-67

PUBLIC COMMENT AT GREENER SKIES MEETING -- SEPTEMBER 6, 2012

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STATEMENT OF MIKE McDOWELL

MR. MIKE McDOWELL: Mike McDowell, M-C-D-O-W-E-L-L,
1813 12th Avenue South. That's Seattle, 98144.

Just a real quick statement that I feel that this whole meeting was a sham just to let us know what's going to happen, that the folks doing this really aren't interested in our input as to how it's going to affect the residents of Beacon Hill, South Seattle.

And I have a strong belief that this should not pass until it has been fully disclosed to the residents of South Seattle what is actually going to happen, which is: Noise is increased, the amount of planes are going to increase, and the effects of living in South Seattle are going -- this policy is going to degrade the quality of life as we know it.

And I feel that this meeting has been basically a sham and a whitewash, basically just to tell us that this is the way it's going to be and they're not really interested in any input from people who it's mostly going to affect in a negative way.

[Page 10]

Laurene Kelly, CCR # 2835, CRR, RDR, CCP
FLYGARE & ASSOCIATES, INC. 1-800-574-0414

Response to Comment 1

During this EA process, in accordance with the NEPA, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The public information meetings provided opportunities for members of the public to discuss the Greener Skies Project with FAA air traffic controllers and the technical specialists preparing the EA. A large group of experienced and knowledgeable FAA and other industry professionals were available at each meeting to allow ample opportunity for one-on-one question and answer sessions, before and after a brief presentation describing the proposed procedures and resulting noise levels.

As described in detail in Chapter 6.1 of the EA, no community, including any part of South Seattle will experience a significant noise impact as a result of the Greener Skies. Figures 6.1-4 and 6.1-5 in the EA look in detail at the actual change in noise and illustrate that the change in the noise levels is very low.

Letter I-68

Rick Kyper

Page 1

I-68

PUBLIC COMMENT AT GREENER SKIES MEETING -- SEPTEMBER 6, 2012

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STATEMENT OF RICK KYPER

MR. RICK KYPER: Rick Kyper, K-y-p-e-r, 3120 12th Avenue South, Seattle, Washington 98144.

I just feel that this meeting really did not allow everybody here to have their voice heard. We heard one side of the argument, but we weren't allowed to ask questions during the presentation that actually refer to the presentation itself.

There's a number of contradictory things that were displayed during the meeting, particularly consideration to greenbelt areas with noise level, bird migration, and other such considerations. I live right across the street from a greenbelt with a bird migration thing, and yet the airline traffic is going to be continued in this space, so I have, like, a lot of questions, and I really don't feel as though there was a venue for me to ask or get answers to what I have.

So I would like to propose that another meeting of such nature would be held actually in the south end on Beacon Hill, where a number of people could be present -- be present and have their questions answered.

[Page 11]

Laurene Kelly, CCR # 2835, CRR, RDR, CCP
FLYGARE & ASSOCIATES, INC. 1-800-574-0414

Response to Comment 1

The FAA has respectfully declined to hold any further public meetings on this project. The FAA had two scoping meetings, one to the South of the SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. There were also the two public meetings on the Draft EA, again to the south and north of SEA, on September 5th and 6th, 2012 respectively. The notice regarding public meetings was publicized for three days in local newspapers and for one month on their website, as well on GreenerSkiesEA.com. The two public meetings held at Federal Way and Ballard were intended to facilitate the public's understanding of the proposed action and potential impacts. A large group of experienced and knowledgeable FAA and other industry professionals were available at each meeting to allow ample opportunity for one-on-one question and answer sessions, before and after a brief presentation describing the proposed procedures and resulting noise levels. The presentation was comprehensive showing present and proposed flight procedures separately for traffic arriving from the northwest and from the southwest for both north flow and south flow traffic. Changes in noise levels were shown to a high degree of precision

The intent of the EA was to analyze the Proposed Action with respect to the current conditions. As stated in Section 6.10 of the EA, the potential for bird strikes is expected to remain the same as the current condition and therefore the FAA determined that there would be "No Affect" under the Migratory Bird Treaty Act.

Letter I-69

Bob Graham

Page 1

I-69

PUBLIC COMMENT AT GREENER SKIES MEETING -- SEPTEMBER 6, 2012

1 STATEMENT OF BOB GRAHAM
2
3 MR. BOB GRAHAM: Bob, B-o-b, Graham, G-r-a-h-a-m. My
4 address is 2445 Northwest 57th, T-H, S-T for Street,
5 apartment 204. And it's Seattle, Washington. ZIP Code is
6 98107 and the second is 3259.
7 1- I'd like to know when the meetings are.
8 And then I'd like to know about restrictions, what to
9 take on airplane. You have a lot of restrictions. You
10 can't take liquid medicines and things like that. I think
11 you should be able to take on airplane -- not have so much
12 regulation on what you could take to put on airplanes.
13 Like you can't have liquid medicine, can take a small
14 amount of liquid medicine and stuff like that.
15 And it's very hard to fly because it's difficult with
16 regulations, flying regulations and stuff like that.
17 2- And it's awful hard -- it's hard to get over to Sea-Tac
18 Airport.
19 And the difficulty with packing and stuff like that. I
20 went to a wedding in California. I couldn't take a lot of
21 stuff and stuff, and there were a lot of restrictions what
22 you take when you have a carry-on bag and stuff. And when
23 you carry it -- when you check it in, they charge a high
24 fee and stuff like that.
25 Except for Delta. They do allow people to take bags on

[Page 12]

Laurene Kelly, CCR # 2835, CRR, RDR, CCP
FLYGARE & ASSOCIATES, INC. 1-800-574-0414

Response to Comment 1

Public meetings for the Greener Skies Project were held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm. There are no additional meetings scheduled for the Greener Skies Project.

Response to Comment 2

The Greener Skies Project would have no effect on airline policies. Information regarding what is allowed through security at airports is available at <http://www.tsa.gov/traveler-information>. Individual airline policies regarding carry-on baggage may differ.

The need for an additional airport is outside the scope of the Greener Skies EA.

Letter I-69

Bob Graham

Page 2

I-69

PUBLIC COMMENT AT GREENER SKIES MEETING -- SEPTEMBER 6, 2012

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Delta airline and stuff like that. It's a lot of problem
with taking planes, difficulty and stuff like that, flying
and stuff. I just wanted to let you know about that.
Be sure to write to me when the next meeting is. Okay.
And we need another airport. We need another airport
like Sea-Tac, maybe in Everett, two in Seattle, something
like that, two airports, stuff like that. Would make it
easier for people to fly, you know.
Thank you very much.

[Page 13]

Laurene Kelly, CCR # 2835, CRR, RDR, CCP
FLYGARE & ASSOCIATES, INC. 1-800-574-0414

Letter I-70

Anne Marie Harrington

Page 1

I-70

PUBLIC COMMENT AT GREENER SKIES MEETING -- SEPTEMBER 6, 2012

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STATEMENT OF ANNE MARIE HARRINGTON

MISS ANNE MARIE HARRINGTON: My name is Anne with an E Marie Harrington. My address is 3106 12th Avenue South, Seattle 98144.

I am a resident of North Beacon Hill. And the meeting for the proposed FAA action of the STARS program was -- was -- the meeting was very confusing. It had no sense of direction as far as listening to the wants and needs and answering the questions of the neighbors that came to the -- to -- with their concerns.

And I felt that it was a very unfair format. I've been to a lot of meetings all over the city, and I felt that we were not given an opportunity to have a fair question-and-answer period. We were left to, you know, individually ask questions, which didn't really serve any purpose other than -- it served the purpose of the people who held the meeting, but it didn't serve the people.

That's all I have to say.

--000--

[Page 14]

Laurene Kelly, CCR # 2835, CRR, RDR, CCP
FLYGARE & ASSOCIATES, INC. 1-800-574-0414

Response to Comment 1

The two public meetings held at Federal Way and Ballard were intended to facilitate the public's understanding of the proposed action and potential impacts. A large group of experienced and knowledgeable FAA and other industry professionals were available at each meeting to allow ample opportunity for one-on-one question and answer sessions, before and after a brief presentation describing the proposed procedures and resulting noise levels. The presentation was comprehensive showing present and proposed flight procedures separately for traffic arriving from the northwest and from the southwest for both north flow and south flow traffic. Changes in noise levels were shown to a high degree of precision -

Letter I-71

Emma Bartholomew

Page 1

I-71



Draft Environmental Assessment Comment Form

Thank-you for joining us for the Draft EA meeting. Please take a moment to share your comments with us.

Name: EMMA BARTHOLOMEW (required)

Address: 4322 13TH AVE

City/State/Zip: SEATTLE, WA 98108 (required)

Phone: 206.768.1081 E-mail: EMMA@BARTHOLOMEW.COM

Date: 6 SEP 12

1 I DO NOT WANT THIS TO PASS WITHOUT FURTHUR REVIEW AND MEETINGS WITH THE PEOPLE AFFECTED BY THE ORANGE PATH. MY QUESTIONS HAVE NOT BEEN ADEQUATELY ANSWERED BY THE CURRENT MEETINGS.

COMMENT PERIOD DEADLINE IS - MIDNIGHT, SEPTEMBER 14, 2012

Response to Comment 1

Chapter 6 of the EA goes through the impact of the proposed Greener Skies procedures, including the orange lines referred to in the comment. In accordance with the NEPA, the environmental impact categories, with potential for signifcant impact, were analyzed in Chapter 6 of the EA. For each of these environmental impact categories, it was found that the Proposed Action would not have a significant impact in relation to the No Action Alternative. As part of the NEPA process, this analysis and resulting determination was made available to the public through the Draft EA and the public was invited to comment on this determination.

The FAA will make a decision on the Greener Skies Project following release of this EA, which takes into consideration public input received during the 39-day public comment period.

Letter I-72

Emma Bartholomew

Page 1

I-72



Draft Environmental Assessment Comment Form

Thank-you for joining us for the Draft EA meeting. Please take a moment to share your comments with us.

Name: EMMA BARTHLOMEW (required)

Address: 4322 13TH AVE S (BEACON HILL)

City/State/Zip: SEATTLE, WA 98108 (required)

Phone: 206.768.1079 E-mail: EMMA@BARTHLOMEW.COM

Date: 6 SEP 12

1 INCREASED NOISE OVER BEACON HILL NEIGHBORHOOD. ESPECIALLY NOTICEABLE IN LATE EVENINGS WHEN TRYING TO GET TO SLEEP. I WOULD LIKE TO HAVE MY BEDROOM WINDOW OPEN ON A WARM NIGHT BUT CANNOT DUE TO THE AIRPLANE NOISE.

COMMENT PERIOD DEADLINE IS - MIDNIGHT, SEPTEMBER 14, 2012

Response to Comment 1

The FAA recognizes the Beacon Hill Area neighborhood has concerns with existing and future noise. This existing noise is independent of the Greener Skies project and can not be addressed within the scope of the EA process.

However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and have arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Letter I-73

Ticiang Diangson

Page 1

I-73

Rec'd 9/6/12

Greener Skies
Environmental Assessment

Draft Environmental Assessment
Comment Form

Thank-you for joining us for the Draft EA meeting.
Please take a moment to share your comments with us.

Name: Ticiang Diangson
(required)

Address: 1511-14th St #201

City/State/Zip: Seattle 98144
(required)

Phone: 206-323-7969 E-mail: ticiang@blarg

Date: 9/17/12

- 1) p. vi: where are the increases in noise?
 - 2) p. 47: Where are the changes over Elliott Bay?
 - 3) p. 126: Where are the 396 residences that will have above DN65
 - 4) p. 158: Where are the narrower corridors of noise over
 - 5) p. 159: Where are the schools that will experience noise levels
- I think it's possible that Title VI is being violated on inequitable impacts to certain populations.

COMMENT PERIOD DEADLINE IS - MIDNIGHT, SEPTEMBER 14, 2012

Response to Comment 1

A note has been added to the Executive Summary indicating that the results are shown graphically in a set of 16 figures in Section 6.1 of the EA.

Response to Comment 2

Figures 4.2-1 and 4.2-2 show the proposed new procedures over Elliott Bay for aircraft arriving from the northwest and southwest. They are depicted as solid orange lines representing Required Navigation Performance (RNP) procedures that begin at waypoints DLNN, MOONZ, and HEDDR. The new procedures are shown as an overlay to existing radar data shown in rainbow colors indicating the relative density (or frequency) of aircraft flying current procedures.

Response to Comment 3

These 396 residences are within two population centroids about 3 miles north of SEA, both in residential areas near S. 106th Street, just east of 14th Avenue South and just east of 19th Avenue South, respectively. Carefully comparing Figures 6.1-2 and 6.1-3, these centroids show up as new rust-colored dots in Figure 6.1-3 at the very northern tip of the collection of rust-colored points indicating all areas where exposure is greater than or equal to a DNL of 65 dB. Their exposure increased from 64.9 dB DNL to 65.0 dB DNL as a result of the new Greener Skies arrival procedures.

Response to Comment 4

The narrower corridors along the extended centerlines of the runways are a result of slight reductions in dispersion that occur because of the increased precision with which aircraft will be able to follow the approach paths to each runway end. Even less dispersion will occur for aircraft following the proposed new RNP procedures over Elliott Bay. In each case, that is what is causing the 0.1 to 0.2 dB increases in DNL that

Letter I-73

Ticiang Diangson

Page 2

are forecast to occur as shown by the salmon-colored dots in Figures 6.1-4, 6.1-9 and 6.1-14 for areas north of SEA.

Response to Comment 5

These schools, listed in Table 6.6-1, are located in SeaTac, Des Moines and unincorporated King County, between Burien and Seattle.

Response to Comment 6

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority and Low-income Populations*, and is included in Section 6.6 of the EA. No significant disproportionate impacts to minority or low income populations were identified. Therefore, there is no violation under Title VI as a result of the Proposed Action.

Letter I-74

Diana Ehly

Page 1

powerpoint fro the 9/5 Federal Way public meeting

powerpoint fro the 9/5 Federal Way public meeting

From: Diana Ehly

Sent: Fri, Sep 7, 2012 at 4:55 pm

To: comments@greenerskiesea.com

I-74

Page 1 of 1

Response to Comment 1

The PowerPoint presentation from both public meetings is available on the Greener Skies EA website at:

http://www.greenerskiesea.com/pdf/draftEA/Ballard_Public_Meeting.pdf

1 { I attended this meeting at the FW library. i am unable to find the Powerpoint presentation on the GS website
Please send it to me
Thanks
Diana Senger

<https://webmail.greenerskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=63f69bd4afc9af25288...> 9/10/2012

Letter I-75

Diana Ehly

Page 1

Re: powerpoint from the 9/5 Federal Way public meeting

Re: powerpoint from the 9/5 Federal Way public meeting
From: Diana Ehly
Sent: Fri, Sep 7, 2012 at 6:08 pm
To: comments@greenerskiesea.com

I-75

Page 1 of 1

Hi, Thanks for the link, but I'm not sure the documents page has the actual PP presentation. If it does, what is the title of the PP presentation presented at the meeting?

The main thing I'm interested in is the diagrams of the green, red, black colored flight paths in the presentation. I want to see the current and proposed future flight paths colored according the volume of flights

please email me the diagrams
thanks
diana

On Fri, Sep 7, 2012 at 1:55 PM, <comments@greenerskiesea.com> wrote:

Thank you for your communication received via the Seattle Greener Skies Environmental Assessment website.

The Draft Environmental Assessment (DEA) was released on Tuesday, August 7, 2012. The public comment period for this document is from August 7, 2012 through September 14, 2012.

To view the document online please visit the website at www.greenskiesea.com/documents.html or you may view the document in person at the Reference Desk of either the Federal Way Library or the Ballard Branch Library.

Comments received at this email address will be forwarded to the FAA and included in the final EA document.

Sincerely,

Federal Aviation Administration
Western Service Area

Response to Comment 1

The Greener Skies Comment email account was set up with an auto-reply which is what you received.

The PowerPoint presentation from both public meetings is available on the Greener Skies EA website at:

http://www.greenskiesea.com/pdf/draftEA/Ballard_Public_Meeting.pdf

<https://webmail.greenskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=63f69bd4afc9af25288...> 9/10/2012

Letter I-76

Grant Goodwin

Page 1

BI flight paths

BI flight paths

From: Grant Goodwin

Sent: Fri, Sep 7, 2012 at 11:59 pm

To: comments@greener skiesea.com

Dear FAA/ Greener Skies,

1- Greetings, I am a recent Bainbridge resident (9 months). I live on the N. end near the Bloedel Reserve. I do hear the jet noise overhead. In fact since I have been writing this, I have heard (2) jet planes fly overhead. The noise varies from slightly noticeable to pronounced. I've never detected a pattern per se although weekends seem to be worse. If outside on a clear day the planes seem to fly directly over my house, at other times, they seem to be slightly to the north. All of this to say I find the jet noise to be somewhat noticeable to outright annoying. I bought the home for the setting primarily, the woods, the peace and quiet, etc. The jets noise is a distraction when I hear it. I haven't talked to everyone in my neighborhood but when I have brought the topic up to my immediate neighbors, they have noticed the jet noise as well. ANYTHING that would divert or mitigate this noise would of course be most welcome and appreciated.

Sincerely,

Grant Goodwin
17026 Agate St. NE.
Bainbridge Is. WA. 98110

I-76

Page 1 of 1

Response to Comment 1

The Greener Skies RNAV and RNP procedures, both from the northwest and the southwest, do appear to provide a slight increase in distance between Bainbridge Island and the downwind leg of the traffic patterns. This occurs when traffic arriving from the northwest passes the island heading south over Puget Sound to then make a left turn and land on one of the runways in the 34 direction, and it also occurs when traffic arriving from the southwest passes the island heading north over the Sound to then make a right turn and land on one of the runways in the 16 direction. Two graphics in the EA that illustrate this are Figures 4.2-3 and 4.2-2, respectively. In the former, existing light blue radar traces are seen turning at ALKIA just east of Bainbridge Island but in the future will turn at MOLDY and closely follow the heavy red flight path. In Figure 4.2-2, the difference is more pronounced; currently there is significant traffic over or near the eastern point of Bainbridge Island but in the future much of it will fly from NETTZ to HEDDR along the solid red track and then proceed along the solid orange track turning inbound over Elliott Bay. In that case, traffic will be approximately a mile further off the eastern shore of Bainbridge Island than at present.

The noise model that FAA requires for use on airspace studies such as the Greener Skies EA produces calculations of noise exposure at specific points. The study produced those values at nearly 56,000 locations (most of them representing population centroids), including locations on Bainbridge Island, but the levels there are less than the 45 dB DNL value and were not reported as part of the EA. Nevertheless, you can see examples of these calculation at points that are close to Bainbridge, as in Figures 6.1-2 and 6.1-3 which depict noise exposure levels for 2014 for the No Action and Proposed Action alternatives. Other study years are also represented in the same section of the report.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=63f69bd4afc9af25288...> 9/10/2012

Letter I-77

Diana Ehly

Page 1

Greener Skies Flight path diagrams

Greener Skies Flight path diagrams
From: Diana Ehly
Sent: Sat, Sep 8, 2012 at 12:16 pm
To: comments@greener skiesea.com

I-77
Page 1 of 1

- 1 What do the terms "Celak, Alkia, Heddr, Zornn" etc mean? These terms are listed on the flight path diagrams on the greener skiesea.com website
I checked the greener skiesea.com website Acronym list/glossary but these terms are not listed?
- 2 Why aren't the actual cities/reservation and major parks listed on the diagrams. Would you please list Federal Way, Tacoma, Point Defiance Park, Brown's Point, Dash Point State Park, Saltwater State Park, Des Moines, Auburn, Puyallup, Milton, Edgewood listed on the map.
Also, where are the Mukilshoot and Puyallup Indian Reservations on flight path diagrams?
- Why aren't the lakes and rivers listed? It would be nice if you would indicate where 5 Mile Lake, Lake Tapps, Bonney Lake, Puyallup River and Green River are located on the diagrams.
It would be nice if you would list I5, HWY 99, HWY 18, Military Rd, HWY 512 on the diagrams.
- 3 I'm interested in why the Greener Skies Committee did not hold a meeting in Tacoma since many of the changes impact Commencement Bay.
- Thank you,
Diana Senger

Response to Comment 1

These are FAA-defined waypoints, which are pronounceable names of GPS positions along a particular instrument procedure where specific altitudes, speeds or turns must be achieved. In practice, the waypoints for each procedure are coded into an aircraft's Flight Management System so that the plane passes each waypoint, essentially operating on "autopilot", thus greatly reducing the dispersion of flight paths along the flight corridor.

Response to Comment 2

Because of the very large scales that were used to depict various views of the approximate 3,200 square mile study area, only City and County jurisdictional boundaries as well as the partial boundaries of National Parks and National Forests are shown on most figures.

Response to Comment 3

Please note that, as discussed in Section 6.1 of the EA, there is no significant noise impact as a result of the Greener Skies Project on any area. The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria. In particular, the Federal Way meetings at the town's two library facilities, were only about 4 or 5 miles from the proposed new flight procedures affecting Commencement Bay.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=63f69bd4afc9af25288...> 9/10/2012

Letter I-78

Ron Miller

Page 1

proposed new flight paths to seatac

proposed new flight paths to seatac
From: Ron Miller
Sent: Sat, Sep 8, 2012 at 12:28 am
To: comments@greener skiesea.com

1- I live in the Alki area of West Seattle. Can you provide me with the number of aircraft that fly past Alki point on a southern landing with the existing flow verses the proposed number in the proposed new flow? It appears that there will be a significant increase in flights. I could not find this data in the current information available.

Ron Miller
3320 56th Ave SW
Seattle Wa 98116

I-78

Page 1 of 1

Response to Comment 1

As discussed in Section 6.1 of the EA, there is no significant noise impact on any community as a result of the Greener Skies Project. However, the general answer to your question is contained in the information in Table 4.3-1 of the EA. Under the proposed Greener Skies procedures, aircraft that fly northward up Puget Sound on a “downwind” leg before turning right to land to the south will follow more precise flight paths along this route but will occur in the same numbers as they do under existing procedures. Then, just north of the Alki area of West Seattle, an estimated 10 percent of that traffic, or approximately 11 jet arrivals per day in 2014, will make the right turn over Elliott Bay following one of the new RNP procedures. An additional 7 jet arrivals per day (for a total of 18 per day) are expected to receive instructions from ATC guiding each aircraft over Elliott Bay under traditional radar control. This compares to an average of approximately 13 jet arrivals per day that are estimated to turn in over Elliott Bay under current procedures. At your location adjacent to Schmitz Park, that increase of about 5 arrivals per day under Greener Skies is not expected to cause any change in noise for any of the study years analyzed.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=63f69bd4afc9af25288...> 9/10/2012

Letter I-79

Michelle Byron

Page 1

I-79

Phone Message 9/9/12 10:41 am

Michelle Byron

1 [Hello Laura, my name is Michelle Byron. And I was just reading aboutt he proposal to change the air routes over Bainbridge and I live on the south end of Bainbridge. I would be interested in seeing a map that would be changing – thatt he routes would be changed to. I already feel thatt here is a lot of noise pollution from the airplanes on the south end oft he island and it looks like this will be increasing with this change. IF there is a place where I can look att he map where it will be changing I would appreciate that.

My telephone number is (206)780-8474

Phone message transcribed by: L. Taylor

Note: Ms. Byron received a return phone call with information directing her to the Greener Skies EA website.

Response to Comment 1

Please note that as described in Section 6.1 of the EA, no community will experience a significant noise impact as the result of the Greener Skies project. With regard to Bainbridge Island, the Greener Skies RNAV and RNP procedures, both from the northwest and the southwest, do appear to provide a slight increase in distance between Bainbridge Island and the downwind leg of the traffic patterns. Two graphics in the EA that illustrate this small improvement are Figures 4.2-3 and 4.2-2, respectively. In the former, existing light blue radar traces are seen turning at ALKIA just east of Bainbridge Island but in the future will turn at MOLDY and closely follow the heavy red flight path. In Figure 4.2-2, the difference is more pronounced; currently there is significant traffic over or near the eastern point of Bainbridge Island but in the future much of it will fly from NETTZ to HEDDR along the solid red track and then proceed along the solid orange track turning inbound over Elliott Bay. In that case, traffic will be approximately a mile further off the eastern shore of Bainbridge Island than at present.

Letter I-80

Casey Luce

Page 1

Potential of increased air traffic & noise pollution over Beacon Hill

Potential of increased air traffic & noise pollution over Beacon Hill

From: casey l

Sent: Mon, Sep 10, 2012 at 6:46 pm

To: comments@greener skiesea.com

Hello,

1 [Recently I learned that the "Greener Skies" initiative plans to reroute air traffic to turn over Elliot Bay and Beacon Hill. The south Seattle area already deals with an enormous amount of air traffic noise - to the point where we cannot keep our windows open. I feel very strongly that I don't want anymore air traffic noise!

The south ends seems to often end up with a disproportionate amount of decisions that affect our community negatively. Please reconsider increasing the air traffic noise in our community.

Sincerely,
Casey Luce
South Seattle resident

I-80

Page 1 of 1

Response to Comment 1

As mentioned in the comment, this EA looked at the effect of implementing some new RNAV procedures into SEA. In accordance with the NEPA, this EA included an analysis on the noise impact of the Proposed Action in comparison with the No-Action (current situation). That analysis, contained in Section 6.1 of the Environmental Assessment shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

The FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and initiated a meeting to discuss the noise impact on the south Seattle zip codes, in association with the Port of Seattle and SEA. This meeting will occur in Beacon Hill Area in the near future and will be open to the general public.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=63f69bd4afc9af25288...> 9/10/2012

Letter I-81

Daniel Atkinson

Page 1

Rerouting airline routes

Rerouting airline routes

From: Daniel Atkinson

Sent: Mon, Sep 10, 2012 at 6:12 pm

To: comments@greener skiesea.com

1 I strenuously object to the rerouting of any flight paths that will further adversely affect our south end neighborhoods. The South End, where the greater share of the minorities reside is already burdened with a disproportionate amount of aircraft noise. The airliners from SeaTac that are supposed to fly farther north to gain altitude before turning east and south, often turn early over Columbia City, Mt. Baker and Seward Park and our other local neighborhoods. Boeing field is located just to the west of our neighborhoods and Boeing at Renton field is just to the south. Both of these fields send low flying aircraft over our neighborhoods on an almost daily basis. Engine testing at the Renton field can be almost as loud as a low flying airplane.

Please consider our South end neighborhoods saturated with 3 airports and horrible noise pollution. Please consider a more equitable solution by routing more flights farther north before they leave the I-5 corridor.

Daniel Atkinson
5000 54th Ave S
Seattle, 98118
206-954-1534

I-81

Page 1 of 1

Response to Comment 1

As described in contained in Section 6.1 of the EA, there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

The FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and initiated a meeting to discuss the noise impact on the south Seattle zip codes, in association with the Port of Seattle and SEA. This meeting will occur in Beacon Hill, in the near future and will be open to the general public.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=63f69bd4afc9af25288...> 9/10/2012

Letter I-82

Jay Gairson

Page 1

Greener Skies EA - Augustin Moses, AJV-W2

Greener Skies EA - Augustin Moses, AJV-W2

From: Jay Gairson

Sent: Mon, Sep 10, 2012 at 1:21 pm

To: comments@greener skiesea.com

Greetings:

1- Why are there no public meetings in the Elliot Bay region or Beacon Hill area of Seattle? It seems that those areas are the ones most impacted by the new routes.

Air traffic over my home is already loud enough that several times each night it wakes my one year old daughter up. Let alone the potential of pollution. Lately, air traffic has been even worse, often so loud that when standing outside and talking with a neighbor we have to stop talking and just stare at the passing plane because we cannot hear each other.

I do not see how harming a more densely populated area of Seattle - Beacon Hill and Columbia City - that is more economically diverse (i.e., more low-income people) is a benefit to anyone when attempting to "displace" noise pollution from the "hip" parts of town that are less populated like Ballard.

2- And in either case, air traffic should be going over the biggest, emptiest stretch we have around -- The Sound! Why does it have to go over other neighborhoods?

Columbia City and Beacon Hill already have the most polluted air in all of Seattle due to the inland winds passing pollution over from the SoDo industrial district; we don't need more pollution from the planes!

If six baby girls born in the last six years on my block all being breach isn't a warning sign, I don't know what is.

Please reconsider your current path.

Thank you

Jay Gairson
4144 29th Ave S
Seattle, WA 98108

I-82

Page 1 of 1

Response to Comment 1

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near Seattle International Airport that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of these criteria.

Response to Comment 2

In accordance with the NEPA, this EA included an analysis on the noise impact of the Proposed Action in comparison with the No-Action (current situation). That analysis, contained in Section 6.1 of the Environmental Assessment shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

The need for and purpose of designing Greener Skies is described in Chapter 3. Furthermore, as part of the EA process, a range of alternative procedures, including routing, were considered. As detailed in Section 4 of the EA, the alternative procedures evolved from a preliminary identification of measures aimed at reducing flight times, level off segments and confliction points. Ultimately, this screening and

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Letter I-82

Jay Gairson

Page 2

evaluation of individual proposal resulted in the elimination of measures found to be ineffective while those found to be effective and viable collectively became the Proposed Action.

Finally, the Greener Skies procedures are designed to reduce fuel burn. The EA includes reduced fuel burn calculations in the results discussed in Section 6.4 on Climate Change.

Letter I-83

Julie Ratner

Page 1

Feedback from CD home owner

Feedback from CD home owner
From: J R
Sent: Mon, Sep 10, 2012 at 10:58 am
To: comments@greener skiesea.com

Hello

I live in the CD and have owned a home since 2006. I'm noticing a MAJOR change in the frequency of flights and am awakened by flights very late and very early in the morning.

I am emailing this feedback to file a complaint. I hope you include my negative comments in your report based on community feedback. The new flight paths are really noticeable and they disturb my sleep and make the neighborhood chickens and dogs go bananas at all hours.

Thank you

Julie Ratner

I-83

Page 1 of 1

Response to Comment 1

In accordance with the National Environmental Policy Act, this EA analyzed the noise impact of the Proposed Action in comparison with the No-Action (current situation). That analysis, contained in Section 6.1 of the EA, shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

The FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting, open to the general public, to occur in the near future, to discuss the noise impact on the south Seattle zip codes, in association with the Port of Seattle and SEA.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=63f69bd4afc9af25288...> 9/10/2012

Letter I-84

Karen McPherson

Page 1

Air traffic noise

Air traffic noise

From: Karen McPherson

Sent: Mon, Sep 10, 2012 at 5:56 pm

To: comments@greener skiesea.com

1 — I live in Seward Park community and do not want more airplane noise as is suggested in new flight plans. We have too much plane noise already. I suggest you have planes fly over lesser dense areas. South Seattle should not bear the brunt of more noise.
Thank you.
Karen McPherson

I-84

Page 1 of 1

Response to Comment 1

In accordance with the NEPA, this EA analyzed the noise impact of the Proposed Action in comparison with the No-Action (current situation). That analysis, contained in Section 6.1 of the EA, shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

The FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and have arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

The concerned neighborhoods of Seattle where flight operations are already a significant issue are generally aligned with or slightly to the side of SEA's three runways. The FAA's EA has depicted the noise in these areas as color-coded population centroids down to levels of exposure as low as 45 dB DNL, considerably below and much further from the runways than the 65 dB DNL levels that are normally reported by the Port of Seattle for any of its noise studies. This has been done in accordance with FAA guidance in order to fully disclose any potential changes in noise that would result from Greener Skies, even when those changes are small.

Figures 6.1-4, 6.1-9, and 6.1-14 show the increases and decreases due to Greener Skies for each of the three study years 2014, 2018 and 2023, respectively. Some areas of east Seattle are expected to experience slight improvements in noise, and some near the extended centerlines of the runways are expected to experience slight increases, each the result of a very slight reduction in the dispersion of aircraft along existing instrument approach paths due to the increased precision with which the Greener Skies' Required Navigation Performance procedures can be

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=63f69bd4afc9af25288...> 9/10/2012

Letter I-84

Karen McPherson

Page 2

flown. Table 6.1-2 and accompanying Figure 6.1-17 show the degree to which the noise is expected to increase directly under the approaches to the three runways. Points 4, 8 and 11, all north of SEA, are projected to experience changes no greater than 0.2 dB for any of the three study years. The EA characterizes this change as “extremely small and not likely even to be noticed.” This area of slight increase stretches from Green Lake to Georgetown, and is not limited to south Seattle.

The EA identifies the greatest increase in exposure as 1.1 dB DNL in 2023 – that occurs well south of the airport as a result of a new arrival procedures for landings to the north.

Letter I-85

Kristin Mauck

Page 1

Beacon Hill Air Traffic

Beacon Hill Air Traffic

From: Kristin Mauck

Sent: Mon, Sep 10, 2012 at 4:26 pm

To: comments@greener skiesea.com

1- I have lived in several parts of the city and in the past 5 years have lived in the northwest part of Beacon Hill. We have noticed a significant increase in the air traffic directly over our home and have learned that there are plans in the works to actually increase the traffic over Beacon Hill. My concerns are not only the disruptive noise but the environmental impact to the air quality in our neighborhood. It seems to me that any plans should instead focus on balancing the traffic over other parts of the city, not just flooding our great neighborhood

thank you

I-85

Page 1 of 1

Response to Comment 1

In accordance with the NEPA, this EA analyzed the noise impact of the Proposed Action in comparison with the No-Action (current situation). That analysis, contained in Section 6.1 of the EA, shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and have arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and Seattle International Airport. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

The concerned neighborhoods of Seattle where flight operations are already a significant issue are generally aligned with or slightly to the side of SEA's three runways. The FAA's EA has depicted the noise in these areas as color-coded population centroids down to levels of exposure as low as 45 dB DNL, considerably below and much further from the runways than the 65 dB DNL levels that are normally reported by the Port of Seattle for any of its noise studies. This has been done in accordance with FAA guidance in order to fully disclose any potential changes in noise that would result from Greener Skies, even when those changes are small.

Figures 6.1-4, 6.1-9, and 6.1-14 show the increases and decreases due to Greener Skies for each of the three study years 2014, 2018 and 2023, respectively. Some areas of east Seattle are expected to experience slight improvements in noise, and some near the extended centerlines of the runways are expected to experience slight increases, each the result of a very slight reduction in the dispersion of aircraft along existing

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Letter I-85

Kristin Mauck

Page 2

instrument approach paths due to the increased precision with which the Greener Skies' Required Navigation Performance procedures can be flown. Table 6.1-2 and accompanying Figure 6.1-17 show the degree to which the noise is expected to increase directly under the approaches to the three runways. Points 4, 8 and 11, all north of SEA, are projected to experience changes no greater than 0.2 dB for any of the three study years. The EA characterizes this change as "extremely small and not likely even to be noticed." This area of slight increase stretches from Green Lake to Georgetown, and is not limited to Beacon Hill.

The EA identifies the greatest increase in exposure as 1.1 dB DNL in 2023 – that occurs well south of the airport as a result of a new arrival procedures for landings to the Section 6.3 of the EA discusses the air quality impacts of the Greener Skies Project. The project would reduce fuel use and emissions, and would therefore benefit air quality in the Puget Sound region.

Letter I-86

Lauren Laughlin

Page 1

increased air traffic in south Seattle

increased air traffic in south Seattle
From: Lauren Laughlin
Sent: Mon, Sep 10, 2012 at 4:02 pm
To: comments@greener skiesea.com

1 { Hello,
I have lived in the south end (Columbia City) for 8 years. We get our share of airline traffic and we have to put up with the Blue Angels at Seafair every year. I would not like to see to south end take on increased air traffic and pollution.
Thank you,
Lauren Laughlin

I-86

Page 1 of 1

Response to Comment 1

In accordance with the NEPA, this EA analyzed the noise impact of the Proposed Action in comparison with the No-Action (current situation). That analysis, contained in Section 6.1 of the EA, shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and have arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and Seattle International Airport. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

The concerned neighborhoods of Seattle where flight operations are already a significant issue are generally aligned with or slightly to the side of SEA's three runways. The FAA's EA has depicted the noise in these areas as color-coded population centroids down to levels of exposure as low as 45 dB DNL, considerably below and much further from the runways than the 65 dB DNL levels that are normally reported by the Port of Seattle for any of its noise studies. This has been done in accordance with FAA guidance in order to fully disclose any potential changes in noise that would result from Greener Skies, even when those changes are small.

Figures 6.1-4, 6.1-9, and 6.1-14 show the increases and decreases due to Greener Skies for each of the three study years 2014, 2018 and 2023, respectively. Some areas of east Seattle are expected to experience slight improvements in noise, and some near the extended centerlines of the runways are expected to experience slight increases, each the result of a very slight reduction in the dispersion of aircraft along existing instrument approach paths due to the increased precision with which the Greener Skies' Required Navigation Performance procedures can

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Letter I-86

Lauren Laughlin

Page 2

be flown. Table 6.1-2 and accompanying Figure 6.1-17 show the degree to which the noise is expected to increase directly under the approaches to the three runways. Points 4, 8 and 11, all north of SEA, are projected to experience changes no greater than 0.2 dB for any of the three study years. The EA characterizes this change as “extremely small and not likely even to be noticed.” This area of slight increase stretches from Green Lake to Georgetown, and is not limited to south Seattle.

The EA identifies the greatest increase in exposure as 1.1 dB DNL in 2023 – that occurs well south of the airport as a result of a new arrival procedures for landings to the north.

Section 6.3 of the EA discusses the air quality impacts of the Greener Skies Project. The project would reduce fuel use and emissions, and would therefore benefit air quality in the Puget Sound region.

Letter I-87

Dysa Kafoury

Page 1

EA Question

EA Question

From: Dysa Kafoury

Sent: Mon, Sep 10, 2012 at 6:46 pm

To: comments@greener skiesea.com

I-87

Page 1 of 1

- 1 In your environmental assessment, how are you addressing health issues, including damage to hearing, noise pollution, and air pollution?
- 1 I live in the Seward Park neighborhood, and already experience odors that smell like airplanes are dropping fuel over Seward Park. In the past, the odor has been the strongest on Sunday mornings. An increase in air pollution is not acceptable.
- 2 When airplanes now fly over the Seward Park area, their sounds drown out all else. If the flight patterns change to increase planes flying over this area, the noise can have the effect of permanent hearing loss. High decibel sound also has been shown to negatively effect human behavior, causing general agitation.

Response to Comment 1

This EA was undertaken in accordance with the NEPA, which includes investigating the impacts of the Proposed Action on 18 impact categories, including noise, air quality and socioeconomic impacts, environmental justice, and children's environmental health and safety risks. The analysis contained in the EA looked at the effect of implementing the Proposed Action in comparison with the No-Action (current situation). The noise analysis (Section 6.1), the air quality analysis (section 6.3) and the analysis on socioeconomic impacts, environmental justice, and children's environmental health and safety risks (section 6.6) all showed that there would be no significant impacts as a result of the implementation of the Proposed Action.

Response to Comment 2

Seward Park borders Lake Washington and is well east of any of the proposed changes associated with Greener Skies. Whatever noise exposure levels you are exposed to from current procedures will be unaffected by the new procedures, as indicated by the lack of any coloration near Seward Park in Figures 6.1-4, 6.1-9 or 6.1-14.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=63f69bd4afc9af25288...> 9/10/2012

Letter I-88

Erin Kane

Page 1

Increased Airplane Noise

Increased Airplane Noise

From: erinkane1@gmail.com

Sent: Mon, Sep 10, 2012 at 12:39 pm

To: comments@greener skies sea.com

Hello,

I was recently made aware that there is a potential for increased air traffic noise over Beacon Hill due to proposed changes to air traffic routes over Seattle, relating to the Greener Skies initiative.

I would like to voice my concerns about this proposed action. Having lived all over this city, from Burien to Northgate and everywhere in between, including my current home on eastern Beacon Hill, I can say that this area already has a decent and steady amount of air traffic noise as it is directly under a current landing path to Sea-tac.

It seems that often times ideas that are meant to be made for the whole of the city of Seattle have a disproportionate negative effect on South end residents, particularly Beacon Hill.

Please be considerate of all the citizens of this great city when making decisions that will benefit us all, but negatively impact relatively few. Would you want this in your backyard?

Thank you,

--

Erin Kane
98108

I-88

Page 1 of 1

Response to Comment 1

While there is the potential for some increase flights over Beacon Hill, please note that as described in Section 6.1 of the EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

The EA was drafted in accordance with the NEPA. During the NEPA process, the federal agency makes determinations with respect to 18 potential environmental impact categories. The analysis and resulting determinations were made available to the public through the Draft EA and the public was invited to comment on this determination. The FAA will make a decision on the Greener Skies Project following release of this EA, which takes into consideration public input received during the 39-day public comment period.

<https://webmail.greener skies sea.com/versions/webmail/8.13.9-RC/popup.php?wsid=63f69bd4afc9af25288...> 9/10/2012

Letter I-89

Julie

Page 1

Fwd: potential of increased air traffic and noise pollution over Beacon Hill and South Seattle

Fwd: potential of increased air traffic and noise pollution over Beacon Hill and South Seattle

From: Julie

Sent: Mon, Sep 10, 2012 at 5:19 pm

To: comments@greener skiesea.com

1 — Hi, I'm a concerned citizen interested in expressing my strong concern about the flight paths being rerouted over SE Seattle. Your website is not very user friendly. Can you please send me more information about the new flight path being proposed?

Thank you, Julie

Begin forwarded message:

From: Lakewood Seward Park Community Association <lwsrna@gmail.com>

Subject: potential of increased air traffic and noise pollution over Beacon Hill and South Seattle

Date: September 10, 2012 2:06:31 PM PDT

To: "LW/SP Neighborhood Association" <lwsrna@gmail.com>

Bcc: julie@yogabutter.com

Passing on a note from the Columbia City Parents List serve member Wendy:

Hi, all. A friend recently attended an environmental impact meeting for "Greener Skies" for Seattle. Lots of good discussion going on but she learned a potential bad piece for our neighborhood. The plan reroutes air traffic to turn over Elliot Bay and Beacon Hill. The full environmental assessment is posted for review at www.greener skiesea.com. If increased air traffic noise is a concern to you, the comment period is still open (until 9/14). You can comment by sending an email to comments@greener skiesea.com. So often, the good decisions made for the whole of our city end up somehow disproportionately affecting the south end negatively. But when our community speaks up, folks in charge listen in my experience. Hope this information is helpful.

Wendy

Lakewood Seward Park Community Club
4916 S. Angeline St. Seattle, WA 98118

www.lspcc.org
(206) 722-9696

I-89

Page 1 of 1

Response to Comment 1

In addition to the Greener Skies web site (www.greener skiesea.com) hard copies of the Draft EA are available for review in the Ballard Branch Library and 5 CDs of the document are available for review at the Beacon Hill Library. Similar numbers and formats of the EA are also available at those same locations.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=63f69bd4afc9af25288...> 9/10/2012

Letter I-90

Lisa and Jason Snavlin

Page 1

Uncertain future for air traffic

Uncertain future for air traffic
From: Lisa Snavlin
Sent: Mon, Sep 10, 2012 at 12:45 pm
To: comments@greenerskiesea.com

To Whom It May Concern,

We are highly disappointed and deeply concerned with the potential of air traffic being more directed over Beacon Hill, as our family lives in Seward Park.

We have enough air plane noise on a daily basis - and we couldn't possibly imagine this increasing.

Please have it noted that we disapprove of the new route plans, and intend on doing whatever it takes to rally our community to ensure it doesn't happen.

Sincerely,
Lisa and Jason Snavlin

I-90

Page 1 of 1

Response to Comment 1

In accordance with the NEPA, this EA analyzed the noise impact of the Proposed Action in comparison with the No-Action (current situation). That analysis, contained in Section 6.1 of the EA, shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

The FAA's EA has depicted the noise in these areas as color-coded population centroids down to levels of exposure as low as 45 dB DNL, considerably below and much further from the runways than the 65 dB DNL levels that are normally reported by the Port of Seattle for any of its noise studies. This has been done in accordance with FAA guidance in order to fully disclose any potential changes in noise that would result from Greener Skies, even when those changes are small.

Figures 6.1-4, 6.1-9, and 6.1-14 show the increases and decreases due to Greener Skies for each of the three study years 2014, 2018 and 2023, respectively. Some areas of east Seattle are expected to experience slight improvements in noise, and some near the extended centerlines of the runways are expected to experience slight increases, each the result of a very slight reduction in the dispersion of aircraft along existing instrument approach paths due to the increased precision with which the Greener Skies' Required Navigation Performance procedures can be flown. Table 6.1-2 and accompanying Figure 6.1-17 show the degree to which the noise is expected to increase directly under the approaches to the three runways. Points 4, 8 and 11, all north of SEA, are projected to experience changes no greater than 0.2 dB for any of the three study years. The EA characterizes this change as "extremely small and not likely even to be noticed." This area of slight increase stretches from Green Lake to Georgetown, and is not limited to Seward Park and south Seattle. The EA identifies the greatest increase in exposure as 1.1 dB DNL in 2023 –that occurs well south of the airport as a result of a new arrival procedures for landings to the north.

<https://webmail.greenerskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=63f69bd4afc9af25288...> 9/10/2012

Letter I-91

Mary Joy Lopez

Page 1

Air traffic changes

Air traffic changes

From: Lopez, MaryJoy

Sent: Mon, Sep 10, 2012 at 6:52 pm

To: comments@greenerskiesea.com

Hello,

1 [I am sending this comment to voice my concern for the planned air traffic changes that will impact South Seattle with more noise. I hope it is not too late to reconsider this impact on a neighborhood that already has its share of negative impact. I am referring specifically to the transit on MLK that is not underground, as it will in North Seattle.

MaryJoy Lopez

Data Coordinator

Cord Blood Transplant Program

Fred Hutchinson Cancer Research Center

P: 206-667-6139

F: 206-667-1733

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I-91

Page 1 of 1

Response to Comment 1

While there is the potential for some increase flights over South Seattle, please note that as described in Section 6.1 of the EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

The FAA's EA has depicted the noise in these areas as color-coded population centroids down to levels of exposure as low as 45 dB DNL, considerably below and much further from the runways than the 65 dB DNL levels that are normally reported by the Port of Seattle for any of its noise studies. This has been done in accordance with FAA guidance in order to fully disclose any potential changes in noise that would result from Greener Skies, even when those changes are small.

Figures 6.1-4, 6.1-9, and 6.1-14 show the increases and decreases due to Greener Skies for each of the three study years 2014, 2018 and 2023, respectively. Some areas of east Seattle are expected to experience slight improvements in noise, and some near the extended centerlines of the runways are expected to experience slight increases, each the result of a very slight reduction in the dispersion of aircraft along existing instrument approach paths due to the increased precision with which the Greener Skies' Required Navigation Performance procedures can be flown. Table 6.1-2 and accompanying Figure 6.1-17 show the degree to which the noise is expected to increase directly under the approaches to the three runways. Points 4, 8 and 11, all north of SEA, are projected to experience changes no greater than 0.2 dB for any of the three study years. The EA characterizes this change as "extremely small and not likely even to be noticed." This area of slight increase stretches from Green Lake to Georgetown, and is not limited to Beacon Hill.

<https://webmail.greenerskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=63f69bd4afc9af25288...> 9/10/2012

Letter I-91

Mary Joy Lopez

Page 2

The EA identifies the greatest increase in exposure as 1.1 dB DNL in 2023 – that occurs well south of the airport as a result of a new arrival procedures for landings to the north.

Letter I-92

Mike Richan

Page 1

Air traffic re-routing AGAINST CHANGES

Air traffic re-routing AGAINST CHANGES

From: Mike Richan

Sent: Mon, Sep 10, 2012 at 5:58 pm

To: comments@greener skiesea.com

1- I am completely against the re-routing of air traffic to turn over Elliot Bay and Beacon Hill!

Mike Richan
Seattle, WA

I-92

Page 1 of 1

Response to Comment 1

Thank you for your comment. Please note that while there is the potential for some increase flights over Elliot Bay and Beacon Hill, as described in Section 6.1 of the EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=63f69bd4afc9af25288...> 9/10/2012

Letter I-93

Roger & Ione Barber

Page 1

Proposal to Alter Air Routes Over Bainbridge Island

Proposal to Alter Air Routes Over Bainbridge Island

From: Roger Barber

Sent: Mon, Sep 10, 2012 at 5:25 pm

To: comments@greenerskiesea.com

Cc: dlester@bainbridgewa.gov

Federal Aviation Administration.

In considering your Greener Skies over Seattle proposal that would bring the flight paths near our home at the south end of Bainbridge Island, I have to say, we are totally against it. How about altering the path to over your house! Well, maybe greener skies aren't all that important. Most people buying a home consider things like: Is it on a busy street or near an airport or its flight path. We sure did, and we would not have purchased our home if it was near your flight path. We don't care if the jet will only whistle instead of roaring. We like the quiet of our end of the island and want it to stay that way, nor do we want the value of our property to drop.

So please keep your aircraft away from us.

Sincerely,

Roger and Ione Barber
1907 Douglas Drive NE
Bainbridge Island, WA

I-93

Page 1 of 1

Response to Comment 1

The Greener Skies RNAV and RNP procedures, both from the northwest and the southwest, may result in a slight increase in distance between Bainbridge Island and the downwind leg of the traffic patterns. This occurs when traffic arriving from the northwest passes the island heading south over Puget Sound to then make a left turn and land on one of the runways in the 34 direction, and it also occurs when traffic arriving from the southwest passes the island heading north over the Sound to then make a right turn and land on one of the runways in the 16 direction. Two graphics in the EA that illustrate this are Figures 4.2-3 and 4.2-2, respectively. In the former, existing light blue radar traces are seen turning at ALKIA just east of Bainbridge Island but in the future will turn at MOLDY and closely follow the heavy red flight path. In Figure 4.2-2, the difference is more pronounced; currently there is significant traffic over or near the eastern point of Bainbridge Island but in the future much of it will fly from NETTZ to HEDDR along the solid red track and then proceed along the solid orange track turning inbound over Elliott Bay. In that case, traffic will be approximately a mile further off the eastern shore of Bainbridge Island than at present.

It should be noted that as, described in Section 6.1 of the EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation) for any community.

<https://webmail.greenerskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=63f69bd4afc9af25288...> 9/10/2012

Letter I-94

Wendy Alsup

Page 1

reroutes of air traffic over Beacon Hill

reroutes of air traffic over Beacon Hill

From: Wendy Alsup

Sent: Mon, Sep 10, 2012 at 2:47 am

To: comments@greener skiesea.com

1 Please do not reroute air traffic over Beacon Hill. South Seattle already has a disproportionate amount of air traffic noise due to its proximity to Renton Municipal Airport, Boeing Field, and Sea Tac. South Seattle has the city's largest populations of children, the elderly, disabled persons, and people of color. Too long, the city has let South Seattle bare an undue burden for the rest of the city on a myriad of issues. We stand firmly AGAINST the city doing it once again by increasing our noise pollution through the rerouting of more air traffic over our schools and streets.

Wendy Alsup
Resident

I-94

Page 1 of 1

Response to Comment 1

Please note that while there is the potential for some increase flights over Beacon Hill, as described in Section 6.1 of the EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority and Low-income Populations*, and is included in Section 6.6 of the EA. No significant disproportionate impacts to minority or low income populations were identified.

However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and have arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and Seattle International Airport. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=63f69bd4afc9af25288...> 9/10/2012

Letter I-95

Katy Plautz

Page 1

Greener Skies comment from Beacon Hill

Greener Skies comment from Beacon Hill
From: Katy Plautz
Sent: Mon, Sep 10, 2012 at 2:54 am
To: comments@greener skiesea.com

I-95

Page 1 of 1

Thursday, I attended the environmental impact meeting for "Greener Skies" for Seattle at the Federal Way Library.

As a long time resident of Beacon Hill, I had been anticipating it as something that would decrease the level of noise pollution we experience (due to lower engine power and higher altitude). However, after speaking with the panel of experts, it sounds like we may experience *increased* noise due to increased turning traffic over Elliot Bay & Beacon Hill.

I am all for the decreased carbon footprint but not at the expense of basic quality of life & health for my community.

We already have a disproportionate amount of traffic with accompanying noise & air pollution!

We chose Beacon Hill over more affluent parts of the city for the following reasons:

1. Cultural diversity Southeast Seattle has approximately 80,000 residents, the city's largest populations of children, the elderly, disabled persons, and people of color.
2. Economic diversity--without the have vs have not mentality. This is really hard to find!
3. Beautiful natural setting with southwest exposure for amazing views and more sun/daylight.
4. Minimizing our carbon footprint with limited car time to downtown and light rail option.

Now that I have 3 small children these reasons have even greater significance.

Having the resources to choose any neighborhood in the city (we own our home outright), can I risk exposing my kids to toxins that could impact their health over a lifetime?

My 5 year old already suffers from developmental issues and I can't help but wonder if the regular presence of jet fuel in the air contributed.

Environmental impact?

What could be more important than protecting the most vulnerable members of our community?

Kate Plautz

S. Katherine Kreager Plautz OTR/L CHT
Hand Therapy & Movement Education
1726 South Hanford Street Seattle, WA 98144
206-250-0952 KPHandTherapy.com

Response to Comment 1

Please note that while there is the potential for some increase flights over Elliot Bay and Beacon Hill, as described in Section 6.1 of the EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

An analysis on children's environmental health and safety risks was undertaken as part of the Draft EA, and is included in Section 6.6 of the EA. No significant disproportionate impacts to children's environmental health and safety risks were identified.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=63f69bd4fc9af25288...> 9/10/2012

Letter I-96

Diana Ehly

Page 1

Re: powerpoint fro the 9/5 Federal Way public meeting

Re: powerpoint from the 9/5 Federal Way public meeting
From: Diana Ehly
Sent: Tue, Sep 11, 2012 at 12:23 pm
To: comments@greener skiesea.com

I-96

Page 1 of 1

Response to Comment 1

Copies of the PowerPoint presentation and of the boards that were presented at each of the public meetings are available on the Greener Skies web site at www.greener skiesea.com.

Ms. Taylor,

Great, it will be nice to have a hard copy when I watch your presentation on YouTube. It's actually a great video. I can even read part of the PP slides.

Is it possible to get a map of the proposed flight path that has the highways/freeways and cities/towns listed on it?

Thanks,
Diana

On Mon, Sep 10, 2012 at 2:50 PM, <comments@greener skiesea.com> wrote:

Thank you for your request Ms. Ehly. We should have the PowerPoint presentation posted by the end of this week.

Sincerely,

Laura Taylor
Administrative Officer
Greener Skies EA

-----Original Message-----

From: "Diana Ehly" <dianaehly@gmail.com>
Sent: Friday, September 7, 2012 6:08pm
To: comments@greener skiesea.com
Subject: Re: powerpoint from the 9/5 Federal Way public meeting

Hi, Thanks for the link, but I'm not sure the documents page has the actual PP presentation. If it does, what is the title of the PP presentation presented at the meeting?

The main thing I'm interested in is the diagrams of the green, red, black colored flight paths in the presentation. I want to see the current and proposed future flight paths colored according to the volume of flights

please email me the diagrams
thanks
diana

On Fri, Sep 7, 2012 at 1:55 PM, <comments@greener skiesea.com> wrote:

Thank you for your communication received via the Seattle Greener Skies Environmental Assessment website.

The Draft Environmental Assessment (DEA) was released on Tuesday, August 7, 2012. The public comment period for this document is from August 7, 2012 through September 14, 2012.

To view the document online please visit the website at www.greener skiesea.com/documents.html or you may view the document in person at the Reference Desk of either the Federal Way Library or the Ballard Branch Library.

Comments received at this email address will be forwarded to the FAA and included in the final EA document.

Sincerely,

Federal Aviation Administration
Western Service Area

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

Letter I-97

Erik Stanford

Page 1

Comment on Greener Skies Proposal for the Public Record

Comment on Greener Skies Proposal for the Public Record

From: Erik Stanford

Sent: Tue, Sep 11, 2012 at 1:23 pm

To: Greener Skies EA

Cc: Adam Kline, Adam Smith, Chas Redmond, Darryl Smith, Eric Pettigrew, Mike McGinn, Pete Mills, Bruce Harrell, Jean Godden, Mike O'Brien, Nick Lacata, Richard Conlin, Sally Bagshaw, Sally Clark, Tim Burgess, Tom Rasmussen, Sharon Tomiko Santos, Alexis Gallegos, Bill Davis, Carl Hightower, Christi Muoneke, Debra Haraldson, Doug Cargill, Eric Yamada, Erik Stanford, Friend, Grover Haynes, Jeannie O'Brien, Kelvin Tran, Mariana Quarnstrom, Nancy Wagner, Nhan Thai, Pat Murakami, Patricia Paschal, Peter Holmes, Peter Steinbrueck, Ray Akers, Rhonda Smith, Ron Momoda, Sarah Stanford, Shari Briggs, Sheri Day, Sue Harambe, Susan Pichereau, Tamra Smilanich, Ted Grimes, Thomas Acker, Vay & Lam Lay, Yalonda Gill Masundire, Vu Le, Alexis Gallegos, aimac001@hotmail.com, aimamcf@gmail.com, altech@nickpapini.com, ana.gervassi@sbrl.org, Ann Murray, anneh@cablespeed.com, annea@johnscott.com, anyung77@gmail.com, beaconhillguido@yahoo.com, benjamin_babcock@hotmail.com, bernie@sightlife.org, bkirk@sccd.ctc.edu, candace@candace.ca, clayton3120@cablespeed.com, cmlk69@yahoo.com, cosbornewa@msn.com, danacgerry@yahoo.com, daniel_dole@hotmail.com, Doug Cargill, dougch123@aol.com, Dulcie Claassen, dylew@hotmail.com, edsantiago_sea@yahoo.com, emilysanti@gmail.com, Emma Bartholomew, Erik Stanford, gemindtc@gmail.com, Heather Cabal, heather@derosierdesign.com, hilowstunts@cablespeed.com, hogan11@yahoo.com, hphowell7@gmail.com, ianisaiah@gmail.com, Jan Gerry, Jay Taylor, jbo206@gmail.com, jd@jenniferdaydesign.com, Jeannie O'Brien, Jenny Zwick, jessica.mcdowell@gmail.com, john.brecher@gmail.com, jraymond@seattleschools.org, judedw@comcast.com, Judi Johnson, Kate Plautz, kaylew@hotmail.com, kbarker@ci.bellevue.wa.us, kokirkpatrick@gmail.com, ksprute@msn.com, lisasholley@gmail.com, lorraine.barnes@gmail.com, Mariana Quarnstrom, marilyn@nickpapini.com, martin@gehmac.net, mcbagley@gmail.com, me@dandean.com, mhtitus@hotmail.com, michelle.barton@cablespeed.com, Mike McDowell, Milton Schullian, mmcintyre@gmail.com, mralkows@aol.com, nick@nickpapini.com, norm@njpouliot.com, Pat Murakami, phunter155@aol.com, Ray Akers, Rob Gifford, Robert Bismuth, robinmazna@hotmail.com, Sharon Taylor, steveryanpratt@yahoo.com, sutthoff@msn.com, syocum2908@hotmail.com, Tamra Smilanich, Ted Grimes, Tina Ray, tjsherwood@gmail.com, Virginia Calvin, waingold@yahoo.com, wilddrane@mac.com, Al Johnson, Bev Powers, Brian Fairchild, Cary Calkins, Charles Fulcher, Cherie Hasson, Claire Newman, Debbie Heard, Dolly Tokunaga, Dorothy Driver, E.J. Gong, Elise Vaughn Liska, Eric Uyeji, Erik Stanford, Freda Leomiti, Heather Omalley, Jeff Wolfe, Joe Easterday, Ken Nicholas, Laurie Samuelsen, Leslie Lowe, Monique Harris Jones, Nick Chicka, Raymond Butler, Rhonda Smith, Sabranie Coyne, Samson Asfaw, Serena Heslop, Steven Gorecki, Steven Sterling, Steven Wayne, Sue Harambe, Susan Davidson, Susi Burdick, Ted Dietz, Virginia Calvin, Warren Farmer

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Response to Comment 1

The two public meetings held at Federal Way and Ballard were intended to facilitate the public's understanding of the proposed action and potential impacts. A large group of experienced and knowledgeable FAA consultant professionals were available at each meeting to allow ample opportunity for one-on-one question and answer sessions, before and after a brief presentation describing the proposed procedures and resulting noise levels. The presentation were intended to be comprehensive showing present and proposed flight procedures separately for traffic arriving from the northwest and from the southwest for both north flow and south flow traffic. Changes in noise levels were shown to a high degree of precision -

Response to Comment 2

The Draft EA contains analyses of impacts to the built and natural environment, including noise, air quality, social impacts, environmental justice and children's health and safety risks. Section 6 of the Draft EA shows that there would be no significant noise impact, no significant air quality impact and no significant impact in any other of the 18 categories considered under the NEPA as a result of implementing these new flight procedures. Section 6.1.2 of the Draft EA specifically addresses changes in noise exposure and characterizes the degree of change.

The insignificant noise impact determination found in Section 6.1 of the Draft EA was based upon the FAA approved noise modeling system for these types of federal actions. If the noise due to air traffic is found to be not tolerable, the Port of Seattle has an airport Noise Program to address demonstrated noise issues. See <http://www.portseattle.org/Newsroom/Fast-Facts/Pages/Noise-Programs.aspx> for more information about the program and how to contact the noise office.

*** PLEASE ADD THIS COMMENT TO THE OFFICIAL PUBLIC RECORD FOR THE "GREENER SKIES" PROPOSAL ***

Dear FAA/Greener Skies,

1 - A group of Beacon Hill residents...attended both public meetings for the proposed Greener Skies plan. With all due respect to the FAA, both meetings were disasters, especially the Ballard meeting. The FAA's consultant really failed to effectively explain what Greener Skies is about, and how it will impact our communities. Aside from the presentation itself, the format of the meetings and how the information was presented was fundamentally flawed, insulting and very frustrating to attendees. It was a public comment meeting, with no public comments allowed in the useful context of a group setting. The presentation was poorly designed with contradictory content and visuals that were not clear and/or very difficult to follow. This naturally caused the audience to be confused, requiring clarifications, further explanations, etc., only to be shut down by the speaker who refused to answer basic questions or enter into a dialogue until he

https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8... 9/13/2012

Letter I-97

Erik Stanford

Page 2

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Comment on Greener Skies Proposal for the Public Record

1 finished his rushed, awkward presentation. As you know, we were repeatedly asked to hold all questions and comments until after the presentation, at which time we were asked to individually seek answers to our questions. At one point the woman running the projector was clearly heard commanding the speaker not to answer our questions! This "divide and conquer" tactic was insulting and unproductive, and created suspicion among those in attendance. The group naturally wanted to hear the questions and comments of others in attendance, and hear the responses and dialogues from the stage, to gain understanding. You had a huge group of experienced, knowledgeable FAA, Port and other industry professionals in the room, but other than the chance to speak with them one-on-one before the presentation, they were never utilized in a meaningful, productive way to interface with the guests, answer questions, and bring clarity about what Greener Skies is and how it impacts our community. The panel really could have been a bigger asset had they been ready and available to interact with the group. Because of the complex, industry-specific type of subject matter being presented, it is not reasonable to ask the public to just hold their questions until after the presentation. Even if for some reason your speaker is not able to handle questions during his presentation, the group should be provided a session afterward to ask questions of the panel and hear the responses as a group. The first half hour of the meeting, that was presented in an open-house like format, worked fine because it allowed late comers not to miss the presentation, allowed people to warm up to the foreign subject matter, and prepare for the decidedly disappointing presentation.

2 Overall, the hearing focused mostly on the FAA's intention to update technology to increase the ports efficiency and capacity, and improve communications between pilots and air traffic control. There was also a piece of the proposed plan that boasts a reduction of jet fuel used (more profits for Alaska Airline CEOs and shareholders) and reduced carbon footprint. What the meeting completely failed to do was address the HUMAN impacts of increased noise, pollution and reduced quality of life. We walked away not understanding how the plan would affect us and our environment, who would be negatively impacted, how much *more* noise, pollution and air traffic to expect, and why. The methods used to predict noise forecasts sound impressive on paper, but what practical assurances and safeguards do we have that these mathematical calculations are accurate, and what recourse do we have as a community if and when the new plan is not tolerable? SE Seattle is impacted by THREE airfields, Renton Airfield, Boeing Field, and Sea-Tac International Airport. SE Seattle has a total of TWO noise monitors for Sea-Tac air traffic. Other noise-affected communities have at least four noise monitoring stations. There are just TWO air traffic noise monitors in SE Seattle. There is ONE noise monitor at the reservoir on the top of Beacon Hill. The Beacon Hill noise monitor is 12 miles from Sea-Tac. There is ONE noise monitor at Brighton Playfield in the Rainier Valley. Brighton Playfield is 11.3 miles from Sea-Tac. In contrast, Federal Way has FOUR noise monitors and it is located 15.9 miles from Sea-Tac. If Beacon Hill and SE Seattle have inadequate noise monitor coverage, we have no empirical way to assess actual noise levels and, if necessary, take steps to address and correct them.

3 Public hearing attendees were given the understanding that the Greener Skies meetings were a mere formality and that any public comments made would have little, if any, impact on the inevitable FONSI. One thing is clear from the Greener Skies meetings: Beacon Hill and South Seattle is getting more noise with Greener Skies, we just don't know how much more – and if serious noise problems come from this plan, we have no equipment to provide verifiable hard data to document the real environmental and health impacts.

The Greener Skies plan should not be approved or implemented until:

- 4
- 5
- 6
- FAA and the Port of Seattle conduct a more detailed analysis of the impacts of any changes affecting the Beacon Hill and South Seattle communities.
 - FAA and the Port of Seattle conduct more outreach and engagement to the large and diverse population of communities located in 98144, 98118, and 98108 – and hold meetings at convenient locations, in languages appropriate to address our diverse community.
 - Install a complete array of ten or more on-ground noise monitoring stations along Beacon Hill and Rainier Valley to record and provide verifiable hard data on actual noise levels.

<https://webmail.greener skies sea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

Response to Comment 3

The Port of Seattle maintains the Airport's noise monitoring system, which includes several permanent noise monitors, as outlined in <http://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/Aircraft-Monitoring-System.aspx>. The website indicates that these noise monitors collect and store flight data and noise levels from individual aircraft. This enables the port to regularly monitor airline compliance with noise abatement procedures and investigate citizen inquiries.

The issue of the noise impact on southeast Seattle as a result of normal day-to-day air traffic at SEA is outside the scope of this EA. However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and have arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and Seattle International Airport. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 4

FAA Order 1050.1E indicates that there is no significant noise impact when the noise analysis of a proposed action shows less than a 1.5 dB increase in DNL at 65 dB DNL or above. .

Section 6.1 of the Draft EA details all changes in exposure in all study area locations exposed above 45 dB DNL, regardless of magnitude. Table 6.1-1 in the document, summarizes the findings, indicating that the greatest increase is 1.1 dB, well below FAA criteria for significant or reportable impact. The greatest decrease in exposure is computed to be -0.8 dB.

Figures 6.1-4, 6.1-9, and 6.1-14 in the Draft EA, show in graphical format where these changes are expected to occur for each of the three study years 2014, 2018, and 2023 respectively. They indicate

Letter I-97

Erik Stanford

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Comment on Greener Skies Proposal for the Public Record

Erik Stanford
Beacon Hill Resident

I-97
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that both increases and decreases in level are expected in Beacon Hill and South Seattle depending on whether one lives under the extended centerlines of the three runways or off to the side. Increases are color-coded and shown to be in the range of 0.1 to less than 1.5 dB, but computations of changes in level at specific points, such as Sites 4, 8 and 11 shown in Table 6.1-2 and Figure 6.1-17 indicate that the actual increases along the extended centerline are only on the order of 0.2 dB – a change that is characterized in the document as extremely small and not likely even to be noticed. Areas of Beacon Hill and South Seattle to the east of the extended centerlines are shown to experience decreases in noise in the range of -0.1 to less than -1.5 dB.

Response to Comment 5

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near Seattle International Airport that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the

region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guidance in EO 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

The FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and have initiated a meeting to discuss air traffic procedures, in association with the Port of Seattle and Seattle International Airport. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public. Section 6.1 of the Draft EA details the noise increase over the Beacon Hill and South Seattle communities as a result of the proposed action and shows that any noise increase is well below the criteria, as outlined above.

Response to Comment 6

SEA's noise monitoring system was installed and is maintained by the Port of Seattle and is outside of the scope of this EA. Comments related to noise monitor locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Letter I-98

Linda Harrington

Page 1

Proposed Change in Flight Patterns

Proposed Change in Flight Patterns

From: Linda Harrington

Sent: Tue, Sep 11, 2012 at 9:24 pm

To: comments@greener skiesea.com

I-98

Page 1 of 1

1 I am writing in opposition to the proposed change in the Seatac flight patterns. I looked at the environmental report, and although it is nearly incomprehensible for someone without an aviation background, it seems clear that it will have a significantly negative impact on southeast Seattle.

2 While the report notes that negative impacts are within some "approved" range, it doesn't take into consideration the already significant impact jet noise has on this neighborhood. My understanding is that the goal in making changes is to not increase noise to the detriment of other locations, but that goal seems to be lost in this plan.

I'm also concerned about your apparent attempt to exclude the neighbor most negatively affected by these changes by scheduling the ONLY Seattle hearing in a neighborhood much farther north that will only benefit from the changes. What better way to exclude negative comments.

Clearly further comment and consideration need to be given to the effect of these changes on Southeast Seattle.

Thank you for your consideration of these comments.

Linda Harrington

Sent from my iPad

Response to Comment 1

In accordance with the NEPA, in order to assess the level of impact, the Proposed Action is compared with the No Action for the environmental impact categories. While there is the potential for some increase flights over some parts of southeast Seattle, as described in Section 6.1 of the EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

The FAA's EA has depicted the noise in these areas as color-coded population centroids down to levels of exposure as low as 45 dB DNL, considerably below and much further from the runways than the 65 dB DNL levels that are normally reported by the Port of Seattle for any of its noise studies. This has been done in accordance with FAA guidance in order to fully disclose any potential changes in noise that would result from Greener Skies, even when those changes are small.

Figures 6.1-4, 6.1-9, and 6.1-14 show the increases and decreases due to Greener Skies for each of the three study years 2014, 2018 and 2023, respectively. Some areas of east Seattle are expected to experience slight improvements in noise, and some near the extended centerlines of the runways are expected to experience slight increases, each the result of a very slight reduction in the dispersion of aircraft along existing instrument approach paths due to the increased precision with which the Greener Skies' Required Navigation Performance procedures can be flown. Table 6.1-2 and accompanying Figure 6.1-17 show the degree to which the noise is expected to increase directly under the approaches to the three runways. Points 4, 8 and 11, all north of SEA, are projected to experience changes no greater than 0.2 dB for any of the three study years. The EA characterizes this change as "extremely small and not

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Letter I-98

Linda Harrington

Page 2

likely even to be noticed.” This area of slight increase stretches from Green Lake to Georgetown, and is not limited to Beacon Hill.

The EA identifies the greatest increase in exposure as 1.1 dB DNL in 2023 – that occurs well south of the airport as a result of a new arrival procedures for landings to the north.

Response to Comment 2

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm. The Greener Skies Draft EA public meeting locations were selected in areas relatively near Seattle International Airport that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of these criteria.

Letter I-99

Mariah Grife

Page 1

No more planes over Beacon!

No more planes over Beacon!
From: Mariah Grife
Sent: Tue, Sep 11, 2012 at 12:59 pm
To: comments@greenerskiesea.com

Hello -

I currently live right on top of Beacon Hill on 19th and Lander. We have plane after plane flying over our house, literally multiple planes flying in a line directly over, all day long. I feel that we do not need to increase this number any further, and would actually like to see this number go down.

I live on the North side of Beacon, and with the light rail station in this location, and a number of great local owners, I am starting to see this neighborhood building up and building better amenities and attractions for both local residents and those around Seattle that are looking for a good place to eat, have a drink, share a cup of coffee, or even see some artwork. I think this growth has, and will continue to vastly help the economy of this neighborhood, as well as Seattle overall - and adding more plane traffic and noise over this area will only hinder matters.

Please stop any further plane traffic over the South Seattle and Beacon Hill neighborhoods. These areas have been hard hit over the years and are just now starting to pick up and gain momentum economically, and any hindrance to this would be a horrible burden.

Thank you,

Mariah Grife
Life-long Seattle native

I-99

Page 1 of 1

Response to Comment 1

While there is the potential for some increase flights over some parts of Beacon Hill, please note that as described in Section 6.1 of the EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action. Socioeconomic impacts are taken into account in Section 6.6 of the EA.

The FAA's EA has depicted the noise in these areas as color-coded population centroids down to levels of exposure as low as 45 dB DNL, considerably below and much further from the runways than the 65 dB DNL levels that are normally reported by the Port of Seattle for any of its noise studies. This has been done in accordance with FAA guidance in order to fully disclose any potential changes in noise that would result from Greener Skies, even when those changes are small.

Figures 6.1-4, 6.1-9, and 6.1-14 show the increases and decreases due to Greener Skies for each of the three study years 2014, 2018 and 2023, respectively. Some areas of east Seattle are expected to experience slight improvements in noise, and some near the extended centerlines of the runways are expected to experience slight increases, each the result of a very slight reduction in the dispersion of aircraft along existing instrument approach paths due to the increased precision with which the Greener Skies' Required Navigation Performance procedures can be flown. Table 6.1-2 and accompanying Figure 6.1-17 show the degree to which the noise is expected to increase directly under the approaches to the three runways. Points 4, 8 and 11, all north of SEA, are projected to experience changes no greater than 0.2 dB for any of the three study years. The EA characterizes this change as "extremely small and not likely even to be noticed." This area of slight increase stretches from Green Lake to Georgetown, and is not limited to Beacon Hill.

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Letter I-99

Mariah Grife

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The EA identifies the greatest increase in exposure as 1.1 dB DNL in 2023 – that occurs well south of the airport as a result of a new arrival procedures for landings to the north.

Letter I-100

Michele Seese

Page 1

Concern about aircraft reroute

Concern about aircraft reroute
From: Michele Seese
Sent: Tue, Sep 11, 2012 at 9:05 pm
To: comments@greenerskiesea.com

I-100

Page 1 of 1

image001.gif (< 1 KB)

Hello

- 1- I live in South Seattle, just east of Beacon Hill. Right now my neighborhood receives a disproportionate amount of air noise due to current air traffic patterns. This is a neighborhood that receives and deals with discrimination in a number of areas and I'm concerned that the new air traffic routes will once again negatively impact this area without any of the hearings or other public input from those actually affected.
- 2- We do NOT want air patterns to increase over Beacon Hill or Columbia City. Have the planes fly out over the water or over some of the more expensive neighborhoods, not ours.
- Also, please post a map with the proposed routes in a format that is decipherable.

Michele Seese

4525 34th Ave S
Seattle, WA 98118

Response to Comment 1

While there is the potential for some increase flights over some parts of South Seattle, please note that as described in Section 6.1 of the EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action. Socioeconomic impacts are taken into account in Section 6.6 of the EA.

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority and Low-income Populations*, and is included in Section 6.6 of the EA. No significant disproportionate impacts to minority or low income populations were identified.

The need for and purpose of designing Greener Skies is described in Chapter 3.

As part of the EA process, a range of alternative procedures were considered. As detailed in Section 4 of the EA, the alternative procedures evolved from a preliminary identification of measures aimed at reducing flight times, level off segments and confliction points. Ultimately, this screening and evaluation of individual proposal resulted in the elimination of measures found to be ineffective while those found to be effective and viable collectively became the Proposed Action.

The proposed procedures may be seen in Figures 4.1-1 through 4.1-7 in the EA.

Response to Comment 2

Graphics of the proposed new arrival procedures are shown most clearly in Figures 4.2-1 through 4.2-4 of the EA. Each new procedure is color-coded as a solid red or orange line, as indicated in the key at the bottom of each figure. Additional tracks where ATC will continue to provide guidance to pilots when needed to achieve appropriate separation standards are shown as thin dashed lines in each figure. Solid blue lines indicating current arrival procedures to SEA are shown for comparison.

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Individuals (101-125)

Letter I-101

Gaoying Ren

Page 1

comments

comments

From: Gaoying Ren

Sent: Tue, Sep 11, 2012 at 8:14 pm

To: comments@greenerskiesea.com

I-101

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1

As a resident of New Rainer Vista, I would like to respectfully ask that the flight patterns not be changed to impact Elliott Bay/Beacon Hill. The noise level for planes in our area is very high from Morning to Evening, Monday to FSunday, this would make the noise level for approaching planes even higher in our area. The noise will have significantly negative impact on our health and hearing ability.

Gaoying Ren
4321 Jill Place South Seattle
Wa 98108

Response to Comment 1

While there is the potential for some increase flights over Beacon Hill, please note that as described in Section 6.1 of the EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

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Letter I-102

Roberto Proganini

Page 1

Greener skies Seattle

Greener skies Seattle

From: Roberto Proganini

Sent: Tue, Sep 11, 2012 at 7:41 pm

To: comments@greener skiesea.com

I-102

Page 1 of 1

1- [Need a list of all meetings regarding EA process in Washington State.

Response to Comment 1

Public Scoping Meetings for the Greener Skies EA were held from 6:00 to 8:00 p.m. on January 25th, 2012 at the Federal Way 320th Street Library and on January 26th, 2012 at the Shoreline Conference Center. In addition, Tribal and Agency meetings were held on January 26th at FAA offices in Renton. Final Public Meetings for the Greener Skies EA were conducted on September 5th, 2012 at the Federal Way Regional Library and on September 6th, 2012 at the Seattle Ballard Branch Library from 6:00 to 7:30 p.m. As with scoping, final Tribal and Agency meetings were also held on September 5th, at FAA offices in Renton. A summary of the meetings is included in Chapter 7 of the EA, and attendance sign-in sheets, work station boards, and presentation materials are included in Appendices K and L of the final EA as well as on the Greener Skies web site at www.greener skiesea.com.

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Letter I-103

Tina Ray

Page 1

More Concentrated, Less Scattered = More Noise Over SE Seattle

More Concentrated, Less Scattered = More Noise Over SE Seattle

From: Tina Ray

Sent: Tue, Sep 11, 2012 at 12:45 pm

To: comments@greener skiesea.com

I-103

Page 1 of 1

- 1- This is in response to the Ballard meeting, and several discussions with different pilots about the impact. The FAA paid no attention and would not answer questions. It was outrageous that taxpayer dollars paid the meeting attendee salaries.
- 1- The meetings illustrated that while the FAA is paying some attention to the skies, they are paying no attention to what they are doing to residents on the ground.
- SE Seattle already has far too much plane noise, and the frequency of the planes since 2010 has been outrageous.
- 2- In a step backwards for the SE Seattle community and "Greener Skies" over Seattle – you propose to concentrate all the flights over our neighborhood, and not disperse them fairly.
- In addition, you would not agree to change the meeting. The Beacon Hill Council is holding an emergency meeting tonight.
- 2- We don't want the FAA to implement Greener Skies until they hold meetings for all SE Seattle and West Seattle residents to attend. AND we still don't want you to concentrate and narrow flights at all.
- So we will choose every avenue of protest available to us until you play fair with our neighborhood.
- In fact, we want LESS NOISE and LESS FLIGHTS over SE Seattle and we are working for our community.

Tina Ray

Response to Comment 1

The two public meetings held at Federal Way and Ballard were intended to facilitate the public's understanding of the proposed action and potential impacts. A large group of experienced and knowledgeable FAA consultant professionals were available at each meeting to allow ample opportunity for one-on-one question and answer sessions, before and after a brief presentation describing the proposed procedures and resulting noise levels. The presentations were intended to be comprehensive, showing present and proposed flight procedures separately for traffic arriving from the northwest and from the southwest for both north flow and south flow traffic. Changes in noise levels were shown to a high degree of precision

Response to Comment 2

While there is the potential for some increase flights over Beacon Hill, please note that as described in Section 6.1 of the Final EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

However, The FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and have initiated a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

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Letter I-104

Tony Paolozzi

Page 1

potential of increased air traffic and noise pollution over Beacon Hill and South Seattle

potential of increased air traffic and noise pollution over Beacon Hill and South Seattle

From: T P

Sent: Tue, Sep 11, 2012 at 3:39 pm

To: comments@greenerskiesea.com

Cc: tpaolozzi@hotmail.com

1 [As a resident of Columbia City, I would like to ask that the flight patterns not be changed that will have any increased impact Beacon Hill/South Seattle. I live near Jefferson Golf Course/Cheasty Greenbelt and the noise level for planes from SeaTac and Boeing field over my home is already very high and very loud. I request that everything be done to reduce the air traffic in our area and shift the flight patterns over non-residential areas.

Thank you,
Tony Paolozzi

I-104

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Response to Comment 1

While there is the potential for some increase flights over Beacon Hill, please note that as described in Section 6.1 of the EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

However, The FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and have initiated a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

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Letter I-105

Carrie Koenig

Page 1

Mitigate Air Traffic noise in Mount Baker 98144!

Mitigate Air Traffic noise in Mount Baker 98144!

From: Carrie Koenig

Sent: Wed, Sep 12, 2012 at 9:13 am

To: comments@greenerskiesea.com

I am writing to express my frustration with the loud noise we constantly hear from airplanes flying overhead. Its so loud it wakes my kids at nap times. It's so loud it scares even the adults when the planes fly really low and roar like thunder. We equate it to what war feels like. I thought new technology would allow planes to go up faster and therefore be quieter. Please give us the quality of life we deserve here in urbania. We pay a high premium to live in the city near our workplaces.

These planes are too loud, too often!

Sincerely,
Carrie Koenig

I-105

Page 1 of 1

Response to Comment 1

While there is the potential for some increase flights over South Seattle, please note that as described in Section 6.1 of the EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and have initiated a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

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Letter I-106

Chris Fraser

Page 1

comment on FAA's "Greener Skies" proposal

comment on FAA's "Greener Skies" proposal

From: Chris Fraser

Sent: Wed, Sep 12, 2012 at 4:29 pm

To: comments@greener skiesea.com

This is a comment on the pending environmental assessment of the Federal Aviation Administration's "Greener Skies" proposal for landings at SeaTac airport. I attended the presentation by the FAA and its contractor on 6 September 2012 at the Ballard Public Library in Seattle. I also spoke with the presenter and airport personnel before and after the meeting. My main concern is aircraft noise.

1 For many flights, FAA proposes arrival paths that descend more gradually and thus run the engines less than traditional stepped descents. It also appears that some descents that now pass over homes will be moved over Puget Sound. In principle, these changes ought to reduce overall noise, because the planes will glide instead of running their engines during the flat segments of the current stepped descents. I went to the meeting hopeful about the proposed changes, and I continue to be optimistic for them, but the meeting was handled poorly, and the noise models ignore important features.

2 **The meeting was a debacle.** The main presenter declined to answer most questions. There can be good reasons to defer questions, such as fitting a tight schedule, but the presenter cited no such reasons. He simply told us that our only option was to talk to officials after the presentation. The audience was civil enough at first but grew irritated and eventually enraged. Worse, the overall positives -- the noise model predicts no changes over one decibel, and two thirds of the residents might expect less noise -- were delayed until quite late, by which time stonewalled questions had already alienated the audience. A better presentation would have started with a summary like the one that I just gave, including an illustration of a 1dB change, which is small. The presenter blew it, and the FAA failed to catch the problem beforehand and to step in before the meeting degenerated. In the end, the FAA is to blame: they defined the project, chose the contractor, and will have their jobs complicated by negative comments. I only hope that their errors haven't raised enough public outrage to cripple a proposal that has some merit.

3 **Now for the noise model, which is woefully incomplete.** I spoke with the contractor, and I have worked with computer models for decades, so I was able to follow most of what was said. The model is a computer program that accepts a variety of data -- such as past approach paths, sound measurements, and maps -- and projects the change in the noise for all locations. Such models are useful only if all inputs are complete and correct; otherwise it's garbage in, garbage out. I live in Magnolia, which is spared the constant noise common close to the airports but still routinely gets noise peaks so loud that you can't hold a conversation with someone at arm's length. The model claims that we have no significant noise now or under the proposal, which is nonsense. Evidently, it considers only average noise levels and ignores peaks. Averages are important, but so are peaks: ask Katrina victims if it was enough to consider only the average sea level. Furthermore, it is not clear that the model includes noise from Boeing Field or from departures, but those obviously contribute to the overall impact on residents. So the model is incomplete. **Congress must not permit the FAA to base decisions on models that selectively ignore meaningful data, particularly peak noise levels.**

4 In short, I think that the proposal might have merits, but we simply can't know them until a complete noise model is prepared and presented competently to the public. For the record, I'm submitting this comment via electronic mail but will follow up with hardcopy, with copies to our congressional delegation, which evidently needs to monitor the FAA more closely.

Christopher W. Fraser

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

I-106

Page 1 of 1

Response to Comments 1 and 2

The FAA agrees that it is responsible for the presentation and outcome of its public meetings. However, while there is always room for improvement in terms of facilitating conversation at public meetings, these public meetings did provide an opportunity for the public to convey its concerns and learn more about the project.

Response to Comment 3

The Greener Skies EA utilizes the FAA-approved Noise Integrated Routing System (NIRS) model for computing noise exposure at the nearly 56,000 grid points in the study area. In order to model the noise impact of the Proposed Action, NIRS took into account the current arrival and departure track data in and out of SEA. It did not include track data in or out of Boeing Field, since those tracks would be unaffected by the Proposed Action.

NIRS does not require "peak" noise levels to be included as inputs to it. Rather it has an internal database of Sound Exposure Levels (SELs) for numerous aircraft types under different flight conditions (e.g., takeoff and landing) and at different distances from an observer. Each SEL accounts for the accumulation of all the noise energy as the noise level of an aircraft increases, reaches a maximum, and recedes into the background. The combination of SELs for the entire set of aircraft operating at SEA (arrivals as well as departures) is then accumulated to compute the average daily noise exposure at the various points on the ground, which was expressed in the average Day-Night Level noise metric (DNL).

The FAA and other Federal Agencies have established the DNL 65 dB as the threshold of significant noise impacts for all residential communities. It has been thoroughly documented that such a threshold provides a valid basis for comparing and assessing community noise effects while representing noise exposure levels normally dominated by aircraft noise

effects and not other community or nearby highway noise sources. For more information, please go to the Federal Interagency Committee on Aviation Noise (FICAN) website: <http://www.fican.org>.

As such, the resulting DNL values reported in this EA do not describe how “loud” an aircraft is; instead they predict community annoyance. A 1.5 dB increase in the 65 DNL (for a residential area) is the measure by which the FAA defines a significant noise impact. That the absolute levels of exposure resulting from the proposed new flight procedures are almost all less than 65 dB DNL and the changes in noise exposure attributable to the new procedures are all very small for any location experiencing noise above 45 dB DNL means that the impacts from Greener Skies are not significant, and the small increases or decreases in the environment will, for the most part, be difficult to detect.

To further clarify, the NIRS results in this document do not include inputs from Boeing Field because none of the flight procedures affect operations at that airport and because, had those operations been included, they would have further “masked” (reduced) the differences between the No Action and Proposed Action alternatives.

Response to Comment 4

See the response to Comment 3. In summary, the insignificant noise impact determination found in Section 6.1 of the Draft EA was based upon the FAA approved noise modeling system for these types of federal actions, which in term in based on a noise metric which was established by the Federal Interagency Committee on Aviation Noise (FICAN). For more information, please go to the FICAN website: <http://www.fican.org>.

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guideline in EA 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

Letter I-107

Jean Smith

Page 1

Jet noise

Jet noise

From: Jean Smith

Sent: Wed, Sep 12, 2012 at 11:25 am

To: comments@greener skiesea.com

To: The Federal Aviation Administration, Alaska Airlines and The Port of Seattle

From: Jean Smith

Re: Flights over 98144, 98118, & 98108

Date: September 11, 2012

Southeast Seattle has approximately 80,000 residents. The community contains the city's largest populations of children, the elderly, disabled persons, and people of color. Southeast Seattle is impacted by THREE airports; Renton Airport, Boeing Field, and Sea-Tac Airport. Of these, Sea-Tac air traffic poses the greatest threat to the health, well-being, and quality of life for residents.

As a resident of [Beacon Hill, in the 98144 zip code](#), I am hereby requesting the following:

- 1) Fewer Sea-Tac over-flights in our neighborhoods, and more equitable distribution of departing air traffic.
- 2) Stricter enforcement of "Fly-quiet" operations for departing Sea-Tac air traffic under north flow conditions.
- 3) A public process, with meetings located within the 98144, 98118 & 98108 zip codes, to seek alternative routes for "Class B" air traffic under north flow conditions.
- 4) More FAA engagement with residents of 98144, 98118 & 98108 to address impacts of air traffic patterns.
- 5) Support of Alaska Airlines to protect our communities from greater noise & health impacts from Alaska Airlines departures.
- 6) Action steps to develop a new noise abatement air traffic plan as implemented at John Wayne Airport in Orange County, California.
- 7) Installation of 10 permanent noise monitoring stations within 98144, 98118 & 98108.
- 8) Restricted departures between 10:00 PM & 7:00 AM.

Please add this request to the public record.

Thank you,

Jean Smith

September 11, 2012

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

Response to Comment 1

The proposed Greener Skies Project would only affect arrival routes coming into the Seattle airspace from the northwest and southwest, and does not change departing air traffic routes or volumes at all. Also, Section 6.1 of the EA for the proposed Greener Skies project indicates there is no significant noise impact as a result of the proposed new arrival procedures.

Nevertheless, separate from the Greener Skies EA, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and have arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 2

The "Fly-quiet" program is a voluntary element of the Port of Seattle's noise abatement program at SEA. The FAA is not involved in its implementation or enforcement, and comments regarding this program should be directed to the Port of Seattle. See <https://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/default.aspx>

Response to Comment 3

A public process, with meetings in south Seattle in order to find alternative routes for the "Class B" air traffic during north flow conditions is outside the scope of the purpose and need of the Greener Skies EA. However, as mentioned in response to Comment 1, given that the recognition that several south Seattle neighborhoods have concerns with existing and future noise, the FAA has arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and Seattle International Airport. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 4

With regard to the impact of the proposed air traffic pattern associated with the Greener Skies project, the Greener Skies EA process included two initial scoping meetings and two final public meetings to elicit

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Jean Smith

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Jet noise

Dear FAA,

The recent 'Greener Skies' public outreach meetings were located too far away from my community! (September 5, 2012, Federal Way Library and September 6, 2012 Ballard Branch Library) I am concerned that the large populations of low-income, elderly, minority and other residents living within the 98144, 98118, and 98108 zip code areas did not have an opportunity to participate in the public process. Furthermore the meeting format made it nearly impossible to have questions answered in any kind of understandable or meaningful way.

I am requesting:

- Meetings held in Southeast Seattle within the 98144, 98118 and 98108 zip codes
- Translation to at least four languages
- Wheelchair accessible facility
- Outreach by direct mail, and other non-electronic methods of notification to all citizens impacted by this proposal

Southeast Seattle is impacted by THREE airports: Boeing Field, Renton Airport, and Sea-Tac Airport. We are the MOST impacted community in the region. We need to have a better public process, with more outreach, and at a time and place which will ensure more community awareness and engagement in these important air traffic changes.

Please add this request to the public record.

Thank you,

Jean Smith

comments on the Draft EA. Members of the FAA's Air Traffic Organization and Regional Office were in attendance at all four and available to answer questions and concerns regarding the project. Independent of the Greener Skies project, there is an effort underway, initiated by the FAA in connection with the Port of Seattle, to engage and inform the residents of 98144, 98101 and 98118 regarding the current air traffic to and from SEA.

Response to Comment 5

The proposed Greener Skies Project includes arrival flight procedures that any adequately-equipped aircraft and appropriately certified pilots can fly. Though no new departure procedures are included in the Proposed Action, FAA supports the broad use of Greener Skies as well as potential additional measures that Alaska or other airlines may propose to further improve the environment in communities surrounding SEA.

Response to Comment 6

The proposed Greener Skies project includes new flight procedures that, although they were designed to improve efficiency and safety of the airspace surrounding SEA, also provide minor net improvements in noise exposure levels for an estimated 150,000 to 180,000 residents in the greater Seattle area during the study years 2014, 2018 and 2023. Noise abatement measures such as the departure procedure at John Wayne Airport are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Response to Comment 7

SEA's noise monitoring system was installed and is maintained by the Port of Seattle. Comments related to the number of noise monitors or their locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Response to Comment 8

Noise abatement measures such as restricted nighttime departures are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

<https://webmail.greener skies sea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

Response to Comment 9

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. There were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, and conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

.Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority and Low-income Populations*, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guideline in EA 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

Letter I-108

Julia Katz

Page 1

Beacon Hill Resident

Beacon Hill Resident

From: Julia Katz

Sent: Wed, Sep 12, 2012 at 3:54 pm

To: comments@greenerskiesea.com

To Whom it May Concern,

I'm a Beacon Hill resident who is concerned about the impact of the Greener Skies initiative in Seattle. I do not feel that residents have been contacted and educated about the proposal or granted access to communicate our concerns. After reading the Greener Skies materials I still do not understand what the impact will be—it is not at all clear how this will affect noise pollution. For those of us who have invested in the neighborhood this is of great concern.

Greener skies may lead to diminished enjoyment of affected neighborhoods and perhaps diminish property values. Until we know more I feel it is irresponsible for the FAA to proceed.

Thanks,
Julia Katz

I-108

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Response to Comment 1

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment as well as to ask questions and become informed regarding the Proposed Action. There was a project website, <http://www.greenskiesea.com> where the public could to learn more on the project. The FAA had two scoping meetings, one to the South of the SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. There were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the *Seattle Times*, a press release and the project website. The public notice was published in the *Seattle Times* on August 7, 8 and 9, 2012 and ran on the *Seattle Times'* website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

As further discussed in the response to comment 5, the public information meetings provided opportunities for members of the public to discuss the Greener Skies Project with FAA air traffic controllers and the technical specialists preparing the EA.

In accordance with the NEPA, this EA analyzed the noise impact of the Proposed Action in comparison with the No-Action (current situation). That analysis, contained in Section 6.1 of the Environmental Assessment, shows that there will be no significant

noise impact on any community as a result of the implementation of the Proposed Action.

<https://webmail.greenskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

Letter I-109

Lisa Eaton

Page 1

Air noise

Air noise

From: Lisa Eaton

Sent: Wed, Sep 12, 2012 at 7:48 pm

To: comments@greenskiesea.com

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1 — Hi---
I would like to voice my objection to any change in air traffic patterns. Living on the east edge of Beacon Hill subjects us to an enormous amount of air traffic noise as it is. Any increase would significantly impact the quality of life for residents in this neighborhood.

Sincerely,
Lisa Eaton

--

"Climb the mountain not to plant your flag, but to embrace the challenge, enjoy the air and behold the view. Climb it so you can see the world, not so the world can see you."

-David McCullough, Jr.

Response to Comment 1

While there is the potential for some increase flights over Beacon Hill, please note that as described in Section 6.1 of the EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

<https://webmail.greenskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

Letter I-110

Mike McDowell/Emily Hall

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From: Mike
Sent: Wed, Sep 12, 2012 at 5:25 pm
To: comments@greener skiesea.com

Greener Skies 2012.doc (46.5 KB)

September 12, 2012

My name is Mike McDowell and I've been a home owner on North Beacon Hill at 1813 12th Ave

So, 98144 for the past 11yrs. Over this period of time the noise from air traffic has always been noticeable but somewhat tolerable.

This past summer myself and numerous neighbors and residents of Beacon Hill have more than noticed the increase in noise levels of air traffic flying directly over Beacon Hill.

In regards to where my home is located these planes fly DIRECTLY overhead and has become such a nuisance that it's is effecting our quality of life (at times the decibel level is at high as 90db as per the agency's own devices). At times the planes flying overhead starts at 5am (it's a VERY rude alarm clock) and continues until late in the evening occurring 7 days a week. At times the planes flying overhead occur every 15 to 30 seconds for hours on end. I'd like to mention here as well these planes are flying directly over Beacon Hill International Elementary School (studies have proven that increased noise levels directly interfere with children's ability to concentrate and learn) The only "respite" we have is when the winds are from the north and planes taking off over Beacon Hill from Sea Tac are at a higher altitude. The nuisance is still there but at a much lower decibel level.

I may not have the scientific data to back these observations up but I will state for a fact that this has been the first summer since I've lived on Beacon Hill that keeping our windows open at night and expecting to sleep has become impossible. When talking with neighbors they mentioned the same thing. This has had a profound affect on our comfort, sanity and as I stated previously is seriously eroding our quality of life. We also have valid concerns for our health.

When I attended the Greener Skies public "forum" in Ballard on 9/6/12 my assumptions were validated: that air traffic noise levels over Beacon Hill has increased this summer due to the test trials of the new Greener Skies initiative. Contrary to what we were told at the meeting and the one of the conclusions of the Greener Skies study (the noise levels monitored were "theoretical") the increase in noise is VERY perceptible in our neighborhood.

In regards to decibel levels I'm not sure where the decibel levels are being sampled but I did my own experiment with a decibel meter and found that the noise level of arrivals was consistently in the 80 to 90 decibel range with an average of over 70 decibels at my home. The argument that the decibel level is an "average" of 65 is bogus—the Port of Seattle's own monitoring stations prove this wrong.

Another concern of mine is that the report says decibel levels of 45 WITH THE WINDOWS AND DOORS CLOSED was acceptable.

This is particularly disturbing because as we all know air traffic increases in the summer months and closing our windows is NOT an option. Plus add in the fact that airline traffic WILL increase in the coming years.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

Response to Comment 1

Testing of Greener Skies approach procedures occurred from June 11, 2012 through August 2, 2012, and included approximately 2,000 flights. Increases in noise experienced during this time frame may have been related to the testing, but also would have involved a number of other issues, including the flow of air traffic, meteorological conditions, and increased time spent outdoors or with window open. The tests did not, however, have any bearing on seasonal traffic levels, which increase during the summer months of June, July and August and may have been responsible for the commenter's report of increased aircraft noise during the test period.

In accordance with the NEPA, this EA analyzed the noise impact of the Proposed Action in comparison with the No-Action (current situation). That analysis, contained in Section 6.1 of the Environmental Assessment, shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action. According to the FAA Order 1050.1E, a significant noise impact is defined as an increase of 1.5dB in the 65 DNL contour.

Furthermore, Section 6.6 of the EA includes an assessment of potential impacts to children's environmental health and safety risks. The conclusion from this analysis was there would be no significant impact to children's health and safety risk.

Response to Comment 2

The FAA Order 1050.1E, based on the recommendation made by FICAN is that residences are compatible with the 65 DNL contour and that a significant noise impact occurs when a federal action results in a 1.5 dB increase within the 65 DNL contour. This criteria of significant is independent of whether the windows/doors are open or closed. As detailed in section 6.1 of the EA, the proposed action will not cause a significant noise impact on any community.

Letter I-110

Mike McDowell/Emily Hall

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- 3 [Though I do not fully understand why they are proposing the change this way. If the new system allows approaches to be more fluid and dynamic, why not just follow I-5 for the bulk of the decent? It feels like they'd accomplish their goals (reduced loop) and isolate travel noise to a smaller corridor .If you can't do this all the time why not when it's a particular nuisance from 5am to 9am or after 10pm?
When I first heard of the Greener Skies campaign I was all for it—anything that can be done to decrease the level of noise for ALL the residents of Seattle is a good thing. But when looking at this plan it appears to me that the noise levels will INCREASE over Beacon Hill and ALL residents of SE Seattle with this plan.
- 4 [This plan is flawed in so many ways. For starters the FAA intentionally held “public” meetings that were located in communities that were not adversely affected by changes to the Greener Skies program. No interpreter was provided or multilingual literature (SE Seattle has the most diverse cultural population than any other part of Seattle) This meeting was poorly planned and executed and was obvious from the beginning that the FAA had no interest in hearing from the public –we reminded these officials that our tax dollars pay their salary and that we should be given responses to our concerns and questions about Greener Skies. The meeting was run by a consultant hired by the FAA and during his presentation he refused to answer any questions brought by the public—he even stated as much—this is NOT a question and answer forum. This attitude immediately created a hostile environment.
- 5 [Overall, the hearing focused mostly on the FAA’s intention to update technology to increase the ports efficiency and capacity, and improve communications between pilots and air traffic control. There was also a piece of the proposed plan that boasts a reduction of jet fuel used (more profits for Alaska Airline CEOs and shareholders) and reduced carbon footprint. What the meeting completely failed to do was address the HUMAN impacts of increased noise, pollution and reduced quality of life. We walked away not understanding how the plan would affect us and our environment, who would be negatively impacted, how much more noise, pollution and air traffic to expect, and why. The methods used to predict noise forecasts sound impressive on paper, but what practical assurances and safeguards do we have that these mathematical calculations are accurate, and what recourse do we have as a community if and when the new plan is not tolerable? SE Seattle is impacted by THREE airfields, Renton Airfield, Boeing Field, and Sea-TacInternationalAirport. SE Seattle has a total of TWO noise monitors for Sea-Tac air traffic. Other noise-affected communities have at least four noise monitoring stations. There are just TWO air traffic noise monitors in SE Seattle. There is ONE noise monitor at the reservoir on the top of Beacon Hill. The Beacon Hill noise monitor is 12 miles from Sea-Tac. There is ONE noise monitor at Brighton Playfield in the RainierValley. Brighton Playfield is 11.3 miles from Sea-Tac. In contrast,
- 6 [Federal Way has FOUR noise monitors and it is located 15.9 miles from Sea-Tac. If Beacon Hill and SE Seattle have inadequate noise monitor coverage, we have no empirical way to assess actual noise levels and, if necessary, take steps to address and correct them.
- 7 [Public hearing attendees were given the understanding that the Greener Skies meetings were a mere formality and that any public comments made would have little, if any, impact on the inevitable FONSI. One thing is clear from the Greener Skies meetings: Beacon Hill and South Seattle is getting more noise with Greener Skies, we just don't know how much more – and if serious noise problems come from this plan, we have no equipment to provide verifiable hard data to document the real environmental and health impacts.
- 8 [

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

Response to Comment 3

It would be infeasible and unsafe to design simultaneous instrument approaches to the closely spaced parallel runways at SEA, given that each approach would have to include 3 or 4 turns to follow I-5 through downtown Seattle, to be followed by a 4th or 5th turn just north of Boeing Field where each aircraft would make a final turn to line up with the runway centerline prior to touchdown. Such procedures would not meet the purpose and need for improved efficiency and safety of the Seattle airspace. Please note, as previously mentioned, while it is likely that there will be an increase in flights over south Seattle, there will be no significant noise impact as a result of the Proposed Action.

Response to Comment 4

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, and conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of these criteria.

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority and Low-income Populations*, and is included in Section 6.6 of the EA. No significant disproportionate impacts

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Mike McDowell/Emily Hall

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The Greener Skies plan should not be approved or implemented until:

- 9 --[if !supportLists]-> <!--[endif-->FAA and the Port of Seattle conduct a more detailed analysis of the impacts of any changes affecting the Beacon Hill and South Seattle communities.
- 10 --[if !supportLists]-> <!--[endif-->FAA and the Port of Seattle conduct more outreach and engagement to the large and diverse population of communities located in 98144,98118, and 98108 -- and hold meetings at convenient locations, in languages appropriate to address our diverse community.
- 11 --[if !supportLists]-> <!--[endif-->Install a complete array of ten or more on-ground noise monitoring stations along Beacon Hill and Rainier Valley to record and provide verifiable hard data on actual noise levels.

Respectfully,
Michael R McDowell
Emily O Hall

1813 12th Ave
So
Seattle 98144

mcdowell@cablespeed.com

206-947-4231

to minority or low income populations were identified. Given this finding, Council on Environmental Quality guidance in EO 12898, does not require federal agencies to publish statements in the language of any identified minorities present in the Study Area.

As further discussed in the response to Comment 5, the public information meetings provided opportunities for members of the public to discuss the Greener Skies Project with FAA air traffic controllers and the technical specialists preparing the EA.

Response to Comment 5

The two public meetings held at Federal Way and Ballard were intended to facilitate the public's understanding of the proposed action and potential impacts. A large group of experienced and knowledgeable FAA and other industry professionals were available at each meeting to allow ample opportunity for one-on-one question and answer sessions, before and after a brief presentation describing the proposed procedures and resulting noise levels. The presentation was comprehensive showing present and proposed flight procedures separately for traffic arriving from the northwest and from the southwest for both north flow and south flow traffic. Changes in noise levels were shown to a high degree of precision.

The Draft EA contains analyses of impacts to the built and natural environment, including noise, air quality, social impacts, environmental justice and children's health and safety risks. Section 6 of the Draft EA shows that there would be no significant noise impact, no significant air quality impact and no significant impact in any other of the 18 categories considered under the NEPA as a result of implementing these new flight procedures. Section 6.1.2 specifically addresses changes in noise exposure and characterizes the degree of change.

The insignificant noise impact determination found in Section 6.1 of the Draft EA was based upon the FAA approved noise modeling system for these types of federal actions. If the noise due to air traffic is found to be

Letter I-110

Mike McDowell/Emily Hall

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not tolerable, the Port of Seattle has an airport Noise Program to address demonstrated noise issues. See

<http://www.portseattle.org/Newsroom/Fast-Facts/Pages/Noise-Programs.aspx> for more information about the program and how to contact the noise office.

Response to Comment 6

The Port of Seattle maintains the Airport's noise monitoring system, which includes 25 permanent noise monitors, as outlined in <http://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/Aircraft-Monitoring-System.aspx>. The website indicates that these noise monitors collect and store flight data and noise levels from individual aircraft. This enables the port to regularly monitor airline compliance with noise abatement procedures and investigate citizen inquiries. The issue of the noise impact on southeast Seattle as a result of normal day-to-day air traffic at SEA is outside the scope of this EA. However, the FAA recognizes that other neighborhoods have other concerns with existing and future noise, and in the spirit of maintaining open communications with airport neighbors, the FAA Northwest Mountain Regional Administrator's Office, in association with the Port of Seattle and SEA noise office staff, has initiated plans to meet with South Seattle residents to discuss the impacts of noise on the south Seattle zip codes.

Response to Comment 7

Section 6.1 of the Draft EA details the noise increase over the Beacon Hill and South Seattle communities as a result of the proposed action and shows that any noise increase is well below the criteria, as outlined above.

Response to Comment 8

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general

circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment

period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

The FAA had two scoping meetings, one to the South of SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. A court reports was present at both meeting in order to record comments.

All comments submitted have been reproduced and responded to, and where appropriate incorporated into the EA .

While there is the potential for some increase flights over Beacon Hill and South Seattle, please note that as described in Section 6.1 of the Final EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). Furthermore, the analysis in the remainder of Chapter 6 shows that there will be no significant impacts, according to federally defined criteria, in any of the pertinent environmental impact categories under NEPA as a result of the Proposed Action.

Response to Comment 9

See the response to comment 8 , above.

Response to Comment 10

See the response to comment 4 , above. The FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Letter I-110

Mike McDowell/Emily Hall

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Response to Comment 11

SEA's noise monitoring system was installed and is maintained by the Port of Seattle and is outside of the scope of this EA. Comments related to noise monitor locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

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Norm Pouliot/Richard Fried

Page 1

Greener Skies Initiative

Greener Skies Initiative

From: Norm Pouliot

Sent: Wed, Sep 12, 2012 at 7:33 am

To: 'Greener Skies EA'; 'Adam Kline'; 'Adam Smith'; 'Chas Redmond'; 'Darryl Smith'; 'Eric Pettigrew'; 'Mike McGinn'; 'Pete Mills'; 'Bruce Harrell'; 'Jean Godden'; 'Mike O'Brien'; 'Nick Lacata'; 'Richard Conlin'; 'Sally Bagshaw'; 'Sally Clark'; 'Tim Burgess'; 'Tom Rasmussen'; 'Sharon Tomiko Santos'

To: The Federal Aviation Administration, Alaska Airlines and The Port of Seattle
From: Norman J. Pouliot & Richard P. Fried
Re: Flights over 98144, 98118, & 98108
Date: September 12, 2012

Southeast Seattle has approximately 80,000 residents. The community contains the city's largest populations of children, the elderly, disabled persons, and people of color. Southeast Seattle is impacted by THREE airports; Renton Airport, Boeing Field, and Sea-Tac Airport. Of these, Sea-Tac air traffic poses the greatest threat to the health, well-being, and quality of life for residents.

As residents of 3228 14th Avenue South, Beacon Hill, Seattle, WA 98144, we are hereby requesting the following:

- 1- Fewer Sea-Tac over-flights in our neighborhoods, and more equitable distribution of departing air traffic.
- 2- Stricter enforcement of "Fly-quiet" operations for departing Sea-Tac air traffic under north flow conditions.
- 3- A public process, with meetings located within the 98144, 98118 & 98108 zip codes, to seek alternative routes for "Class B" air traffic under north flow conditions.
- 4- More FAA engagement with residents of 98144, 98118 & 98108 to address impacts of air traffic patterns.
- 5- Support of Alaska Airlines to protect our communities from greater noise & health impacts from Alaska Airlines departures.
- 6- Action steps to develop a new noise abatement air traffic plan as implemented at John Wayne Airport in Orange County, California.
- 7- Installation of 10 permanent noise monitoring stations within 98144, 98118 & 98108.
- 8- Restricted departures between 10:00 PM & 7:00 AM.

Please add this request to the public record.

Thank you,

Norman J. Pouliot & Richard P. Fried

3228 14th Avenue South, Seattle, WA 98144

<https://webmail.greenerkiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

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Response to Comment 1

The proposed Greener Skies Project would only affect arrival routes coming into the Seattle airspace from the northwest and southwest, and does not change departing air traffic routes or volumes at all. Also, Section 6.1 of the EA for the proposed Greener Skies project indicates there is no significant noise impact as a result of the proposed new arrival procedures.

Nevertheless, separate from the Greener Skies EA, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 2

The "Fly-quiet" program is a voluntary element of the Port of Seattle's noise abatement program at SEA. The FAA is not involved in its implementation or enforcement, and comments regarding this program should be directed to the Port of Seattle. See <https://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/default.aspx>

Response to Comment 3

A public process, with meetings in south Seattle in order to find alternative routes for the "Class B" air traffic during north flow conditions is outside the scope of the purpose and need of the Greener Skies EA. However, the FAA recognizes the several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 4

With regard to the impact of the proposed air traffic pattern associated with the Greener Skies project, the Greener Skies EA process included two initial scoping meetings and two final public meetings to elicit comments on the Draft EA. Members of the FAA's Air Traffic

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Norm Pouliot/Richard Fried

Page 2

Organization and Regional Office were in attendance at all four and available to answer questions and concerns regarding the project. Independent of the Greener Skies project, there is an effort underway, initiated by the FAA in connection with the Port of Seattle, to engage and inform the residents of 98144, 98101 and 98118 regarding the current air traffic to and from SEA.

Response to Comment 5

The proposed Greener Skies Project includes arrival flight procedures that any adequately-equipped aircraft and appropriately certified pilots can fly. Though no new departure procedures are included in the Proposed Action, FAA supports the broad use of Greener Skies as well as potential additional measures that Alaska or other airlines may propose to further improve the environment in communities surrounding SEA.

Response to Comment 6

The proposed Greener Skies project includes new flight procedures that, although they were designed to improve efficiency and safety of the airspace surrounding SEA, also provide minor net improvements in noise exposure levels for an estimated 150,000 to 180,000 residents in the greater Seattle area during the study years 2014, 2018 and 2023. Noise abatement measures such as the departure procedure at John Wayne Airport are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Response to Comment 7

SEA's noise monitoring system was installed and is maintained by the Port of Seattle. Comments related to the number of noise monitors or their locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Response to Comment 8

Noise abatement measures such as restricted nighttime departures are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

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Greener Skies EA
Federal Aviation Administration
Augustin Moses AJV-W2
1601 Lind Ave., SW
Renton, WA 98057

Dear Mr. Moses and FAA Personnel:

These are comments on the Draft Environmental Assessment Public Meeting held on Sept. 6, 2012 at the Ballard Public Library in Seattle.

The meeting was poorly planned and executed.

- 1. The meeting format did not call for questions or responses from the audience; instead comments were to be referred to others who were standing by to answer them after the presentation. The audience quickly became hostile and began blurting out their concerns---which were largely disregarded and ignored.
- 2. It was obvious that most people were there because of noise concerns, wondering how the new flight patterns would affect their home environment. This factor should have been foreseen and prepared for.
- 3. The visual diagrams used to explain the changes were evidence of technical computer designs run awry---the local area maps appeared as a series of meaningless grids with blobs of color. Since they did not clearly overlie any recognizable city map, they were unhelpful. The final oral assessment of "some areas will get more traffic; some areas will get less" was the only non-technical answer..
- 4. The locations for the public meetings were not easy for many people to reach. Citizens from Capitol Hill and Beacon Hill (areas of dense airport traffic patterns) found it hard to get to Federal Way, miles on the freeway, or to Ballard during the evening rush hour. The two public meetings should have been better advertised (a single notice was in the *Seattle Times* on August 9, 2012) and more centrally located.
- 5. Many officials were there from the FAA. Most of them were out-of- town visitors who could not answer simple questions about our local airport procedures. It is galling, indeed, to know that we, the taxpayers, paid for their presence.

Response to Comment 1

The two public meetings held at Federal Way and Ballard were intended to facilitate the public's understanding of the proposed action and potential impacts. A large group of experienced and knowledgeable FAA and other industry professionals were available at each meeting to allow ample opportunity for one-on-one question and answer sessions, before and after a brief presentation describing the proposed procedures and resulting noise levels. The presentation was comprehensive showing present and proposed flight procedures separately for traffic arriving from the northwest and from the southwest for both north flow and south flow traffic. Changes in noise levels were shown to a high degree of precision.

We apologize that the graphics were difficult for you to read. The poster of the graphics set up around the meeting room were intended to allow for the public to view them up close and asks specific questions related to them.

Response to Comment 2

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance

with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of these criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the *Seattle Times*, a press release and the project website. The public notice was published in the *Seattle Times* on August 7, 8 and 9, 2012 and ran on the *Seattle Times'* website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

Response to Comment 3

The specialists attending the public meetings were chosen due to their involvement in and knowledge of the finer details of the Greener Skies project. These specialists included both local FAA staff and well as technical specialists from other areas of the country.

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Shannon Polson

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Commenting on air noise abatement for Seattle

Commenting on air noise abatement for Seattle

From: Shannon Polson

Sent: Wed, Sep 12, 2012 at 10:55 am

To: comments@greener skiesea.com

Dear Greener Skies Seattle,

1- though I am in area code 98122, north of the primary area of concern for air traffic noise, the noise pollution from the traffic pattern literally has us planning to move out of Seattle in the next few years. There is a growing and robust body of research on the adverse impact of this kind of constant noise pollution on a human population, and it's quite unacceptable that air traffic patterns bring jets directly over residential areas of Seattle.

I urge you to take whatever steps are necessary (in advance of some much later technology for silent air travel) to redirect traffic patterns so that jets might make their approaches (and departures) over the ocean instead of the city, and perhaps establish steeper descents and or ascents if that is found to assist in mitigation.

Regards,

Shannon Huffman Polson

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Response to Comment 1

While there is the potential for some increase flights over portions of the Study Area, please note that as described in Section 6.1 of the Final EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

Given there are no significant noise impacts, there is no need for mitigation.

As part of the EA process, a range of alternative procedures, including alternative routing, were considered. As detailed in Section 4 of the EA, the alternative procedures evolved from a preliminary identification of measures which would meet the purpose and need of Greener Skies. As described in Chapter 3 of the EA, these are principally, reducing flight times, level off segments and confliction points. Ultimately, this screening and evaluation of individual proposals resulted in the elimination of measures found to be ineffective while those found to be effective and viable collectively became the Proposed Action.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

Letter I-114

Steve Rinn

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Greener Skies Seattle

Greener Skies Seattle

From: Steve Rinn

Sent: Wed, Sep 12, 2012 at 8:04 pm

To: comments@greener skiesea.com

Cc: adam.kline@leg.wa.gov, CRedmond@mac.com, Darryl.Smith@seattle.gov, eric.pettigrew@leg.wa.gov, mike.mcgin@seattle.gov, pete.mills@mail.house.gov, Bruce.Harrell@seattle.gov, Jean.Godden@seattle.gov, Mike.O'Brien@seattle.gov, Nick.Licata@seattle.gov, richard.conlin@seattle.gov, Sally.Bagshaw@seattle.gov, Sally.Clark@seattle.gov, Tim.Burgess@seattle.gov, Tom.Rasmussen@seattle.gov, santos.sharon@leg.wa.gov, Vu.Le@vfaseattle.org

Southeast Seattle has approximately 80,000 residents. The community contains the city's largest populations of children, the elderly, disabled persons, and people of color. Southeast Seattle is impacted by THREE airports; Renton Airport, Boeing Field, and Sea-Tac Airport. Of these, Sea-Tac air traffic poses the greatest threat to the health, well-being, and quality of life for residents.

As a resident living in the 98118 zip code area, I am hereby requesting the following:

1. Fewer Sea-Tac over-flights in our neighborhoods, and more equitable distribution of departing air traffic.
2. Stricter enforcement of "Fly-quiet" operations for departing Sea-Tac air traffic under north flow conditions.
3. A public process, with meetings located within the 98144, 98118 & 98108 zip codes, to seek alternative routes for "Class B" air traffic under north flow conditions.
4. More FAA engagement with residents of 98144, 98118 & 98108 to address impacts of air traffic patterns.
5. Support of Alaska Airlines to protect our communities from greater noise & health impacts from Alaska Airlines departures.
6. Action steps to develop a new noise abatement air traffic plan as implemented at John Wayne Airport in Orange County, California.
7. Installation of 10 permanent noise monitoring stations within 98144, 98118 & 98108.
8. Restricted departures between 10:00 PM & 7:00 AM.

Please add this request to the public record.

Thank you,

Steve Rinn

4715 54th Ave S.

Seattle WA 98118

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Response to Comment 1

The proposed Greener Skies Project would only affect arrival routes coming into the Seattle airspace from the northwest and southwest, and does not change departing air traffic routes or volumes at all. Also, Section 6.1 of the EA for the proposed Greener Skies project indicates there is no significant noise impact as a result of the proposed new arrival procedures. Thus, the request to reduce the noise impact from overflights in and out of SEA on zip codes 98118, 98144 and 98101 is outside the scope of this EA.

Nevertheless, separate from the Greener Skies EA, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 2

The "Fly-quiet" program is a voluntary element of the Port of Seattle's noise abatement program at SEA. The FAA is not involved in its implementation or enforcement, and comments regarding this program should be directed to the Port of Seattle. See <https://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/default.aspx>

Response to Comment 3

A public process, with meetings in south Seattle in order to find alternative routes for the "Class B" air traffic during north flow conditions is outside the scope of the purpose and need of the Greener Skies EA. As previously mentioned, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 4

With regard to the impact of the proposed air traffic pattern associated with the Greener Skies project, the Greener Skies EA process included

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

two initial scoping meetings and two final public meetings to elicit comments on the Draft EA. Members of the FAA's Air Traffic Organization and Regional Office were in attendance at all four and available to answer questions and concerns regarding the project. Independent of the Greener Skies project, there is an effort underway, initiated by the FAA in connection with the Port of Seattle, to engage and inform the residents of 98144, 98101 and 98118 regarding the current air traffic to and from SEA.

Response to Comment 5

The proposed Greener Skies Project includes arrival flight procedures that any adequately-equipped aircraft and appropriately certified pilots can fly. Though no new departure procedures are included in the Proposed Action, FAA supports the broad use of Greener Skies as well as potential additional measures that Alaska or other airlines may propose to further improve the environment in communities surrounding SEA.

Response to Comment 6

The proposed Greener Skies project includes new flight procedures that, although they were designed to improve efficiency and safety of the airspace surrounding SEA, also provide minor net improvements in noise exposure levels for an estimated 150,000 to 180,000 residents in the greater Seattle area during the study years 2014, 2018 and 2023. Noise abatement measures such as the departure procedure at John Wayne Airport are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Response to Comment 7

SEA's noise monitoring system was installed and is maintained by the Port of Seattle. Comments related to the number of noise monitors or their locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Response to Comment 8

Noise abatement measures such as restricted nighttime departures are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

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Ted Grimes

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FAA/Greener Skies Plan

FAA/Greener Skies Plan

From: Ted Grimes

Sent: Wed, Sep 12, 2012 at 2:58 pm

To: comments@greenerskiesea.com

Cc: erik stanford

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My name is Ted Grimes. I would like this email comment to be added to the public record.

1 I attended the Greener Skies meeting at the Ballard Library on Sept. 6 and was quite disappointed at the information presented. From what I had read about the Greener Skies program prior to the meeting, the program sounded pretty good however the manner in which the meeting was conducted has raised great concern. It seemed the objective of the meeting was to bury us in a large quantity of somewhat related data to the point we would be so confused we could not voice any rational comment. Questions were not taken nor answered during the presentation but only addressed by telling us to remember the question and seek answers at the end of the presentation or make comments to a court reporter at the end of the session with a 2 minute time limit on those comments.. There were so many unanswered questions that a normal person would be unable to remember most of the questions and no answers were to be provided by the court reporter. What good is that? It left me with the impression that the FAA/Greener Skies program has something major to hide from the public and several days later, I am still wondering what. The presentation has caused me to dig deeper into a subject I was initially in favor of. Unanswered questions to date are:

- 2 1) If the airplanes pass over my house using the noise quieting OPD method, why is the noise level over my house INCREASING?
- 3 2) Why is my neighborhood singled out to receive essentially all of the flight landings coming in from the North? Why not distribute the landings over a wider area to "spread the wealth" and reduce the noise level IN ALL NEIGHBORHOODS?
- 4 3) The only subject addressed was noise. What about the effects of added exhaust, incomplete fuel burn, premature wing flap extension, premature landing gear drops, etc addressed? Several of these mentioned effects are known carcinogens, what are those projected long term effects? Why were they not addressed?
- 5 4) What is the FAA/Greener Skies really trying to hide from the public?
- 6 5) Why is a Government Agency (FAA) purported to represent public safety trying to scam us?
- 7 6) Why was the meeting location so far away from the most negatively affected area of the change?

8 We know the airport is there. We know flights will be increasing in the future. We understand technology advancements will come along necessitating changes in the way air traffic is handled. What we don't know is why the FAA is trying to pull something over on us. Why? You tell me, in the meantime I don't trust you (based on your conduct of the Sept 6 meeting).

If the FAA really has nothing to hide, step forward and answer our questions in a direct and forthright manner. Whether you choose to do so or not will be the answer to my question of do you or do you not have something to hide.

Cautiously yours,

Ted Grimes
North Beacon Hill

<https://webmail.greenerkiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

Response to Comment 1

The two public meetings held at Federal Way and Ballard were intended to facilitate the public's understanding of the proposed action and potential impacts. A large group of experienced and knowledgeable FAA and other industry professionals were available at each meeting to allow ample opportunity for one-on-one question and answer sessions, before and after a brief presentation describing the proposed procedures and resulting noise levels. The presentation was comprehensive showing present and proposed flight procedures separately for traffic arriving from the northwest and from the southwest for both north flow and south flow traffic. Changes in noise levels were shown to a high degree of precision.

Response to Comment 2

Given the more precise nature of the flight paths for the aircraft using these new procedures, more of the aircraft would fly near to the center of the flight path. It is this increase in the concentration of the flights that would result in the slight increase in the noise. However, as shown by Chapter 6.1 of the EA, While there is the potential for some increase in flights over Beacon Hill, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

Response to Comment 3

While there is the potential for some increase flights over some areas, please note that as described in Section 6.1 of the EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action. Furthermore, the proposed new procedures were designed to meet the FAA's purpose and need for the project by providing for the efficient and safe flow of traffic into the

Seattle airspace and continuing all the way to touchdown. This requires that aircraft making simultaneous approaches be aligned with the runway centerlines to maintain safe separation standards on arrival. Dispersed approach paths to SEA's three parallel runways would result in less safe conditions, increased radio communications close to the airport, and a loss of efficiency due to the need for greater ATC oversight.

Response to Comment 4

The Public Meeting presentations, poster boards used at workstations, material on the project web site, and Section 6.3 of the EA all address the reduced carbon footprint that results from less fuel burned on the collection of new approaches under the proposed Greener Skies initiative. Summary calculations indicate savings of 1.00 to 1.14 percent in total average daily fuel burned. No other environmental resource categories were found to experience impacts.

Response to Comment 5

Nothing. In accordance with the NEPA, the EA provides a full disclosure of impacts associated with the Proposed Action. This document was available for review on-line as well as in hard-copy at the Federal Way and Ballard Branch Libraries, and on CD at the Beacon Hill Public Library. Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the Seattle Times, a press release and the project website.

Response to Comment 6

Public safety is part of FAA's mission, and the proposed action would be a benefit to public safety by providing more predictable flight corridors, greater flexibility in assigning flight procedures, reduced confliction points between arrivals and departures, and reduced need for radio transmissions and their potential to create hear-back/read-back errors.

Response to Comment 7

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the

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Ted Grimes

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most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, and conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of these criteria.

Response to Comment 8

The public information meetings provided opportunities for members of the public to discuss the Greener Skies Project with FAA air traffic controllers and the technical specialists preparing the EA. We apologize that you feel your questions were not adequately answered at the public meeting you attended. The responses in this Final EA address the questions you provided in writing.

Letter I-116

Anne Marie Harrington

Page 1

Request for a public outreach meeting in South Seattle

Request for a public outreach meeting in South Seattle

From: anne.marie.harrington

Sent: Thu, Sep 13, 2012 at 8:16 am

To: comments@greener skiesea.com

Cc: adam.kline@leg.wa.gov, CRedmond@mac.com, Darryl.Smith@seattle.gov, eric.pettigrew@leg.wa.gov, mike.mcjinn@seattle.gov, pete.mills@mail.house.gov, Bruce.Harrell@seattle.gov, Jean.Godden@seattle.gov, Mike.O'Brien@seattle.gov, Nick.Licata@seattle.gov, richard.conlin@seattle.gov, Sally.Bagshaw@seattle.gov, Sally.Clark@seattle.gov, Tim.Burgess@seattle.gov, Tom.Rasmussen@seattle.gov, santos.sharon@leg.wa.gov, Vu.Le@vfaseattle.org

September 11, 2012

Dear FAA,

The recent 'Greener Skies' public outreach meetings were located too far away from my community! (September 5, 2012, Federal Way Library and September 6, 2012 Ballard Branch Library) I am concerned that the large populations of low-income, elderly, minority and other residents living within the 98144, 98118, and 98108 zip code areas did not have an opportunity to participate in the public process. Furthermore the meeting format made it nearly impossible to have questions answered in any kind of understandable or meaningful way.

I am requesting:

- Meetings held in Southeast Seattle within the 98144, 98118 and 98108 zip codes
- Translation to at least four languages
- Wheelchair accessible facility
- Outreach by direct mail, and other non-electronic methods of notification to all citizens impacted by this proposal

Southeast Seattle is impacted by THREE airports; Boeing Field, Renton Airport, and Sea-Tac Airport. We are the MOST impacted community in the region. We need to have a better public process, with more outreach, and at a time and place which will ensure more community awareness and engagement in these important air traffic changes.

Please add this request to the public record.

Thank you,

Anne Marie Harrington

I-116

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Response to Comment 1

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the Seattle –Tacoma International Airport (SEA) and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, and conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria, in particular all of the selected locations were wheelchair accessible.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

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Anne Marie Harrington

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thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority and Low-income Populations*, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guideline in EA 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

Letter I-117

Anne Marie Harrington

Page 1

Flights over 98144, 98118, 98108

Flights over 98144, 98118, 98108

From: anne.marie.harrington

Sent: Thu, Sep 13, 2012 at 8:16 am

To: comments@greener skies sea.com

Cc: adam.kline@leg.wa.gov, CRedmond@mac.com, Darryl.Smith@seattle.gov, eric.pettigrew@leg.wa.gov, mike.mcgin@seattle.gov, pete.mills@mail.house.gov, Bruce.Harrell@seattle.gov, Jean.Godden@seattle.gov, Mike.O'Brien@seattle.gov, Nick.Licata@seattle.gov, richard.conlin@seattle.gov, Sally.Bagshaw@seattle.gov, Sally.Clark@seattle.gov, Tim.Burgess@seattle.gov, Tom.Rasmussen@seattle.gov, santos.sharon@leg.wa.gov, Vu.Le@vfaseattle.org

To: The Federal Aviation Administration, Alaska Airlines and The Port of Seattle

From: Anne Marie Harrington

Re: Flights over 98144, 98118, & 98108

Date: September 11, 2012

Southeast Seattle has approximately 80,000 residents. The community contains the city's largest populations of children, the elderly, disabled persons, and people of color. Southeast Seattle is impacted by THREE airports, Renton Airport, Boeing Field, and Sea-Tac Airport. Of these, Sea-Tac air traffic poses the greatest threat to the health, well-being, and quality of life for residents.

As a resident living in the 98144, 98118, or 98101 zip code area, I am hereby requesting the following:

- 1- Fewer Sea-Tac over-flights in our neighborhoods, and more equitable distribution of departing air traffic.
- 2- Stricter enforcement of "Fly-quiet" operations for departing Sea-Tac air traffic under north flow conditions.
- 3- A public process, with meetings located within the 98144, 98118 & 98108 zip codes, to seek alternative routes for "Class B" air traffic under north flow conditions.
- 4- More FAA engagement with residents of 98144, 98118 & 98108 to address impacts of air traffic patterns.
- 5- Support of Alaska Airlines to protect our communities from greater noise & health impacts from Alaska Airlines departures.
- 6- Action steps to develop a new noise abatement air traffic plan as implemented at John Wayne Airport in Orange County, California.
- 7- Installation of 10 permanent noise monitoring stations within 98144, 98118 & 98108.
- 8- Restricted departures between 10:00 PM & 7:00 AM.

Please add this request to the public record.
Thank you,

Anne Marie Harrington

I-117

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Response to Comment 1

The proposed Greener Skies Project would only affect arrival routes coming into the Seattle airspace from the northwest and southwest, and does not change departing air traffic routes or volumes at all. Also, Section 6.1 of the EA for the proposed Greener Skies project indicates there is no significant noise impact as a result of the proposed new arrival procedures. Thus, the request to reduce the noise impact from overflights in and out of SEA on zip codes 98118, 98144 and 98101 is outside the scope of this EA.

Nevertheless, separate from the Greener Skies EA, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 2

The "Fly-quiet" program is a voluntary element of the Port of Seattle's noise abatement program at SEA. The FAA is not involved in its implementation or enforcement, and comments regarding this program should be directed to the Port of Seattle. See

<https://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/default.aspx>

Response to Comment 3

A public process, with meetings in south Seattle in order to find alternative routes for the "Class B" air traffic during north flow conditions is outside the scope of the purpose and need of this EA. However, as previously mentioned, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and Seattle International Airport. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

<https://webmail.greener skies sea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

Response to Comment 4

With regard to the impact of the proposed air traffic pattern associated with the Greener Skies project, the Greener Skies EA process included two initial scoping meetings and two final public meetings to elicit comments on the Draft EA. Members of the FAA's Air Traffic Organization and Regional Office were in attendance at all four and available to answer questions and concerns regarding the project. Independent of the Greener Skies project, there is an effort underway, initiated by the FAA in connection with the Port of Seattle, to engage and inform the residents of 98144, 98101 and 98118 regarding the current air traffic to and from SEA.

Response to Comment 5

The proposed Greener Skies Project includes arrival flight procedures that any adequately-equipped aircraft and appropriately certified pilots can fly. Though no new departure procedures are included in the Proposed Action, FAA supports the broad use of Greener Skies as well as potential additional measures that Alaska or other airlines may propose to further improve the environment in communities surrounding SEA.

Response to Comment 6

The proposed Greener Skies project includes new flight procedures that, although they were designed to improve efficiency and safety of the airspace surrounding SEA, also provide minor net improvements in noise exposure levels for an estimated 150,000 to 180,000 residents in the greater Seattle area during the study years 2014, 2018 and 2023. Noise abatement measures such as the departure procedure at John Wayne Airport are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Response to Comment 7

SEA's noise monitoring system was installed and is maintained by the Port of Seattle. Comments related to the number of noise monitors or their locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Response to Comment 8

Noise abatement measures such as restricted nighttime departures are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Letter I-118

Erik Stanford

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Greener Skies Public Comment: Is Greener Skies Related to New Part 150 Noise Study for Sea-Tac Airp... Page 1 of 2

Greener Skies Public Comment: Is Greener Skies Related to New Part 150 Noise Study for Sea-Tac Airport? Where is Community Engagement?

From: erik stanford

Sent: Thu, Sep 13, 2012 at 12:42 pm

To: Greener Skies EA

Cc: Alexis Gallegos, almac001@hotmail.com, almacmf@gmail.com, altech@nickpapini.com, ana.gervassi@sbri.org, Ann Murray, Anne Marie Harrington, anneh@cablespeed.com, anyung77@gmail.com, beaconhillguido@yahoo.com, benjamin_babcock@hotmail.com, bernie@sightlife.org, bkirk@sccd.ctc.edu, candace@candace.ca, clayton3120@cablespeed.com, cmik69@yahoo.com, cosbornewa@msn.com, danacgerry@yahoo.com, daniel_dole@hotmail.com, Doug Cargill, dough123@aim.com, Dulcie Claassen, dylew@hotmail.com, edsantiago_sea@yahoo.com, emilyshanti@gmail.com, Emma Bartholomew, Erik Stanford, geminidtc@gmail.com, Heather Cabal, heather@derosierdesign.com, hilowstunts@cablespeed.com, hogan11@yahoo.com, hphowell7@gmail.com, ianisaiah@gmail.com, Jan Gerry, Jay Taylor, jbo206@gmail.com, jd@jenniferdaydesign.com, Jeannie O'Brien, Jenny Zwick, jessica.mcdowell@gmail.com, john.brecher@gmail.com, jraymond@seattleschools.org, judedw@comcast.com, Judi Johnson, Kate Plautz, kaylew@hotmail.com, kbarker@ci.bellevue.wa.us, kokirkpatrick@gmail.com, ksprute@msn.com, lisasholley@gmail.com, lorraine.barnes@gmail.com, Mariana Quarnstrom, marilyn@nickpapini.com, martin@gehmacher.net, mcbagley@gmail.com, me@dandean.com, Melissa Jonas, mhittus@hotmail.com, michelle.barton@cablespeed.com, Mike McDowell, Milton Schullian, mmcintyre@gmail.com, mralkows@aol.com, nick@nickpapini.com, norm@njpouliot.com, Pat Murakami, phunter155@aol.com, Ray Akers, Rob Gifford, Robert Bismuth, robinmazna@hotmail.com, Sharon Taylor, steveryanpratt@yahoo.com, suthoff@msn.com, syocum2908@hotmail.com, Tamra Smilanich, Ted Grimes, Tina Ray, tjsherwood@gmail.com, Virginia Calvin, waingold@yahoo.com, wildcrane@mac.com, Adam Kline, Adam Smith, Chas Redmond, Darryl Smith, Eric Pettigrew, Greener Skies EA, Jim McDermott (Business Fax), Maria Cantwell (Business Fax), Mike McGinn, Patty Murray (Business Fax), Pete Mills, Bruce Harrell, Jean Godden, Mike O'Brien, Nick Lacata, Richard Conlin, Sally Bagshaw, Sally Clark, Tim Burgess, Tom Rasmussen, Sharon Tomiko Santos, Alexis Gallegos, Bill Davis, Carl Hightower, Christi Muoneke, Debra Haraldson, Doug Cargill, Eric Yamada, Erik Stanford, Friend, Grover Haynes, Jeannie O'Brien, Kelvin Tran, Mariana Quarnstrom, Nancy Wagner, Nhan Thai, Pat Murakami, Patricia Paschal, Peter Holmes, Peter Steinbrueck, Ray Akers, Rhonda Smith, Ron Momoda, Sarah Stanford, Shari Briggs, Sheri Day, Sue Harambe, Susan Pichereau, Tamra Smilanich, Ted Grimes, Thomas Acker, Vay & Lam Lay, Yalonda Gill Masundire, Vu Le

Dear FAA Greener Skies,

I just learned that the FAA & the Port of Seattle are in the final stages of completing a [Part 150 Noise Study for Sea-Tac Airport](#). In fact, the noise study has been underway for some time now. It's the first I've heard of the new noise study. I'm not aware that my community (98108, 98118, 98144) has been engaged in any meaningful way regarding noise impacts here. Yet, the 'Greener Skies' proposal is moving forward toward approval, and you're already well aware of the 'Class B' air space redesign, which shifted more Sea-Tac flights into my community.

Southeast Seattle receives more air traffic noise than most communities. Yet, in SE Seattle there are just TWO noise monitoring stations operated by the Port of Seattle. One is located atop Beacon Hill, at 12 miles from Sea-Tac. The other is located at Brighton Playfield, in the Rainier Valley, at around 11 miles from Sea-Tac. In contrast, in Federal Way, at 15.9 miles away, there are FOUR noise monitors. What's worse, my community is impacted by THREE airports: Renton Airport, Boeing Airfield, and Sea-Tac International Airport.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

Response to Comment 1

As correctly stated, there is a Part 150 Noise Study underway, led by the Port of Seattle for SEA. The Part 150 Study process is designed to identify noise incompatibilities due to current and forecast operations, and to recommend measures to both correct existing incompatibilities and to prevent future incompatibilities. To this end, noise incompatibilities are defined as residences or public use noise-sensitive facilities (libraries, churches, schools, nursing homes, and hospitals) within the 65 Day-Night Average Sound Level (DNL) noise contour.

Information regarding the SEA Part 150 study may be found at <http://www.airportsites.net/SEA-Part150/>.

While that project has been in the works for some time, the draft report has not yet been released. According to the above website, the Port of Seattle hopes to complete the Part 150 Noise Compatibility Study process in the coming months. The Part 150 team is preparing the draft report, which includes potential measures for reducing aircraft noise impacts within the 65 DNL contour. Once the draft report is complete, the public will be invited to provide formal input on the potential recommendations. Input can be provided during a public hearing and the 45-day public comment period. According to the above website, more updates will be provided about the Part 150 schedule and dates, including when and where the draft report will be available for public review and comment.

Letter I-118

Erik Stanford

Page 2

I-118

Greener Skies Public Comment: Is Greener Skies Related to New Part 150 Noise Study for Sea-Tac Airp... Page 2 of 2

1 — How is it possible that my community has not been engaged in the new Part 150 Noise Study, and extensive outreach conducted, and additional noise monitors installed? We are the largest low-income community in the State of Washington. There are 167 dialects spoken here. We have the largest populations of children, the elderly, the disabled, and first-generation Americans who do not speak English as their first language. How is it possible that the FAA has not seen fit to install more noise monitoring stations in order to measure the real impact of Sea-Tac air traffic on the most vulnerable populations? Without noise monitors, it may not be possible for the Port of Seattle and the FAA to fully understand the impact of noise in my community.

2 — I request that the Greener Skies and Part 150 Study Noise Study for Sea-Tac Airport be extended, and to ensure that my community is treated equitably.

Please add these questions to the public record:

- 3 —
- 4 —
- 5 —
- 6 —
- Is 'Greener Skies' part of the Far Part 150 Noise Study for Sea-Tac Airport?
 - Is the 'Class B' air space re-design (2010) part of the Far Part 150 Noise Study for Sea-Tac Airport?
 - When did the Far Part 150 Noise Study begin, and when does it end.
 - What community groups or individuals from 98144, 98118, and 98108 are participating in the Far Part 150 Noise Study for Sea-Tac Airport?

Erik Stanford
Beacon Hill Resident

Response to Comment 2

The Port of Seattle maintains an Aircraft Monitoring System for SEA the Airport, consisting of a flight track monitoring system and 25 permanent noise monitors. In addition to the permanent monitors, eleven temporary monitors were established for the Part 150 Study. Public input was sought for the location of these sites and were evaluated for their potential to be within or near the 65 DNL contour, not covered by a permanent monitor and unique in some way. Zip codes 98118 and 98144 are clearly outside of the 65 DNL contour and did not meet the other criteria so were not selected for temporary monitoring sites. However, a temporary site within the 98108 zip code was identified. The site, located at 1046 S. Elm Grove Street was chosen for the following reasons:

1. Public workshop request was made to look at a site in the City of Seattle.
2. Public workshop request was made to monitor areas that may experience overlapping noise from SEA and Boeing Field. (Met the unique criteria)
3. The general location was not covered by a permanent noise monitor.
4. The general location was conceivably within the 65 DNL contour that had not yet been prepared.

Response to Comment 3

Greener Skies is a separate and distinct project from the Part 150 Study and does not change the 65 DNL contours as depicted in the draft existing or future Noise Exposure Maps for the Part 150 Study.

Response to Comment 4

The Class B redesign project did not change the procedures in or out of SEA nor did it change the 65 DNL contours as depicted in the draft Noise Exposure Maps for the Part 150 Study. The two projects are separate and independent of one another.

Response to Comment 5

The current Part 150 study started in November 2009. As indicated in comment 1 above, the project website contains information and updates regarding the timing and schedule for public involvement.

<https://webmail.greener skies sea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

Letter I-118

Erik Stanford

Page 2

Response to Comment 6

Considerable public outreach has been undertaken to date on the current Part 150 Study. As indicated above, the project website contains information about the public process thus far and will provide notice for public comment opportunities.

Letter I-119

Jerry Stevenson

Page 1

GreenSkies Project -- Bainbridge Island Issues

GreenSkies Project -- Bainbridge Island Issues

From: GERALD STEVENSON

Sent: Thu, Sep 13, 2012 at 9:12 am

To: comments@greenerskiesea.com

I-119

Page 1 of 1

Unfortunately I was unable to attend the public meetings that you had on the new flight path proposals for Seatac.

I am very impressed by the thoroughness of your background and modeled impact on the new GPS routing system.

I would like to have the following issue addressed during the planning for this huge change.

For those of us on Bainbridge the biggest issue is unnecessary low flying aircraft over the Island. At present we have early morning approaches from the SSW that exit the Island at Fay Bainbridge Park between 4:30 & 6:00 a.m. As you can appreciate this is very disruptive to 20,000 of us on the Island.

This routing of one or two flights does not occur at any other time of the day.

It looks like your proposal does not have any adverse--or additional routing over Bainbridge. Great News!

If you can ensure that there are no low flights over the Island during the FAA quiet period from 10 pm to 7 am, it would be sincerely appreciated!

Please give me a call if any questions.

Jerry Stevenson
10728 NE Valley Rd
Bainbridge Island
WA. 98110

206 290 0173

Response to Comment 1

Any concerns regarding aircraft which may be deviating from their altitude, please direct your concern to the Port of Seattle's Noise Program Office at 206-787-5393.

<https://webmail.greenerskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

Letter I-120

Kate Plautz

Page 1

Beacon hill resident comment for public record

Beacon hill resident comment for public record

From: Kate's E-mail

Sent: Thu, Sep 13, 2012 at 4:36 pm

To: comments@greener skies sea.com

Cc: Bill Plautz

Since commenting earlier this week, I have more questions.

Is 'Greener Skies' part of the Far Part 150 Noise Study for Sea-Tac Airport?

- Is the 'Class B' air space re-design (2010) part of the Far Part 150 Noise Study for Sea-Tac Airport?
- When did the Far Part 150 Noise Study begin, and when does it end.
- What community groups or individuals from 98144, 98118, and 98108 are participating in the Far Part 150 Noise Study for Sea-Tac Airport?

Also, it seems our community has not been well informed re: greener skies, the study, etc.

To promote equitable distribution of information and educate SE Seattle, and in accordance with the [Freedom of Information Act](#), I hereby request the following information on the FAR Part 150 Noise Study at Sea-Tac Airport (2012):

- Date on which the study began
- End date of study
- Name and contact information for the consultant
- Lists of names of community groups, agencies, individuals, and anyone who is participating in the FAR Part 150 Noise Study who is located in 98118, 98108, and 98144 zip codes.
- Copies of all letters, communication, emails, transcripts, reports, studies, documentation, meeting minutes, and any record between the Port of Seattle and the Federal Aviation Administration, and any Commercial Air Carrier, including Alaska Airlines, concerning noise monitoring, air traffic noise, flight paths, noise data, planning for new departure & arrival routes, etc, etc.

Please add this to the public record.

Thank you,

Kate Plautz

Sarah Katherine Plautz

Sent from my iPad

I-120

Page 1 of 1

Response to Comment 1

Greener Skies is a separate and distinct project from the Part 150 Study and does not change the 65 DNL contours as depicted in the draft existing or future Noise Exposure Maps for the Part 150 Study.

The Class B redesign project did not change the procedures in or out of SEA nor did it change the 65 DNL contours as depicted in the draft Noise Exposure Maps for the Part 150 Study. The two projects are separate and independent of one another.

The current Part 150 study started in November 2009. As indicated in Comment 1 above, the project website contains information and updates regarding the timing and schedule for public involvement.

Considerable public outreach has been undertaken to date on the current Part 150 Study. As indicated above, the project website contains information about the public process thus far and will provide notice for public comment opportunities.

Response to Comment 2

The Freedom Of Information Act request contained in this comment letter was forwarded to the FAA's Regional Counsel for subsequent action.

<https://webmail.greener skies sea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

Letter I-121

Kathryn Rathke

Page 1

from a Beacon Hill Resident

from a Beacon Hill Resident

From: Kathryn Rathke

Sent: Thu, Sep 13, 2012 at 12:22 pm

To: comments@greenerkiesea.com

Hello,

I live on Beacon Hill, just south of the Jefferson Golf Course (2648 S. Hudson St.). I just heard about this two days ago, and immediately went to the site to look over all of the available pdfs, and watched the video made at the Ballard Library earlier this year.

1 - My neighborhood is very upset about this, but nobody knew about it in time to attend a session and thereby ask questions, so I am going on what I deduce. My investigations lead me to perceive that these changes will largely affect Ballard and Federal Way, so to me it makes sense that you had the meetings there. It appears to me that by the time an airplane gets to my neighborhood, it is following the same trajectory that is always had, and that this proposal is not about increasing traffic, but about streamlining routes. Is that correct?

But I would like to take the opportunity to bring up some aspects of my neighborhood's relationship with air traffic, issues that may not come up in these discussions but which impact us enormously:

2 - We get Seatac & Boeing Field AND Renton air traffic here. When I moved here, I anticipated having to deal with two airports. But it turns out we are directly under the arc made by small planes approaching Renton Field as well. And they are not very high up, so they are extremely noisy.

- We are on the top of a hill, so we are much closer to the planes than the folks at sea level.

3 - We get jet fuel dumped on us frequently. Sometimes I go outside and have to hold my breath until I come back in. It smells like I am living inside of somebody's gas grill.

4 - In the summer, those of us without air-conditioning want to sleep with our windows open. It is very discouraging to be woken up, even while wearing ear plugs, by the occasional extra-noisy airplane. I can only imagine that everybody in the vicinity is awoken periodically throughout the night, and does not sleep well.

5 - We are struggling here, to keep our neighborhood spirits high. It is a lovely neighborhood, but gangs cut through our neighborhood (there was a shooting two blocks from my house just a week ago), and there are frequent break-ins. The business owners in the urban area at the intersection of Alaskan & Beacon Ave. suffer from rampant graffiti and rubbish, and appear disinclined to do much about it. It is a big challenge, mentally, for my neighbors to remain optimistic. Now everybody is saying the airport is going to make the skies unbearable. Please take all of this into consideration when reviewing the environmental impacts on our neighborhood.

Thank you!
Kathryn Rathke

Kathryn Rathke

2648 S. Hudson St.
Seattle, WA 98108

(206)760-9440

krathke@comcast.net
<http://www.kathrynrathke.com>

<https://webmail.greenerkiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

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Response to Comment 1

During this EA process, in accordance with the NEPA, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm. Your understanding of the Greener Skies Project, in terms of streamlining routes, is correct.

Response to Comment 2

Given that the Greener Skies Project would not change any procedures at Renton Airport, this does not impact the noise impact determination. Rather, the slight increase in noise due to the higher frequency of SEA operations over Beacon Hill would be, relatively, less of an impact in comparison with the no Action.

Response to Comment 3

The Greener Skies Project would reduce aircraft fuel use and emissions for aircraft using the proposed procedures and would therefore benefit air quality in the Puget Sound region. The project would not affect aircraft fuel dumping, which is not a normal aircraft activity.

Response to Comment 4

Separate from the Greener Skies EA, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Letter I-121

Kathryn Rathke

Page 2

Response to Comment 5

The FAA's EA has depicted the noise in these areas as color-coded population centroids down to levels of exposure as low as 45 dB DNL, considerably below and much farther from the runways than the 65 dB DNL levels that are normally reported by the Port of Seattle for any of its noise studies.

Letter I-122

Lindsay Zaccara

Page 1

Greener Skies Initiative

Greener Skies Initiative

From: Lindsay Zaccara
Sent: Thu, Sep 13, 2012 at 12:44 pm
To: comments@greener skiesea.com
Cc: adam.kline@leg.wa.gov, CRedmond@mac.com, Darryl.Smith@seattle.gov, eric.pettigrew@leg.wa.gov, mike.mcjinn@seattle.gov, pete.mills@mail.house.gov, Bruce.Harrell@seattle.gov, Jean.Godden@seattle.gov, Mike.O'Brien@seattle.gov, Nick.Licata@seattle.gov, richard.conlin@seattle.gov, Sally.Bagshaw@seattle.gov, Sally.Clark@seattle.gov, Tim.Burgess@seattle.gov, Tom.Rasmussen@seattle.gov, santos.sharon@leg.wa.gov, Vu.Le@vfaseattle.org

To: The Federal Aviation Administration, Alaska Airlines and The Port of Seattle

From: Lindsay Zaccara

Re: Flights over 98144, 98118, & 98108

Date: September 11, 2012

Southeast Seattle has approximately 80,000 residents. The community contains the city's largest populations of children, the elderly, disabled persons, and people of color. Southeast Seattle is impacted by THREE airports; Renton Airport, Boeing Field, and Sea-Tac Airport. Of these, Sea-Tac air traffic poses the greatest threat to the health, well-being, and quality of life for residents.

As a resident living in the 98144, 98118, or 98101 zip code area, I am hereby requesting the following:

- 1- * Fewer Sea-Tac over-flights in our neighborhoods, and more equitable distribution of departing air traffic.
- 2- * Stricter enforcement of "Fly-quiet" operations for departing Sea-Tac air traffic under north flow conditions.
- 3- * A public process, with meetings located within the 98144, 98118 & 98108 zip codes, to seek alternative routes for "Class B" air traffic under north flow conditions.
- 4- * More FAA engagement with residents of 98144, 98118 & 98108 to address impacts of air traffic patterns.
- 5- * Support of Alaska Airlines to protect our communities from greater noise & health impacts from Alaska Airlines departures.
- 6- * Action steps to develop a new noise abatement air traffic plan as implemented at John Wayne Airport in Orange County, California.
- 7- * Installation of 10 permanent noise monitoring stations within 98144, 98118 & 98108.
- 8- * Restricted departures between 10:00 PM & 7:00 AM.

Please add this request to the public record.

Thank you,

Lindsay Zaccara

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

I-122

Page 1 of 2

Response to Comment 1

The proposed Greener Skies Project would only affect arrival routes coming into the Seattle airspace from the northwest and southwest, and does not change departing air traffic routes or volumes at all. Also, Section 6.1 of the EA for the proposed Greener Skies project indicates there is no significant noise impact as a result of the proposed new arrival procedures. Thus, the request to reduce the noise impact from overflights in and out of SEA on zip codes 98118, 98144 and 98101 is outside the scope of this EA.

Nevertheless, separate from the Greener Skies EA the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.*Response to Comment 2*

The "Fly-quiet" program is a voluntary element of the Port of Seattle's noise abatement program at SEA. The FAA is not involved in its implementation or enforcement, and comments regarding this program should be directed to the Port of Seattle. See <https://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/default.aspx>

Response to Comment 3

A public process, with meetings in south Seattle in order to find alternative routes for the "Class B" air traffic during north flow conditions is outside the scope of the purpose and need of this EA. However, as previously mentioned, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Letter I-122

Lindsay Zaccara

Page 2

Greener Skies Initiative
September 13, 2012

Dear FAA,

The recent 'Greener Skies' public outreach meetings were located too far away from my community! (September 5, 2012, Federal Way Library and September 6, 2012 Ballard Branch Library) I am concerned that the large populations of low-income, elderly, minority and other residents living within the 98144, 98118, and 98108 zip code areas did not have an opportunity to participate in the public process. Furthermore, the meeting format made it nearly impossible to have questions answered in any kind of understandable or meaningful way.

I am requesting:

- * Meetings held in Southeast Seattle within the 98144, 98118 and 98108 zip codes
- * Translation to at least four languages
- * Wheelchair accessible facility

* Outreach by direct mail, and other non-electronic methods of notification to all citizens impacted by this proposal

Southeast Seattle is impacted by THREE airports; Boeing Field, Renton Airport, and Sea-Tac Airport. We are the MOST impacted community in the region. We need to have a better public process, with more outreach, and at a time and place which will ensure more community awareness and engagement in these important air traffic changes.

Please add this request to the public record.

Thank you,

Lindsay Zaccara

I-122

Page 2 of 2

Response to Comment 4

With regard to the impact of the proposed air traffic pattern associated with the Greener Skies project, the Greener Skies EA process included two initial scoping meetings and two final public meetings to elicit comments on the Draft EA. Members of the FAA's Air Traffic Organization and Regional Office were in attendance at all four and available to answer questions and concerns regarding the project. Independent of the Greener Skies project, there is an effort underway, initiated by the FAA in connection with the Port of Seattle, to engage and inform the residents of 98144, 98101 and 98118 regarding the current air traffic to and from SEA.

Response to Comment 5

The proposed Greener Skies Project includes arrival flight procedures that any adequately-equipped aircraft and appropriately certified pilots can fly. Though no new departure procedures are included in the Proposed Action, FAA supports the broad use of Greener Skies as well as potential additional measures that Alaska or other airlines may propose to further improve the environment in communities surrounding SEA.

Response to Comment 6

The proposed Greener Skies project includes new flight procedures that, although they were designed to improve efficiency and safety of the airspace surrounding SEA, also provide minor net improvements in noise exposure levels for an estimated 150,000 to 180,000 residents in the greater Seattle area during the study years 2014, 2018 and 2023. Noise abatement measures such as the departure procedure at John Wayne Airport are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Response to Comment 7

SEA's noise monitoring system was installed and is maintained by the Port of Seattle. Comments related to the number of noise monitors or their locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Response to Comment 8

Noise abatement measures such as restricted nighttime departures are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Response to Comment 9

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near Seattle International Airport that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, and conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria, including having wheelchair access.

Letter I-122

Lindsay Zaccara

Page 4

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority and Low-income Populations*, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guideline in EA 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

Letter I-123

Marilyn Tuohy

Page 1

Greener Skies Public Comment

Greener Skies Public Comment

From: Marilyn Tuohy

Sent: Thu, Sep 13, 2012 at 5:03 pm

To: comments@greener skiesea.com

Cc: adam.kline@leg.wa.gov, CRedmond@mac.com, Darryl.Smith@seattle.gov, eric.pettigrew@leg.wa.gov, mike.mcjinn@seattle.gov, pete.mills@mail.house.gov, Bruce.Harrell@seattle.gov, Jean.Godden@seattle.gov, Mike.O'Brien@seattle.gov, Nick.Licata@seattle.gov, richard.conlin@seattle.gov, Sally.Bagshaw@seattle.gov, Sally.Clark@seattle.gov, Tim.Burgess@seattle.gov, Tom.Rasmussen@seattle.gov, santos.sharon@leg.wa.gov, Vu.Le@vfaseattle.org

To: The Federal Aviation Administration, Alaska Airlines and The Port of Seattle

From: **Marilyn Tuohy**

Re: Flights over 98144, 98118, & 98108

Date: September 11, 2012

Southeast Seattle has approximately 80,000 residents. The community contains the city's largest populations of children, the elderly, disabled persons, and people of color. Southeast Seattle is impacted by THREE airports; Renton Airport, Boeing Field, and Sea-Tac Airport. Of these, Sea-Tac air traffic poses the greatest threat to the health, well-being, and quality of life for residents.

The area also includes Seward Park, which contains the city's only old growth trees and provides critical habitat for several rare and significant native species of plants and wildlife, many of which are sensitive to prolonged air and noise pollution.

As a resident of **Seward Park**, in the **98118 zip code**, I am hereby requesting the following:

- 1 [Conduct an EIS to assess possible negative effects of increased flights on the flora and fauna of Seward Park.
- 2 [Fewer Sea-Tac over-flights in our neighborhoods, and more equitable distribution of departing air traffic.
- 3 [Stricter enforcement of "Fly-quiet" operations for departing Sea-Tac air traffic under north flow conditions.
- 4 [A public process, with meetings located within the 98144, 98118 & 98108 zip codes, to seek alternative routes for "Class B" air traffic under north flow conditions.
- 5 [More FAA engagement with residents of 98144, 98118 & 98108 to address impacts of air traffic patterns.
- 6 [Support of Alaska Airlines to protect our communities from greater noise & health impacts from Alaska Airlines departures.
- 7 [Action steps to develop a new noise abatement air traffic plan as implemented at John Wayne Airport in Orange County, California.
- 8 [Installation of 10 permanent noise monitoring stations within 98144, 98118 & 98108.
- 9 [Restricted departures between 10:00 PM & 7:00 AM.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

Response to Comment 1

In accordance with the NEPA and Council on Environmental Quality Regulations, the FAA conducted this environmental assessment to determine if the project would cause significant impacts that would require the preparation of an EIS. The EA developed for the Greener Skies Project includes an assessment of impacts to fish, wildlife and plant in Section 6.10, and impacts to parks (a Section 4(f) resource) in Section 6.9.

With specific regard to Seward Park, the Park borders Lake Washington and is well east of any of the proposed changes associated with Greener Skies. The noise exposure levels and greenhouse gas emissions that the area is exposed to from current procedures will be unaffected by the new procedures, as indicated by the lack of any coloration near Seward Park in Figures 6.1-4, 6.1-9 or 6.1-14. Based on the analyses in the EA, a full EIS to assess the impacts of Greener Skies on Seward Park is unwarranted.

Response to Comment 2

The proposed Greener Skies Project would only affect arrival routes coming into the Seattle airspace from the northwest and southwest, and does not change departing air traffic routes or volumes at all. Also, Section 6.1 of the EA for the proposed Greener Skies project indicates there is no significant noise impact as a result of the proposed new arrival procedures. Thus, the request to reduce the noise impact from overflights in and out of SEA on zip codes 98118, 98144 and 98101 is outside the scope of this EA.

Nevertheless, separate from the Greener Skies EA, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

I-123

Page 1 of 2

Letter I-123

Marilyn Tuohy

Page 2

Greener Skies Public Comment

Please add this request to the public record.

Thank you,

Marilyn Tuohy

4901 54th Ave. S

Seattle, Wa 98118

I-123

Page 2 of 2

Response to Comment 3

The “Fly-quiet” program is a voluntary element of the Port of Seattle’s noise abatement program at SEA. The FAA is not involved in its implementation or enforcement, and comments regarding this program should be directed to the Port of Seattle. See

<https://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/default.aspx>

Response to Comment 4

A public process, with meetings in south Seattle in order to find alternative routes for the “Class B” air traffic during north flow conditions is outside the scope of the purpose and need of the Greener Skies EA. However, as mentioned in response to Comment 1, given that the recognition that several south Seattle neighborhoods have concerns with existing and future noise, the FAA has arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 5

With regard to the impact of the proposed air traffic pattern associated with the Greener Skies project, the Greener Skies EA process included two initial scoping meetings and two final public meetings to elicit comments on the Draft EA. Members of the FAA’s Air Traffic Organization and Regional Office were in attendance at all four and available to answer questions and concerns regarding the project. Independent of the Greener Skies project, there is an effort underway, initiated by the FAA in connection with the Port of Seattle, to engage and inform the residents of 98144, 98101 and 98118 regarding the current air traffic to and from SEA.

Response to Comment 6

The proposed Greener Skies Project includes arrival flight procedures that any adequately-equipped aircraft and appropriately certified pilots can fly. Though no new departure procedures are included in the Proposed

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Action, FAA supports the broad use of Greener Skies as well as potential additional measures that Alaska or other airlines may propose to further improve the environment in communities surrounding SEA.

Response to Comment 7

The proposed Greener Skies project includes new flight procedures that, although they were designed to improve efficiency and safety of the airspace surrounding SEA, also provide minor net improvements in noise exposure levels for an estimated 150,000 to 180,000 residents in the greater Seattle area during the study years 2014, 2018 and 2023. Noise abatement measures such as the departure procedure at John Wayne Airport are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Response to Comment 8

SEA's noise monitoring system was installed and is maintained by the Port of Seattle. Comments related to the number of noise monitors or their locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Response to Comment 9

Noise abatement measures such as restricted nighttime departures are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Letter I-124

Mark Holland

Page 1

FAA "Greener Skies Over Seattle"

FAA "Greener Skies Over Seattle"
From: Mark Holland
Sent: Thu, Sep 13, 2012 at 2:07 pm
To: comments@greener skiesea.com

FAA,

RE: "Greener Skies Over Seattle".

1 [I live on North Beacon Hill, Seattle. I oppose the Greener Skies proposal. Today I look overhead from my backyard and see jets with the landing gear down and a white stream trailing behind as they off load excess jet fuel before landing. That fuel falls as vapor on me and my neighbors. In South Beacon Hill you can taste the jet fuel in the air. More jets landing and taking off over our diverse community is not acceptable. Recently in Kent a part of an airplane fell off and landed in a residential neighborhood. Luckily it landed in the street instead of on someones' head. The more airplanes the FAA directs over South Seattle, the more likely a part of an airplane will fall off and land here, only we may not be so lucky. The noise from airplanes is already too much in our community. The Greener Skies proposal may reduce fuel consumption which I support. However, it is clear that the plan will also concentrate the noise, air pollution, and risk of injury from falling airplane parts over the targeted communities. I remember the days when South Seattle took the brunt of airplane noise and it made life outside on Beacon Hill unbearable. You could barely carry on a conversation due to constant interruption from airplane noise. No one wants to go back to that.

2 [If a more efficient landing protocol is necessary, then shift the flight paths randomly to spread the impacts and dilute the effects across a wider geographical area. I see only two new flight paths proposed. There should be more.

3 [The FAA "Greener Skies Over Seattle" proposal will only shift more of the negative environmental impacts of air travel on the low income, minority communities of Southeast Seattle. All members of society must share the burden of negative impacts from modern air travel equally, just as we do the benefits. Do not shift shift that burden to minority communities and call it "Greener". The Skies are BLUE, and we need them "Cleaner", not "Greener".

Mark Holland
2218 14th ave. S.
Seattle, WA. 98144

I-124

Page 1 of 1

Response to Comment 1

As described in detail in Chapter 6.1 of the FEA, no community, including South Seattle, will experience a significant noise impact as a result of the Greener Skies. Figures 6.1-4 and 6.1-5 in the EA look in detail at the actual change in noise and illustrate that the change in the noise levels is very low. The levels shown on these graphs are below any Federal criteria of significance.

Fuel dumping is not a normal occurrence and is typically only conducted in an emergency situation when a large aircraft must return quickly to an airport for a medical emergency or equipment failure. Even then, many smaller aircraft do not have a system for jettisoning fuel because they can land safely at relatively heavy weights so there is no need to. More positively, however, Greener Skies procedures are designed to reduce fuel burn by shortening flight paths and permitting aircraft to descend on Optimized Profile Descents (OPDs) at flight idle power, thus reducing the Airport's carbon footprint and reducing overall emissions. The EA includes reduced fuel burn calculations in the results discussed in Section 6.4 on Climate Change. OPDs also help reduce noise due to the lower power settings used on approach, and these benefits are also quantified in Chapter 6.

The need for and purpose of designing Greener Skies is described in Chapter 3.

Response to Comment 2

Approach routes into the Seattle airspace are initially determined by where each aircraft is coming from. Once an aircraft arrives at one of the four cornerposts the remaining options for assignment of a specific arrival procedure are set. ATC cannot, assign aircraft "randomly" to one of the available procedures -- aircraft cannot cross in front of other aircraft, they must be sequenced to maintain safe separation standards on final approach, they must be assigned appropriate arrival procedures to match the equipment onboard the aircraft, and they must be assigned

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Letter I-124

Mark Holland

Page 2

runways to accommodate minimal taxiing across active runway ends upon landing, for any one of these factors will quickly degrade the efficiency of the entire Seattle airspace. Greener Skies is designed to minimize these conflicts. Random assignment of aircraft to flight procedures will do just the opposite and is not supported by the stated purpose and need for the project.

Response to Comment 3

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority and Low-income Populations*, and is included in Section 6.6 of the EA. No significant disproportionate impacts to minority or low income populations were identified. The need for and purpose of designing Greener Skies is described in Chapter 3.

Letter I-125

Martha Read

Page 1

Triple Paned Windows?

Triple Paned Windows?

From: Martha Read, LMP

Sent: Thu, Sep 13, 2012 at 8:08 am

To: comments@greener skiesea.com

I-125

Page 1 of 1

1 I heard about your intention to fly even more traffic over Beacon Hill/Columbia City and am very displeased with this idea. I had been wondering whom to contact about the already too busy skies overhead. I want more of existing traffic to be diverted from this flight path, certainly not more traffic to be added. That's not the right way to go. Let's share the burden with other communities/areas.

2 If, however, you move forward with the existing plan, I think you should offer us all triple paned windows in our homes so, when our windows are closed, it would muffle the sound. This would be some help, though our we would still suffer from the terrible sound when our windows were open and when we were outside trying to relax in our yards and parks.

3 And have there been any studies on the effects of the noise on the wildlife at Seward Park? If it's stressful for humans, I'm sure it's true for them as well.

Martha Read, LMP

206.723.4663

MRead_LMP@yahoo.com

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WaterDance,
Aquatic Integration

Therapeutic Massage

Authorized Sales of TEMPURPEDIC
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Response to Comment 1

While there is the potential for some increase flights over Beacon Hill/Columbia City, please note that as described in Section 6.1 of the Final EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

The need for and purpose of designing Greener Skies is described in Chapter 3.

Response to Comment 2

Sound insulation is only currently authorized for residences within the DNL 65 dB noise contour, and in the case of this EA, only if there were significant noise impact. Your home would not qualify because the noise levels are below those criteria; in fact, there is no significant noise impact anywhere in the project study area.

As an alternative, The Port of Seattle is currently studying potential additional noise abatement measures through a Part 150 Noise Compatibility Program update which may include a new sound insulation program, but again only for homes within the 65 DNL. Additional information about this study is available online at:

<http://www.airportsites.net/SEA-Part150/>.

Response to Comment 3

The EA developed for the Greener Skies Project includes an assessment of impacts to fish, wildlife and plant in Section 6.10.

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Individuals (126-150)

Letter I-126

Mary Travers

Page 1

Airplane re-routing

Airplane re-routing

From: Mary T

Sent: Thu, Sep 13, 2012 at 11:06 am

To: comments@greenskielsea.com

I-126

Page 1 of 1

As a resident of the Seward Park area, with many friends in the Beacon Hill area, I would like to strongly oppose any additional traffic over these areas. I know, we are on the route to the airport, but so is Elliott Bay. If you have never sat in a yard, or tried to hold a conversation indoors with a window open in the Beacon Hill area (especially anywhere near 23rd Avenue South), you should. It's like living next to an elevated train. All conversation goes on hold or is unheard. The environment is more than how many vaporized gallons of fuel are dropped, but also quality of everyday living, which stops when a plane approaches.

The South end of the city gets the stadiums and the Port and the traffic re-routing that makes it difficult to do business anywhere around 1st to 4th Street when there are games or conventions or anything else filling up those massive structures. Even getting to the ferries downtown has become a nightmare of going miles out of one's way to follow the "proper" traffic flow. Forget getting to Home Depot or the carpet places along that route.

Adding more noise and higher traffic over the south end residential is just not acceptable. No wonder people feel so negative about government. We will explain and even yell, then we will beg, and then the government will do what it pleases for some alleged "greater good," which, let's face it, turns out to be about profit.

So, I'm explaining and asking you to hear this.

Thanks, Mary Travers

4120 48th Avenue South, Seattle, Wa 98118

Author of [Litany](#), [A Novel](#), available at [Amazon.com](#) and [Barnes and Noble](#) in both electronic book and paperback

Response to Comment 1

While there is the potential for some increase flights over Beacon Hill/Columbia City, please note that as described in Section 6.1 of the Final EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

The Purpose and Need of the Greener Skies Project is described in Section 3 of the EA, and is primarily to reduce flight times, level off segments and confliction points, all the while reducing the need for Air traffic personnel and pilot communication.

<https://webmail.greenskielsea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

"Greener Skies" comments

"Greener Skies" comments

From: Perry Parsons
Sent: Thu, Sep 13, 2012 at 3:15 pm
To: comments@greener skies sea.com
Cc: adam.kline@leg.wa.gov, CRedmond@mac.com, Darryl.Smith@seattle.gov, eric.pettigrew@leg.wa.gov, mike.mcjinn@seattle.gov, pete.mills@mail.house.gov, Bruce.Harrell@seattle.gov, Jean.Godden@seattle.gov, Mike.O'Brien@seattle.gov, Nick.Licata@seattle.gov, richard.conlin@seattle.gov, Sally.Bagshaw@seattle.gov, Sally.Clark@seattle.gov, Tim.Burgess@seattle.gov, Tom.Rasmussen@seattle.gov, santos.sharon@leg.wa.gov, Vu.Le@vfaseattle.org

Dear Sir or Madam,

1 My community needs your help. The FAA has let us down, again. The recent 'Greener Skies' public outreach meetings were located too far away from my community – one in Federal Way and one in Ballard, but the weight of the proposed flight path changes will fall upon my community. I am concerned that the large populations of low-income, elderly, minority and other residents living within the 98144, 98118, and 98108 zip code areas did not have an opportunity to participate in the public process. Furthermore the highly flawed meeting format made it nearly impossible to have questions answered in any kind of understandable or meaningful way.

Having attended both meetings, it is clear that Beacon Hill and SE Seattle communities will be negatively impacted, yet we were denied a meeting. We need your help with extending the 9/14/12 public comment period deadline and stopping the implementation of the FAA "Greener Skies" plan until our community has been properly engaged by the FAA and the impacts of the plan on human health, noise levels, child development, and the environment are clearly explained.

2 Presently, those of us that are engaged do not understand the actual impacts of 'Greener Skies' and the FAA meetings raised the question of what the FAA, Port of Seattle, and Alaska Airlines are hiding from us. No actual noise studies have been conducted, and the FAA is using modeling and assumptions about noise impacts. What practical assurances and safeguards do we have that the mathematical calculations used to predict noise levels are accurate, and what recourse do we have as a community if and when the new plan is not tolerable?

3 SE Seattle is impacted by THREE airfields, Renton Airfield, Boeing Field, and Sea-Tac International Airport. SE Seattle has a total of TWO noise monitors for Sea-Tac air traffic. Other noise-affected communities have at least four noise monitoring stations. There are just TWO air traffic noise monitors in SE Seattle. There is ONE noise monitor at the reservoir on the top of Beacon Hill. The Beacon Hill noise monitor is 12 miles from Sea-Tac. There is ONE noise monitor at Brighton Playfield in the Rainier Valley. Brighton Playfield is 11.3 miles from Sea-Tac. In contrast, Federal Way has FOUR noise monitors and it is located 15.9 miles from Sea-Tac. If Beacon Hill and SE Seattle have inadequate noise monitor coverage, we have no empirical way to assess actual noise levels and, if necessary, take steps to address and correct them.

- 4 The Greener Skies plan should not be approved or implemented until:
- 5 • FAA and the Port of Seattle conduct a more detailed analysis of the impacts of any changes affecting the Beacon Hill and South Seattle communities.
 - 6 • FAA and the Port of Seattle conduct more outreach and engagement to the large and diverse population of communities located in 98144, 98118, and 98108 – and hold meetings at convenient locations, in languages appropriate to address our diverse community.
 - Install a complete array of ten or more on-ground noise monitoring stations along Beacon Hill and Rainier Valley to record and provide verifiable hard data on actual noise levels.

Thank you in advance for helping the most diverse zip code in the U.S. to have a voice in issues which affect our quality of life.

*** Please add my comments to the public record. ***

Sincerely,

Perry Parsons
5203 21st Ave S
Beacon Hill (Seattle) Washington, 98108

<https://webmail.greener skies sea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

Response to Comment 1

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, and conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guidance in EO 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

Response to Comment 2

As described in Chapter 6 of the EA, there are no significant noise impacts as a result of the Proposed Action. Furthermore, in accordance with the NEPA, the FAA has been open with the public regarding its process, what the Proposed Action is and the resulting analysis of potential significant impacts. That analysis, for all pertinent environmental impact categories under NEPA is contained in Chapter 6 of the EA.

In accordance with FAA Order 1050.1E, the Greener Skies EA utilizes the FAA-approved NIRS model for computing noise exposure. This was done at the nearly 56,000 grid points in the study area. Given that there is no significant noise impact, there is no need to provide mitigations or to monitor noise impacts.

Response to Comment 3

SEA's noise monitoring system was installed and is maintained by the Port of Seattle. Comments related to the number of noise monitors or their locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Response to Comment 4

Section 6.1 of the Draft EA details the noise increase over the Beacon Hill and South Seattle communities as a result of the proposed action and shows that any noise increase is well below the criteria, as outlined above.

Response to Comment 5

See the response to Comment 1. Please note that an environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guidance in EO 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

Letter I-127

Perry Parsons

Page 3

Response to Comment 6

SEA's noise monitoring system was installed and is maintained by the Port of Seattle and is outside of the scope of this EA. Comments related to noise monitor locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Letter I-128

Susan Fairo

Page 1

Extend the public comment deadline for FAA Greener Skies plan

Extend the public comment deadline for FAA Greener Skies plan

From: Susan Fairo

Sent: Thu, Sep 13, 2012 at 2:35 pm

To: comments@greener skiesea.com

Cc: adam.kline@leg.wa.gov, CRedmond@mac.com, Darryl.Smith@seattle.gov, eric.pettigrew@leg.wa.gov, mike.mcjinn@seattle.gov, pete.mills@mail.house.gov, Bruce.Harrell@seattle.gov, Jean.Godden@seattle.gov, Mike.O'Brien@seattle.gov, Nick.Licata@seattle.gov, richard.conlin@seattle.gov, Sally.Bagshaw@seattle.gov, Sally.Clark@seattle.gov, Tim.Burgess@seattle.gov, Tom.Rasmussen@seattle.gov, santos.sharon@leg.wa.gov, Vu.Le@vfaseattle.org

Dear FAA Greener Skies,

1 My community needs your help. The recent 'Greener Skies' public outreach meetings were located too far away from my community – one in Federal Way and one in Ballard, but the weight of the proposed flight path changes will fall upon my community. I am concerned that the large populations of low-income, elderly, minority and other residents living within the 98144, 98118, and 98108 zip code areas did not have an opportunity to participate in the public process.

1 It's clear that Beacon Hill and SE Seattle communities will be negatively impacted, yet we were denied a meeting. **We need your help with extending the 9/14/12 public comment period deadline and stopping the implementation of the FAA "Greener Skies" plan until our community has been properly engaged by the FAA and the impacts of the plan on human health, noise levels, child development, and the environment are clearly explained.**

2 Presently, those who are engaged do not understand the actual impacts of 'Greener Skies' and the FAA meetings raised the question of what the FAA, Port of Seattle, and Alaska Airlines are hiding from us. No actual noise studies have been conducted, and the FAA is using modeling and assumptions about noise impacts. What practical assurances and safeguards do we have that the mathematical calculations used to predict noise levels are accurate, and what recourse do we have as a community if and when the new plan is not tolerable?

3 SE Seattle is impacted by THREE airfields, Renton Airfield, Boeing Field, and Sea-Tac International Airport. SE Seattle has a total of TWO noise monitors for Sea-Tac air traffic. Other noise-affected communities have at least four noise monitoring stations. There are just TWO air traffic noise monitors in SE Seattle. There is ONE noise monitor at the reservoir on the top of Beacon Hill. The Beacon Hill noise monitor is 12 miles from Sea-Tac. There is ONE noise monitor at Brighton Playfield in the Rainier Valley. Brighton Playfield is 11.3 miles from Sea-Tac. In contrast, Federal Way has FOUR noise monitors and it is located 15.9 miles from Sea-Tac. If Beacon Hill and SE Seattle have inadequate noise monitor coverage, we have no empirical way to assess actual noise levels and, if necessary, take steps to address and correct them.

The Greener Skies plan should not be approved or implemented until:

4 • FAA and the Port of Seattle conduct a more detailed analysis of the impacts of any changes affecting the Beacon Hill and South Seattle communities.

5 • FAA and the Port of Seattle conduct more outreach and engagement to the large and diverse population of communities located in 98144, 98118, and 98108 – and hold meetings at convenient locations, in languages appropriate to address our diverse community.

6 • Install a complete array of ten or more on-ground noise monitoring stations along Beacon Hill and Rainier Valley to record and provide verifiable hard data on actual noise levels.

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I-128

Page 1 of 2

Response to Comment 1

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. There were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, and conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of these criteria. The public information meetings provided opportunities for members of the public to discuss the Greener Skies Project with FAA air traffic controllers and the technical specialists preparing the EA.

The FAA respectfully declined to extend the comment period or hold any more Greener Skies EA public meetings. The public comment for this EA started on August 7th and ended September 14th. The required comment period of 30 days was extended in order to allow all the public to digest the information and provide comments after the two public meetings. This review and comment period is adequate for this level of environmental review. Furthermore, the public was given sufficient information on the locations of the public meetings in order to attend those meetings. The notice regarding public meetings was publicized for three days in local newspapers and for one month on their website, as well as on GreenerSkiesEA.com.

Letter I-128

Susan Fairo

Page 2

Extend the public comment deadline for FAA Greener Skies plan

Thank you in advance for helping the most diverse zip code in the U.S. to have a voice in issues which affect our quality of life.

Susan Fairo

--

Approve Ref. 74 to support freedom to marry in WA state.

I-128

Page 2 of 2

Response to Comment 2

As described in Chapter 6 of the EA, there are no significant noise impacts as a result of the Proposed Action. Furthermore, in accordance with the NEPA, the FAA has been open with the public regarding its process, what the Proposed Action is and the resulting analysis of potential significant impacts. That analysis, for all pertinent environmental impact categories under NEPA is contained in Chapter 6 of the EA.

In accordance with FAA Order 1050.1E, the Greener Skies EA utilizes the FAA-approved NIRS model for computing noise exposure. This was done at the nearly 56,000 grid points in the study area. Given that there is no significant noise impact, there is no need to provide mitigations or to monitor noise impacts.

Response to Comment 3

SEA's noise monitoring system was installed and is maintained by the Port of Seattle. Comments related to the number of noise monitors or their locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Response to Comment 4

Section 6.1 of the Draft EA details the noise increase over the Beacon Hill and South Seattle communities as a result of the proposed action and shows that any noise increase is well below the criteria, as outlined above.

Response to Comment 5

See the response to Comment 1. Please note that an environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guidance in EO 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

Letter I-128

Susan Fairo

Page 3

Response to Comment 6

SEA's noise monitoring system was installed and is maintained by the Port of Seattle and is outside of the scope of this EA. Comments related to noise monitor locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Letter I-129

Wendy Bensussen

Page 1

Air Traffic Noise

Air Traffic Noise

From: Wendy Bensussen

Sent: Thu, Sep 13, 2012 at 8:13 am

To: comments@greener skiesea.com

I-129

Page 1 of 1

1- I have been informed of a new plan to increase air traffic over south Seattle.
I am requesting that you reconsider this plan.
I live on the top of Graham Hill. (6202 51st Ave S 98118)
Conversation in my home is often disrupted by air traffic. I have been woken early in the morning by planes.
If you go forward with this plan please consider noise abatement
Thank you
Wendy Bensussen
Sent from my iPad

Response to Comment 1

While there is the potential for some increased flights over your area, please note that as described in Section 6.1 of the Final EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action. Given that there is no significant noise impact as a result of the Proposed Action, there is no requirement to mitigate.

The FAA's EA has depicted the noise in these areas as color-coded population centroids down to levels of exposure as low as 45 dB DNL, considerably below and much farther from the runways than the 65 dB DNL levels that are normally reported by the Port of Seattle for any of its noise studies. This has been done in accordance with FAA guidance in order to fully disclose any potential changes in noise that would result from Greener Skies, even when those changes are small.

Figures 6.1-4, 6.1-9, and 6.1-14 show the increases and decreases due to Greener Skies for each of the three study years 2014, 2018 and 2023, respectively. Some areas of east Seattle are expected to experience slight improvements in noise, and some near the extended centerlines of the runways are expected to experience slight increases, each the result of a very slight reduction in the dispersion of aircraft along existing instrument approach paths due to the increased precision with which the Greener Skies' Required Navigation Performance procedures can be flown. Table 6.1-2 and accompanying Figure 6.1-17 show the degree to which the noise is expected to increase directly under the approaches to the three runways. Points 4, 8 and 11, all north of SEA, are projected to experience changes no greater than 0.2 dB for any of the three study years. The EA characterizes this change as "extremely small and not likely even to be noticed." This area of slight increase stretches from Green Lake to Georgetown, and is not limited to south Seattle.

The EA identifies the greatest increase in exposure as 1.1 dB DNL in 2023 for anywhere in the study area that the noise is above 45 dB DNL; it occurs well south of the airport as a result of a new arrival procedures for landings to the north.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=677763e1b4218a60d8...> 9/13/2012

Letter I-129

Wendy Bensussen

Page 2

The insignificant noise impact determination found in Section 6.1 of the Draft EA was based upon the FAA approved noise modeling system for these types of federal actions. If the noise due to air traffic is found to be not tolerable, the Port of Seattle has an airport Noise Program to address demonstrated noise issues. See <http://www.portseattle.org/Newsroom/Fast-Facts/Pages/Noise-Programs.aspx> for more information about the program and how to contact the noise office.

Letter I-130

Bradley Pavlov/Pavlik

Page 1

SeaTac proposal changes to flight path

SeaTac proposal changes to flight path

From: Bradley Pavlov

Sent: Thu, Sep 13, 2012 at 9:09 pm

To: comments@greener skiesea.com

I-131

Page 1 of 1

To Whom it May Concern,

I live on Beacon Hill in Seattle and am concerned about airplane noise. I just learned about the proposed changes but do not feel there is ample time to understand the proposal nor has the FAA or SEATAC undergone adequate outreach to the communities most impacted. I learned that the wealth Magnolia community was able to quickly change the proposal but there should be more consideration for the lower income and multilingual communities to help us understand the complexities and impacts of the project. I tried reviewing some of the info online but was not able to clearly understand the proposal. Please realize the significant advantage wealthy communities have in getting their voices heard and the challenges lower income and multilingual communities like Beacon Hill face in understanding the impacts and being heard. I am in support of the proposed changes only if they reduce the airplane noise in our community.

Sincerely

Bradley Pavlik

Response to Comment 1

While there is the potential for some increase of flights over Beacon Hill, please note that as described in Section 6.1 of the Final EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. There were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the *Seattle Times*, a press release and the project website. The public notice was published in the *Seattle Times* on August 7, 8 and 9, 2012 and ran on the *Seattle Times'* website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

The FAA's EA has depicted the noise in these areas as color-coded population centroids down to levels of exposure as low as 45 dB DNL, considerably below and much farther from the runways than the 65 dB DNL levels that are normally reported by the Port of Seattle for any of its noise studies. This has been done in accordance with FAA guidance in

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=f28b95a315c60d3327...> 9/15/2012

order to fully disclose any potential changes in noise that would result from Greener Skies, even when those changes are small. Figures 6.1-4, 6.1-9, and 6.1-14 show the increases and decreases due to Greener Skies for each of the three study years 2014, 2018 and 2023, respectively. Some areas of east Seattle are expected to experience slight improvements in noise, and some near the extended centerlines of the runways are expected to experience slight increases, each the result of a very slight reduction in the dispersion of aircraft along existing instrument approach paths due to the increased precision with which the Greener Skies' Required Navigation Performance procedures can be flown. Table 6.1-2 and accompanying Figure 6.1-17 show the degree to which the noise is expected to increase directly under the approaches to the three runways. Points 4, 8 and 11, all north of SEA, are projected to experience changes no greater than 0.2 dB for any of the three study years. The EA characterizes this change as "extremely small and not likely even to be noticed." This area of slight increase stretches from Green Lake to Georgetown, and is not limited to Beacon Hill.

The EA identifies the greatest increase in exposure as 1.1 dB DNL in 2023 for anywhere in the study area that the noise is above 45 dB DNL; it occurs well south of the airport as a result of a new arrival procedures for landings to the north.

Letter I-131

Dennis and Susann Young

Page 1

Aircraft noise over Puyallup

Aircraft noise over Puyallup

From: Susann Young

Sent: Thu, Sep 13, 2012 at 11:51 pm

To: comments@greenerskiesea.com

I-131

Page 1 of 1

I am trying to find out why, for the last couple of months, there have been hundreds of commercial aircraft flying over Puyallup and adjacent communities. There is a new steady stream of very noisy airplanes traveling South to Northeast each day and into the night.

I've sent noise complaints to Seatac, thePort of Seattle and the FAA, but no one responds. I chanced upon a story about greener sky's for Seattle during a Google search. The article provided this comment link.

It seems like whoever is managing the greener sky's campaign doesn't want to hear from all citizens who will be impacted by new air traffic routes.

I want to know who to contact and why communities in and around Puyallup haven't been notified of this substantial change to their quality of life.

Dennis Young
4123 88th St. East
Tacoma WA 98446

Response to Comment 1

Testing of Greener Skies approach procedures occurred from June 11, 2012 through August 2, 2012, and included approximately 2,000 flights. Increases in noise experienced during this time frame may have been related to the testing, but also would have involved a number of other issues, including the flow of air traffic, meteorological conditions, and increased time spent outdoors or with window open.

Specific to the location of your home, there are expected to be changes in an approach path for aircraft arriving from the southwest and coming in to land to the north at SEA that would appear to be near your home. The new route is illustrated in Figures 4.2-4 in the Greener Skies EA that is available on the project web site at www.greenskiesea.com. Three other figures in the document, Figures 6.1-5, 6.1-10, and 6.1-15, illustrate the proposed changes in noise exposure projected to occur as a result of the new route for each of the three study years 2014, 2018, and 2023. In your area, those changes in DNL are expected to be on the order of 1 dB – enough to be noticed (as you apparently have) but still at quite low noise levels. The full EA is available for further review in hard copy at the Federal Way Public Library, and it is available on the web site at the URL identified above.

<https://webmail.greenskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696c79fa0...> 9/15/2012

Letter I-132

Holly Krejci

Page 1

Greener Skies: More data; more outreach

Greener Skies: More data; more outreach

From: holly.krejci

Sent: Thu, Sep 13, 2012 at 10:17 pm

To: comments@greener skiesea.com

Dear Greener Skies,

I have been a Georgetown resident since 2003. Up until the opening of the third runway, we had very little interaction with aircraft noise from SeaTac. However, of late, it appears that the planes are flying lower and more directly over our home.

I am writing to ask that the Greener Skies plan not be approved or implemented until:

- 1— The FAA and Port of Seattle conduct a more detailed analysis of the impacts of any changes affecting the Beacon Hill, Georgetown, and South Park, and South Seattle communities. Including the impact lower flight patterns to SeaTac have on traffic at KCLIA.
- 2— The FAA and Port of Seattle conduct more outreach and engagement to the large and diverse population of communities located in 98144, 98118, and 98108 – and hold meetings at convenient locations, in languages appropriate to address our diverse community.
- 3— A complete array of ten or more on-ground noise monitoring stations are installed along Beacon Hill, Georgetown, South Park and Rainier Valley to record and provide verifiable hard data on actual noise levels.

Thank you for the opportunity to provide feedback. I look forward to working with you to implement the suggestions made above.

Best,
Holly

—
Holly Krejci
6901 Ellis Ave S
Seattle, WA 98108

I-132

Page 1 of 1

Response to Comment 1

Section 6.1 of the Draft EA details the noise increase over the Beacon Hill and South Seattle communities as a result of the proposed action and shows that any noise increase is well below the criteria, as outlined above.

Response to Comment 2

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the Seattle –Tacoma International Airport (SEA) and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, and conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=f28b95a315c60d3327...> 9/15/2012

Letter I-132

Holly Krejci

Page 2

and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guidance in EO 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

Response to Comment 3

SEA's noise monitoring system was installed and is maintained by the Port of Seattle and is outside of the scope of this EA. Comments related to noise monitor locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Letter I-133

Joel Ancowitz

Page 1

People live here

People live here

From: Joel Ancowitz

Sent: Thu, Sep 13, 2012 at 11:01 pm

To: comments@greener skiesea.com

To Whom it may concern-

The Greener Skies plan should not be approved or implemented until:

- 1- FAA and the Port of Seattle conduct a more detailed analysis of the impacts of any changes affecting the Beacon Hill, Georgetown, and South Park, and South Seattle communities.
- 2- FAA and the Port of Seattle conduct more outreach and engagement to the large and diverse population of communities located in 98144, 98118, and 98108 – and hold meetings at convenient locations, in languages appropriate to address our diverse community.
- 3- Install a complete array of ten or more on-ground noise monitoring stations along Beacon Hill and Rainier Valley to record and provide verifiable hard data on actual noise levels.

People live in these neighborhoods that will be affected. Do the right thing and make sure EVERYONE benefits from Greener Skies.

Thank you-
Joel Ancowitz
Georgetown

I-133

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<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Response to Comment 1

Section 6.1 of the Draft EA details the noise increase over the Beacon Hill and South Seattle communities as a result of the proposed action and shows that any noise increase is well below the criteria, as outlined above.

Response to Comment 2

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, and conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

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and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guidance in EO 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

Response to Comment 3

SEA's noise monitoring system was installed and is maintained by the Port of Seattle and is outside of the scope of this EA. Comments related to noise monitor locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Letter I-134

Maurice Fuller

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Page 1 of 1

Comments on Draft Environmental Assessment

Comments on Draft Environmental Assessment

From: Maurice Fuller

Sent: Thu, Sep 13, 2012 at 10:51 pm

To: comments@greener skiesea.com

[M+Fuller+comments+on+Draft+EA.pdf](#) (2.3 MB)

Please find attached my comments on the Draft Environmental Assessment

Maurice

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=f28b95a315c60d3327...> 9/15/2012

Thank-you for joining us for the Draft EA meeting.
Please take a moment to share your comments with us.

Name: Maurice Fuller
(required)

Address: 1936 46th Ave SW

City/State/Zip: Seattle, WA 98116
(required)

Phone: 425-766-3196 E-mail: maurice.fuller

Date: 9/12/2012 @outlook.com

Questions:

1. ① How much will the average noise level increase in decibels at my address calculated to two decimals of precision in the years 2013, 2014, 2015, 2016, 2017, 2018, 2019 and 2020? The data at the Ballard library was presented as a range (0-1.5). I'm not looking for a range. Please give me the exact number at my address.
2. ② How many additional flights will fly through the proposed new flight path over Elliott Bay in the years 2013, 2014, 2015, 2016, 2017, 2018, 2019 and 2020?
3. ③ What do you expect will be the distribution of flights in terms of percentage of flights in the ① midnight-6am ② 6am-5pm and ③ 5pm to midnight time frames for the new flight path specific to Elliott Bay?
COMMENT PERIOD DEADLINE IS - MIDNIGHT, SEPTEMBER 14, 2012

Response to Comment 1

Computations of noise exposure were made for three study years, 2014, 2018, and 2023; not for all of the years you have requested and they are not reported to the two-decimal precision that you have requested. From the maps and data that are available in the EA, the computed DNL values in your neighborhood show that your exposure is approximately 46 dB DNL in 2014, 46 dB DNL in 2018 and 47 dB in 2023. The change in DNL attributable to Greener Skies procedures is approximately 0.1 dB in all three years, evidenced by the specific point calculations at site 7 (Duwamish Head) shown in Table 6.1-2 and Figure 6.1-17. That degree of change is characterized in Section 6.1 as very small and not likely to be noticed. Additional characterizations of those exposure levels may be found in Appendix E, entitled "Noise and Its Effects on People".

Response to Comment 2

Under the proposed Greener Skies procedures, aircraft that fly northward up Puget Sound on a "downwind" leg before turning right to land to the south will follow more precise flight paths along this route but will occur in the same numbers as they do under existing procedures. North of the Alki area of West Seattle, an estimated 10 percent of that traffic, or approximately 11 jet arrivals per day in 2014, will make the right turn over Elliott Bay following one of the new RNP procedures. An additional 7 jet arrivals per day (for a total of 18 jets per day) are expected to receive instructions from ATC guiding each aircraft over Elliott Bay under traditional radar control. This compares to an average of approximately 13 jet arrivals per day that are estimated to turn in over Elliott Bay under current procedures. The approximate 5 new arrivals per day under Greener Skies are projected to increase the DNL noise exposure levels by 0.1 dB in your area.

Response to Comment 3

Day and night arrivals are categorized for our measuring purposes in two time blocks due to a nighttime penalty of 10 dB applied to those aircraft. These time blocks are from 7:00 am to 10:00 pm for daytime traffic and between the hours of 10:00 pm and 7:00 am for nighttime. Of the 11 jet arrivals described in response to comment 2, percentages of aircraft

I-134

4
④ By how much does the noise level increase in decibels at my address when a single jet (typical jet) descends through the proposed flight path ~~area~~ over Elliott Bay?
I ask this question because all the data that was presented at the ballroom Library was average noise level versus the peak noise level which affects me. In other words, what is the peak noise level that I will experience at my address when a plane descends through the new proposed flight path over Elliott Bay?

5
⑤ Please describe how you calculated the average level of noise increase at my address.
mathematically

6
⑥ Planes that descend through Elliott Bay using OPD appear to have an annoying high pitch sound. Please send me any information you have on the noise profile (frequency over time).

Comments can also be provided at: comments@greenskiesea.com
or via U.S. Mail to: Federal Aviation Administration
Augustin Moses - AIV-W2, 1601 Lind Ave., SW, Renton, WA 98057

COMMENT PERIOD DEADLINE IS - MIDNIGHT, SEPTEMBER 14, 2012
www.greenskiesea.com

identified as flying in the daytime hours are 86% and for nighttime hours are 14%

Response to Comment 4

The Greener Skies EA utilizes the FAA-approved NIRS model for computing noise exposure at the nearly 56,000 grid points in the study area. NIRS does not require "peak" noise levels to be included as inputs to it. Rather it has an internal database of Sound Exposure Levels (SELs) for numerous aircraft types under different flight conditions (e.g., takeoff and landing) and at different distances from an observer. Each SEL accounts for the accumulation of all the noise energy as the noise level of an aircraft increases, reaches a maximum, and recedes into the background. The combination of SELs for the entire set of aircraft operating at SEA (arrivals as well as departures) is then accumulated to compute the average daily noise exposure at the various points on the ground. The resulting DNL values reported in this EA do not describe how "loud" an aircraft is; instead they predict community annoyance with the environment and they are useful for describing potential land use incompatibilities. The fact that the absolute levels of exposure resulting from the proposed new flight procedures are almost all less than 65 dB DNL and the changes in noise exposure attributable to the new procedures are all very small for any location experiencing noise above 45 dB DNL means that the impacts from Greener Skies are not significant, and the small increases or decreases in the environment will, for the most part, be difficult to detect.

Response to Comment 5

The formulas for computing DNL are specified in 14 CFR Part 150, Appendix A, Part C – Mathematical Descriptions. A link to the regulation is at: <http://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&sid=44fb7ed6bee65430ad245a9c5ae49582&rgn=div5&view=text&node=14:3.0.1.3.21&idno=14#14:3.0.1.3.21.3.3.4.61>

The DNL value is computed for No Action and then re-computed for the Proposed Action. The arithmetic difference between the two values is what is reported in Section 6.1.

Response to Comment 6

The information requested is not contained in the NIRS Users' Guide. It may be available in other public documents.

Letter I-135

Melissa Bookwalter

Page 1

Please stop more airplane noise in Georgetown

Please stop more airplane noise in Georgetown

From: The Bookwalters

Sent: Thu, Sep 13, 2012 at 9:38 pm

To: comments@greener skies.com

Dear Greener Skies,

Please, stop flying more airplanes over South Seattle. Why is the south side the constant dumping ground of everyone in Seattle? Since Seattle, especially the north end and Magnolia are completely unaffordable for a working class family of four, we are subjected to trains, toxic waste, diesel fumes and now additional airplane noise. When does it end?

Is it really greener skies? Give me a break.

Sincerely,

Melissa Bookwalter
Georgetown Resident

I-135

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<https://webmail.greener skies.com/versions/webmail/8.13.9-RC/popup.php?wsid=f28b95a315c60d3327...> 9/15/2012

Response to Comment 1

It should be noted that as part of the EA process, a range of alternative procedures, including routing, were considered. As detailed in Section 4 of the EA, the alternative procedures evolved from a preliminary identification of measures aimed at reducing flight times; level off segments and confliction points. Ultimately, this screening and evaluation of individual proposal resulted in the elimination of measures found to be ineffective while those found to be effective and viable collectively became the Proposed Action.

The need for and purpose of designing Greener Skies is described in Chapter 3.

The FAA's EA has depicted the noise in these areas as color-coded population centroids down to levels of exposure as low as 45 dB DNL, considerably below and much farther from the runways than the 65 dB DNL levels that are normally reported by the Port of Seattle for any of its noise studies. This has been done in accordance with FAA guidance in order to fully disclose any potential changes in noise that would result from Greener Skies, even when those changes are small.

Figures 6.1-4, 6.1-9, and 6.1-14 show the increases and decreases due to Greener Skies for each of the three study years 2014, 2018 and 2023, respectively. Some areas of east Seattle are expected to experience slight improvements in noise, and some near the extended centerlines of the runways are expected to experience slight increases, each the result of a very slight reduction in the dispersion of aircraft along existing instrument approach paths due to the increased precision with which the Greener Skies' Required Navigation Performance procedures can be flown. Table 6.1-2 and accompanying Figure 6.1-17 show the degree to which the noise is expected to increase directly under the approaches to the three runways. Points 4, 8 and 11, all north of SEA, are projected to experience changes no greater than 0.2 dB for any of the three study years. The EA characterizes this change as "extremely small and not

Letter I-135

Melissa Bookwalter

Page 2

likely even to be noticed.” This area of slight increase stretches from Green Lake to Georgetown, and is not limited to Beacon Hill.

The EA identifies the greatest increase in exposure as 1.1 dB DNL in 2023 for anywhere in the study area that the noise is above 45 dB; it occurs well south of the airport as a result of a new arrival procedures for landings to the north.

Letter I-136

Mercy Rome

Page 1

Flights over 98144, 98118, & 98108

Flights over 98144, 98118, & 98108

From: Mercy Rome
Sent: Thu, Sep 13, 2012 at 10:56 pm
To: comments@greenerskiesea.com
Cc: adam.kline@leg.wa.gov, CRedmond@mac.com, Darryl.Smith@seattle.gov, eric.pettigrew@leg.wa.gov, mike.mcjinn@seattle.gov, pete.mills@mail.house.gov, Bruce.Harrell@seattle.gov, Jean.Godden@seattle.gov, Mike.O'Brien@seattle.gov, Nick.Licata@seattle.gov, richard.conlin@seattle.gov, Sally.Bagshaw@seattle.gov, Sally.Clark@seattle.gov, Tim.Burgess@seattle.gov, Tom.Rasmussen@seattle.gov, santos.sharon@leg.wa.gov, Vu.Le@vfaseattle.org

To: The Federal Aviation Administration, Alaska Airlines and The Port of Seattle
From: Mercy Rome
Re: Flights over 98144, 98118, & 98108
Date: September 13, 2012

Southeast Seattle has approximately 80,000 residents. The community contains the city's largest populations of children, the elderly, disabled persons, and people of color. Southeast Seattle is impacted by THREE airports; Renton Airport, Boeing Field, and Sea-Tac Airport. Of these, Sea-Tac air traffic poses the greatest threat to the health, well-being, and quality of life for residents.

As a resident living in the 98144, 98118, or 98101 zip code area, I am hereby requesting the following:

- 1 [] · Fewer Sea-Tac over-flights in our neighborhoods, and more equitable distribution of departing air traffic.
- 2 [] · Stricter enforcement of "Fly-quiet" operations for departing Sea-Tac air traffic under north flow conditions.
- 3 [] · A public process, with meetings located within the 98144, 98118 & 98108 zip codes, to seek alternative routes for "Class B" air traffic under north flow conditions.
- 4 [] · More FAA engagement with residents of 98144, 98118 & 98108 to address impacts of air traffic patterns.
- 5 [] · Support of Alaska Airlines to protect our communities from greater noise & health impacts from Alaska Airlines departures.
- 6 [] · Action steps to develop a new noise abatement air traffic plan as implemented at John Wayne Airport in Orange County, California.
- 7 [] · Installation of 10 permanent noise monitoring stations within 98144, 98118 & 98108.
- 8 [] · Restricted departures between 10:00 PM & 7:00 AM.

Please add this request to the public record.
Thank you,

Mercy Rome
--
Mercy Rome,
MBA in Sustainable Business, 2011
Bainbridge Graduate Institute
206-715-8141
mercyrome@gmail.com

<https://webmail.greenskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

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Response to Comment 1

The proposed Greener Skies Project would only affect arrival routes coming into the Seattle airspace from the northwest and southwest, and does not change departing air traffic routes or volumes at all. Also, Section 6.1 of the EA for the proposed Greener Skies project indicates there is no significant noise impact as a result of the proposed new arrival procedures.

Nevertheless, separate from the Greener Skies EA, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 2

The "Fly-quiet" program is a voluntary element of the Port of Seattle's noise abatement program at SEA. The FAA is not involved in its implementation or enforcement, and comments regarding this program should be directed to the Port of Seattle. See <https://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/default.aspx>

Response to Comment 3

A public process, with meetings in south Seattle in order to find alternative routes for the "Class B" air traffic during north flow conditions is outside the scope of the purpose and need of this EA. However, as previously mentioned the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 4

With regard to the impact of the proposed air traffic pattern associated with the Greener Skies project, the Greener Skies EA process included two initial scoping meetings and two final public meetings to elicit comments on the Draft EA. Members of the FAA's Air Traffic Organization and Regional Office were in attendance at all four and available to answer questions and concerns regarding the project. Independent of the Greener Skies project, there is an effort underway, initiated by the FAA in connection with the Port of Seattle, to engage and inform the residents of 98144, 98101 and 98118 regarding the current air traffic to and from SEA.

Response to Comment 5

The proposed Greener Skies Project includes arrival flight procedures that any adequately-equipped aircraft and appropriately certified pilots can fly. Though no new departure procedures are included in the Proposed Action, FAA supports the broad use of Greener Skies as well as potential additional measures that Alaska or other airlines may propose to further improve the environment in communities surrounding SEA.

Response to Comment 6

The proposed Greener Skies project includes new flight procedures that, although they were designed to improve efficiency and safety of the airspace surrounding SEA, also provide minor net improvements in noise exposure levels for an estimated 150,000 to 180,000 residents in the greater Seattle area during the study years 2014, 2018 and 2023. Noise abatement measures such as the departure procedure at John Wayne Airport are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

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Mercy Rome

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Response to Comment 7

SEA's noise monitoring system was installed and is maintained by the Port of Seattle. Comments related to the number of noise monitors or their locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Response to Comment 8

Noise abatement measures such as restricted nighttime departures are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

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Saya Moriyasu

Page 1

FAA / GREENER SKIES

FAA / GREENER SKIES

From: Saya Moriyasu □□ □□

Sent: Thu, Sep 13, 2012 at 7:57 pm

To: comments@greener skiesea.com

Cc: adam.kline@leg.wa.gov, CRedmond@mac.com, Darryl.Smith@seattle.gov, eric.pettigrew@leg.wa.gov, mike.mcjinn@seattle.gov, pete.mills@mail.house.gov, Bruce.Harrell@seattle.gov, Jean.Godden@seattle.gov, Mike.O'Brien@seattle.gov, Nick Licata, richard.conlin@seattle.gov, Sally.Bagshaw@seattle.gov, Sally.Clark@seattle.gov, Tim.Burgess@seattle.gov, Tom.Rasmussen@seattle.gov, santos.sharon@leg.wa.gov, Vu.Le@vfaseattle.org

My name is Saya Moriyasu and I would like this email comment to be added to the public record.

Dear FAA / Greener Skies ,

1 My community needs your help. The FAA has let us down, again. The recent 'Greener Skies' public outreach meetings were located too far away from my community – one in Federal Way and one in Ballard, but the weight of the proposed flight path changes will fall upon my community. I am concerned that the large populations of low-income, elderly, minority and other residents living within the 98144, 98118, and 98108 zip code areas did not have an opportunity to participate in the public process. Furthermore the highly flawed meeting format made it nearly impossible to have questions answered in any kind of understandable or meaningful way.

It is clear that Beacon Hill and SE Seattle communities will be negatively impacted, yet we were denied a meeting. We need your help with extending the 9/14/12 public comment period deadline and stopping the implementation of the FAA "Greener Skies" plan until our community has been properly engaged by the FAA and the impacts of the plan on human health, noise levels, child development, and the environment are clearly explained.

2 Presently, those of us that are engaged do not understand the actual impacts of 'Greener Skies' and the FAA meetings raised the question of what the FAA, Port of Seattle, and Alaska Airlines are hiding from us. No actual noise studies have been conducted, and the FAA is using modeling and assumptions about noise impacts. What practical assurances and safeguards do we have that the mathematical calculations used to predict noise levels are accurate, and what recourse do we have as a community if and when the new plan is not tolerable?

3 SE Seattle is impacted by THREE airfields, Renton Airfield, Boeing Field, and Sea-Tac International Airport. SE Seattle has a total of TWO noise monitors for Sea-Tac air traffic. Other noise-affected communities have at least four noise monitoring stations. There are just TWO air traffic noise monitors in SE Seattle. There is ONE noise monitor at the reservoir on the top of Beacon Hill. The Beacon Hill noise monitor is 12 miles from Sea-Tac. There is ONE noise monitor at Brighton Playfield in the Rainier Valley. Brighton Playfield is 11.3 miles from Sea-Tac. In contrast, Federal Way has FOUR noise monitors and it is located 15.9 miles from Sea-Tac. If Beacon Hill and SE Seattle have inadequate noise monitor coverage, we have no empirical way to assess actual noise levels and, if necessary, take steps to address and correct them.

The Greener Skies plan should not be approved or implemented until:

- 4 • FAA and the Port of Seattle conduct a more detailed analysis of the impacts of any changes affecting the Beacon Hill and South Seattle communities.
- 5 • FAA and the Port of Seattle conduct more outreach and engagement to the large and diverse population of communities located in 98144, 98118, and 98108 – and hold meetings at convenient locations, in languages appropriate to address our diverse community.
- 6 • Install a complete array of ten or more on-ground noise monitoring stations along Beacon Hill and Rainier Valley to record and provide verifiable hard data on actual noise levels.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=f28b95a315c60d3327...> 9/15/2012

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Response to Comment 1

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, and conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of these criteria.

The public information meetings provided opportunities for members of the public to discuss the Greener Skies Project with FAA air traffic controllers and the technical specialists preparing the EA.

The FAA respectfully declined to extend the comment period or hold any more Greener Skies EA public meetings. The public comment for this EA started on August 7th and ended September 14th. The required comment period of 30 days was extended in order to allow all the public to digest the information and provide comments after the two public meetings. This review and comment period is adequate for this level of environmental review.

Furthermore, the public was given sufficient information on the locations of the public meetings in order to attend those meetings. During this EA

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Saya Moriyasu

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FAA / GREENER SKIES

Thank you in advance for helping the most diverse zip code in the U.S. to have a voice in issues which affect our quality of life.

*** Please add my comments to the public record. ***

Sincerely,

Saya Moriyasu
2117 19 Avenue S, Seattle WA 98144
Beacon Hill Resident

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Page 2 of 2

process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The notice regarding public meetings was publicized for three days in local newspapers and for one month on their website, as well as on GreenerSkiesEA.com.

Response to Comment 2

The Draft EA contains analyses of impacts to the built and natural environment, including noise, air quality, social impacts, environmental justice and children's health and safety risks. Section 6 of the Draft EA shows that there would be no significant noise impact, no significant air quality impact and no significant impact in any other of the 18 categories considered under the NEPA as a result of implementing these new flight procedures. Section 6.1.2 specifically addresses changes in noise exposure and characterizes the degree of change.

Response to Comment 3

SEA's noise monitoring system was installed and is maintained by the Port of Seattle and is outside of the scope of this EA. Comments related to noise monitor locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Response to Comment 4

Section 6.1 of the Draft EA details the noise increase over the Beacon Hill and South Seattle communities as a result of the proposed action and shows that any noise increase is well below the criteria, as outlined above.

Response to Comment 5

See the response to Comment 1. Please note that an environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guidance in EO 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

<https://webmail.greenerkiésea.com/versions/webmail/8.13.9-RC/popup.php?wsid=f28b95a315c60d3327...> 9/15/2012

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Saya Moriyasu

Page 3

Response to Comment 6

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Petition to the Federal Aviation Administration and Alaska Airlines

"Southeast Seattle has approximately 80,000 residents. The community contains the city's largest populations of children, the elderly, disabled persons, and people of color. Southeast Seattle is impacted by THREE airports; Renton Airport, Boeing Field, and Sea-Tac Airport. Of these, Sea-Tac air traffic poses the greatest threat to the health, well-being, and quality of life for residents.

The undersigned residents of 98144, 98118 & 98108 hereby request the following:

- 1- [] 1) Fewer Sea-Tac over-flights in our neighborhoods, and more equitable distribution of departing air traffic.
- 2- [] 2) Stricter enforcement of "Fly-quiet" operations for departing Sea-Tac air traffic under north flow conditions.
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Signature	Print Name	E-mail	Address	
	TRACY WILLIAMS	2NSTW7@gmail.com	14th Ave S 98144	<input type="checkbox"/>
	Katie Lebersten	missingsophie@hotmail.com	2312 13th Ave S	<input checked="" type="checkbox"/>
	Brian D'Arcy	postarcus@yahoo.com	3307 13th Ave S	<input type="checkbox"/>
	Michael Witbeck	mmw@acelocal.com	3413 19th Ave S	<input type="checkbox"/>
	Kevin	kevinhickling@yahoo.com	2915 17th Ave S	<input type="checkbox"/>
	Robert Najjar		25th Ave S	<input type="checkbox"/>
	Veronica Garcia Quijano		3208 Wadsworth Ave S	<input type="checkbox"/>
	Fredericka Merrell		3817 14th Ave S	<input type="checkbox"/>
	Emily	emagnus@gnome.com	7706 17th Ave S	<input type="checkbox"/>
	Chelsie McKinney	McKinney.Chelsie@gmail.com	7415 Beacon Ave S	<input checked="" type="checkbox"/>

Response to Comment 1

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Check the box and we will e-mail an electronic copy of a letter you can write to your representatives, with representatives contact information

Table with 4 columns: Signature, Print Name, Address, E-mail / Phone. Contains 10 rows of handwritten signatures and printed names/addresses, including Leslie Lowe, Carolyn Mollit, Dorothy Hutchinson, Warren Farmer, CHARLES FANCHER, RHONDA BANCHERO, SUSAN CRAVE, Mike McDowell, Kathy Bunker, and John Bevington.

Response to Comment 4

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Signature	Print Name	Address	E-mail / Phone	
<i>Tina Hill</i>	Tina Hill	4505 14th S	tulicaw@hotmail.com	<input type="checkbox"/>
<i>Carla Bremer</i>	Carla Bremer	4348 13th S	carlabremer@aol.com	<input type="checkbox"/>
<i>Bruce Pellegri</i>	Bruce Pellegri	4357 14th Ave So.	bruce_pellegri@hotmail.com	<input checked="" type="checkbox"/>
<i>Marylou Pellegri</i>	Marylou Pellegri	4357 14th Ave So.		<input type="checkbox"/>
				<input type="checkbox"/>

Response to Comment 7

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Signature	Print Name	Address	E-mail / Phone	
<i>[Signature]</i>	Mike McDonald	1813 12th Ave SD	mmcd@wellsfargo.com 206-942-4231x	<input type="checkbox"/>
<i>[Signature]</i>	Shawn Starkey	4222 S. Findlay St	shawnstarkey@yahoo.com 719-44098	<input type="checkbox"/>
<i>[Signature]</i>	Betty Jean Williamson	5914 Seattle Ave S	bjwilliamson@msn.com	<input checked="" type="checkbox"/>
_____	_____	_____	_____	<input type="checkbox"/>
_____	_____	_____	_____	<input type="checkbox"/>
_____	_____	_____	_____	<input type="checkbox"/>
_____	_____	_____	_____	<input type="checkbox"/>
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Please see responses on Pages 1-3 of this letter.

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Petition to the Federal Aviation Administration and Alaska Airlines

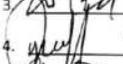
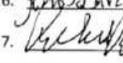
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Signature	Print Name	Address	E-mail / Phone	
	TINA RAY	3016 12th Ave S 98144	finatballe@hotmail.com	<input checked="" type="checkbox"/>
	Joel DeJong	2809 S Alaska VL 98108	joeldejong@me.com	<input type="checkbox"/>
	CVA7604	2342 22nd Ave S. 98144	c900-342@AOL.com	<input type="checkbox"/>
	Ty Pearsall	4311 14th Ave S 98108	pearssty@hotmail.com	<input type="checkbox"/>
	Cheryl Davis	2356 17th Ave S 98144	cheryl@comcast.net	<input checked="" type="checkbox"/>
	JONIS DAVIS	2356 17th Ave S 98144	jonis7@comcast.net	<input checked="" type="checkbox"/>
	Richard Rodgers	2218 17th S.		<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>

Please see responses on Pages 1-3 of this letter.

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- 1) Fewer Sea-Tac over-flights in our neighborhoods, and more equitable distribution of departing air traffic.
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Signature	Print Name	Address	E-mail / Phone	
<i>Judith Edwards</i>	Judith Edwards	2903 210th Ave S.	jude2w@aol.com	<input checked="" type="checkbox"/>
<i>Peter Mauro</i>	Peter Mauro	2603 20th Ave S	pmauro2002@yahoo.com	<input type="checkbox"/>
<i>Peter J. Kalmes</i>	Peter J. Kalmes	1151 Stevens Ave. S	98144 POKING123@AOL.COM	<input checked="" type="checkbox"/>
<i>Susan J. Sanders</i>	SUSAN J SANDERS	1433 Stephens Ave S	98144 SUSAN30124@AOL.COM	<input type="checkbox"/>
<i>Christina A. Hansen</i>	CHRISTINA A HANSEN	2706A 14TH AVE S	98144 cahn922@yadon.com	<input checked="" type="checkbox"/>
<i>Charles Roberts</i>	Charles Roberts	1203 S. Woodrop St	Seattle 98144	<input type="checkbox"/>
<i>Anne Marie Perunstein</i>	ANNE MARIE PERUNSTEIN	3106 12th Ave S	SEATTLE 98144 anneh @cableped.com	<input checked="" type="checkbox"/>
<i>Richard Kypka</i>	Richard Kypka	3120 12th Ave S	SEATTLE 98144 Clayton3120@cableped.com	<input checked="" type="checkbox"/>
<i>Dulcie Claassen</i>	Dulcie Claassen	3007-12th Ave S, Seattle	98144 dulcie@cableped.com	<input checked="" type="checkbox"/>
<i>Miguel Mester</i>	Miguel Mester	2524 16th Ave S.	Seattle WA 98144 miguelmester@msr.com	<input checked="" type="checkbox"/>

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- 2) Stricter enforcement of "Fly-quiet" operations for departing Sea-Tac air traffic under north flow conditions.
- 3) A public process, with meetings located within the 98144, 98118 & 98108 zip codes, to seek alternative routes for "Class B" air traffic under north flow conditions.
- 4) More FAA engagement with residents of 98144, 98118 & 98108 to address impacts of air traffic patterns.
- 5) Support of Alaska Airlines to protect our communities from greater noise & health impacts from Alaska Airlines departures.
- 6) Action steps to develop a new noise abatement air traffic plan as implemented at John Wayne Airport in Orange County, California.
- 7) Installation of 10 permanent noise monitoring stations within 98144, 98118 & 98108.
- 8) Restricted departures between 10:00 PM & 7:00 AM.

Check the box and we will e-mail an electronic copy of a letter you can write to your representatives, with representatives contact information

Signature	Print Name	Address	E-mail / Phone	
<i>[Signature]</i>	Sarah Plautz	1302 S Oregon St	katyplautz@yahoo.com	<input checked="" type="checkbox"/>
<i>[Signature]</i>	Mike Beery	4148 12th Ave S	mike@msbdesign.net	<input checked="" type="checkbox"/>
<i>[Signature]</i>	Kristi Mac	3700 37th Ave S	kristimac@gmail.com	<input checked="" type="checkbox"/>
<i>[Signature]</i>	Amy Lobse	1743 13th Ave S	amylahse@gmail.com	<input checked="" type="checkbox"/>
<i>[Signature]</i>	Matt Lobse	1743A 13th Ave S 3720 37th Ave S	mattlobse@gmail.com	<input type="checkbox"/>
<i>[Signature]</i>	Dennis Maricron	Seattle 98144	dennismaricron@yahoo.com	<input checked="" type="checkbox"/>
<i>[Signature]</i>	Carolyn Ferguson	4557 13th Ave So	cbfer@comcast.net	<input checked="" type="checkbox"/>
<i>[Signature]</i>	Howard Ferguson	4557 13th Ave So	huffor@comcast.net	<input checked="" type="checkbox"/>
<i>[Signature]</i>	Malle Chinn	4508 13th Ave S	wamble@u.w.edu	<input checked="" type="checkbox"/>
<i>[Signature]</i>	Lisa Maricron	4523 13th Ave S	lisamaricron@yahoo.com	<input checked="" type="checkbox"/>
		3572 12th Ave S		

I-138

Petition to the Federal Aviation Administration and Alaska Airlines

"Southeast Seattle has approximately 80,000 residents. The community contains the city's largest populations of children, the elderly, disabled persons, and people of color. Southeast Seattle is impacted by THREE airports; Renton Airport, Boeing Field, and Sea-Tac Airport. Of these, Sea-Tac air traffic poses the greatest threat to the health, well-being, and quality of life for residents.

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Signature	Print Name	Address	E-mail / Phone	
<i>PA Albrecht-Smith</i>	PA Albrecht-Smith		<i>smith.h@seattleair.com</i> 206-723-4350	<input checked="" type="checkbox"/>
<i>Sarah K. Byrj</i>	Sarah K. Byrj	3406 18th Ave S	<i>sbyrj@yale.edu</i> 206-283-9877	<input checked="" type="checkbox"/>
<i>Sharon Yamada-Heidner</i>	Sharon Yamada-Heidner	2401 17th Ave S	<i>yamadaheidner@sharon1.com</i> 206-245-3504	<input checked="" type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>

I-138

Petition to the Federal Aviation Administration and Alaska Airlines

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Table with 4 columns: Signature, Print Name, Address, E-mail / Phone. Contains 7 rows of handwritten entries with checkboxes for electronic copy.

Please see responses on Pages 1-3 of this letter.

I-138

Petition to the Federal Aviation Administration and Alaska Airlines

"Southeast Seattle has approximately 80,000 residents. The community contains the city's largest populations of children, the elderly, disabled persons, and people of color. Southeast Seattle is impacted by THREE airports; Renton Airport, Boeing Field, and Sea-Tac Airport. Of these, Sea-Tac air traffic poses the greatest threat to the health, well-being, and quality of life for residents.

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Check the box and we will e-mail an electronic copy of a letter you can write to your representatives, with representatives contact information

Signature	Print Name	E-mail	Address	
	Mark Hammond	hammond-mark@hotmail.com	3523 20th Ave S	<input checked="" type="checkbox"/>
	David Showalter	daveezxcv.net	4135 14th Ave S	<input checked="" type="checkbox"/>
	Stephen Paupt		3041A Beacon Ave S	<input type="checkbox"/>
	Paul Purcell	guzelle.comcast.net	5408 14th Ave S 98144 Seattle	<input checked="" type="checkbox"/>
	Maggi Scitliff	scitliff@msn.com	2903 20th Ave S Seattle WA 98144	<input checked="" type="checkbox"/>
	Margaret Darlow	maggiedarlow@gmail.com	2712 21st Ave S Seattle 98148	<input checked="" type="checkbox"/>
	Brady Bunsgerer	bradybunsgerer@hotmail.com	4311 14th Ave S	<input checked="" type="checkbox"/>
	Sierra Lehman	sierralehman@hotmail.com	1515 14th Ave S Seattle, WA 98144	<input checked="" type="checkbox"/>
	Ryan Hartzel	ryanh@mac.com	3717 14th Ave S Seattle WA 98144	<input checked="" type="checkbox"/>
	Glenda Rodger	grodger@ablepc.com	3218 17th Ave S Seattle WA 98144	<input type="checkbox"/>

Petition to the Federal Aviation Administration and Alaska Airlines

"Southeast Seattle has approximately 80,000 residents. The community contains the city's largest populations of children, the elderly, disabled persons, and people of color. Southeast Seattle is impacted by THREE airports; Renton Airport, Boeing Field, and Sea-Tac Airport. Of these, Sea-Tac air traffic poses the greatest threat to the health, well-being, and quality of life for residents.

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Check the box and we will e-mail an electronic copy of a letter you can write to your representatives, with representatives contact information

Signature	Print Name	Address, WA 98108	E-mail / Phone	Information
<i>Ariana Nicoli</i>	Ariana Nicoli	4004 13 th Ave S	206-762-7035	<input checked="" type="checkbox"/>
<i>[Signature]</i>	Plorenzana	3800 24 th Ave S	206-861-8310	<input type="checkbox"/>
<i>Jennifer Zwick</i>	Jennifer Zwick	1412 S Hinds St	jenzwick@gmail.com (206) 706-3015	<input checked="" type="checkbox"/>
<i>Michelle Kovic</i>	Michelle Kovic	2715 14 th Ave S	michellekovic@gmail.com 206-419-7067	<input checked="" type="checkbox"/>
<i>Amy Kaminishi</i>	Amy Kaminishi	2116 14 th Ave S	akaminishi@aol.com 206-323-1103	<input checked="" type="checkbox"/>
<i>Wang Yee An</i>	Wang Yee An	5412 23 rd Ave S	Wang Yee An 5142207 206-723-0254	<input checked="" type="checkbox"/>
<i>Matthew Stubbs</i>	Matthew Stubbs	2821 21 st Ave S Seattle WA 98144	Matthew.T.Stubbs@gmail.com 206-227-1356	<input checked="" type="checkbox"/>
<i>Marilyn Papini</i>	Marilyn Papini	3017 12 th Ave S Seattle WA 98144	marilyn@nickpapini.com 206-324-1957	<input checked="" type="checkbox"/>
<i>Nicholas Papini</i>	Nicholas Papini	3017 12 th Ave S Seattle WA 98144	altech@nickpapini.com 206-324-1957	<input checked="" type="checkbox"/>
<i>Joni Gabrey</i>	Joni Gabrey	2906-12 th Ave So.	206-325-6591 jkgerty@gmail.com	<input checked="" type="checkbox"/>

Letter I-139

Yichun Lin

Page 1

Flights of Zip code 98144, 98118 & 98108

Flights of Zip code 98144, 98118 & 98108

From: yichun lin
Sent: Thu, Sep 13, 2012 at 9:31 pm
To: comments@greener skies sea.com
Cc: adam.kline@leg.wa.gov, CRedmond@mac.com, Darryl.Smith@seattle.gov, eric.pettigrew@leg.wa.gov, mike.mcjinn@seattle.gov, pete.mills@mail.house.gov, Bruce.Harrell@seattle.gov, Jean.Godden@seattle.gov, Mike.O'Brien@seattle.gov, Nick.Licata@seattle.gov, richard.conlin@seattle.gov, Sally.Bagshaw@seattle.gov, Sally.Clark@seattle.gov, Tim.Burgess@seattle.gov, Tom.Rasmussen@seattle.gov, santos.sharon@leg.wa.gov, Vu.Le@vfaseattle.org

To: The Federal Aviation Administration, Alaska Airlines and The Port of Seattle
From: Yi Chun Lin
Re: Flights over 98144, 98118, & 98108
Date: September 13, 2012

Southeast Seattle has approximately 80,000 residents. The community contains the city's largest populations of children, the elderly, disabled persons, and people of color. Southeast Seattle is impacted by THREE airports; Renton Airport, Boeing Field, and Sea-Tac Airport. Of these, Sea-Tac air traffic poses the greatest threat to the health, well-being, and quality of life for residents.

As a resident living in the 98144, 98118, or 98101 zip code area, I am hereby requesting the following:

- 1 - Fewer Sea-Tac over-flights in our neighborhoods, and more equitable distribution of departing air traffic.
- 2 - Stricter enforcement of "Fly-quiet" operations for departing Sea-Tac air traffic under north flow conditions.
- 3 - A public process, with meetings located within the 98144, 98118 & 98108 zip codes, to seek alternative routes for "Class B" air traffic under north flow conditions.
- 4 - More FAA engagement with residents of 98144, 98118 & 98108 to address impacts of air traffic patterns.
- 5 - Support of Alaska Airlines to protect our communities from greater noise & health impacts from Alaska Airlines departures.
- 6 - Action steps to develop a new noise abatement air traffic plan as implemented at John Wayne Airport in Orange County, California.
- 7 - Installation of 10 permanent noise monitoring stations within 98144, 98118 & 98108.
- 8 - Restricted departures between 10:00 PM & 7:00 AM.

Please add this request to the public record.
Thank you,
Yi Chun Lin

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Page 1 of 1

Response to Comment 1

The proposed Greener Skies Project would only affect arrival routes coming into the Seattle airspace from the northwest and southwest, and does not change departing air traffic routes or volumes at all. Also, Section 6.1 of the EA for the proposed Greener Skies project indicates there is no significant noise impact as a result of the proposed new arrival procedures. Thus, the request to reduce the noise impact from overflights in and out of SEA on zip codes 98118, 98144 and 98101 is outside the scope of this EA.

Nevertheless, separate from the Greener Skies EA, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 2

The "Fly-quiet" program is a voluntary element of the Port of Seattle's noise abatement program at SEA. The FAA is not involved in its implementation or enforcement, and comments regarding this program should be directed to the Port of Seattle. See <https://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/default.aspx>

Response to Comment 3

A public process, with meetings in south Seattle in order to find alternative routes for the "Class B" air traffic during north flow conditions is outside the scope of the purpose and need of this EA. However, as previously mentioned, the FAA recognizes that several south Seattle

<https://webmail.greener skies sea.com/versions/webmail/8.13.9-RC/popup.php?wsid=f28b95a315c60d3327...> 9/15/2012

neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 4

With regard to the impact of the proposed air traffic pattern associated with the Greener Skies project, the Greener Skies EA process included two initial scoping meetings and two final public meetings to elicit comments on the Draft EA. Members of the FAA's Air Traffic Organization and Regional Office were in attendance at all four and available to answer questions and concerns regarding the project. Independent of the Greener Skies project, there is an effort underway, initiated by the FAA in connection with the Port of Seattle, to engage and inform the residents of 98144, 98101 and 98118 regarding the current air traffic to and from SEA.

Response to Comment 5

The proposed Greener Skies Project includes arrival flight procedures that any adequately-equipped aircraft and appropriately certified pilots can fly. Though no new departure procedures are included in the Proposed Action, FAA supports the broad use of Greener Skies as well as potential additional measures that Alaska or other airlines may propose to further improve the environment in communities surrounding SEA.

Response to Comment 6

The proposed Greener Skies project includes new flight procedures that, although they were designed to improve efficiency and safety of the airspace surrounding SEA, also provide minor net improvements in noise exposure levels for an estimated 150,000 to 180,000 residents in the greater Seattle area during the study years 2014, 2018 and 2023. Noise abatement measures such as the departure procedure at John Wayne Airport are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Response to Comment 7

SEA's noise monitoring system was installed and is maintained by the Port of Seattle. Comments related to the number of noise monitors or their locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Response to Comment 8

Noise abatement measures such as restricted nighttime departures are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Letter I-140

Yichun Lin

Page 1

I-140

adam.kline@leg.wa.gov; CRedmond@mac.com; Darryl.Smith@seattle.gov;eric.pettigrew@leg.wa.gov;... Page 1 of 1

adam.kline@leg.wa.gov; CRedmond@mac.com;
Darryl.Smith@seattle.gov;eric.pettigrew@leg.wa.gov;mike.mcgin@seattle.gov;
pete.mills@mail.house.gov; Bruce.Harrell@seattle.gov;Jean.Godden@seattle.gov;
Mike.OBrien@seattle.gov;Nick.Licata@seattle.gov; rich
From: yichun lin
Sent: Thu, Sep 13, 2012 at 9:39 pm
To: comments@greenerskiesea.com

September 13, 2012

Dear FAA,

The recent 'Greener Skies' public outreach meetings were located too far away from my community! (September 5, 2012, Federal Way Library and September 6, 2012 Ballard Branch Library) I am concerned that the large populations of low-income, elderly, minority and other residents living within the 98144, 98118, and 98108 zip code areas did not have an opportunity to participate in the public process. Furthermore the meeting format made it nearly impossible to have questions answered in any kind of understandable or meaningful way.

I am requesting:

- Meetings held in Southeast Seattle within the 98144, 98118 and 98108 zip codes
 - Outreach by direct mail, and other non-electronic methods of notification to all citizens impacted by this proposal
- Southeast Seattle is impacted by THREE airports; Boeing Field, Renton Airport, and Sea-Tac Airport. We are the MOST impacted community in the region. We need to have a better public process, with more outreach, and at a time and place which will ensure more community awareness and engagement in these important air traffic changes.

Please add this request to the public record.
Thank you,
Yi Chun Lin

<https://webmail.greenerskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=f28b95a315c60d3327...> 9/15/2012

Response to Comment 1

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, and conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority and Low-income Populations*, and is

Letter I-140

Yichun Lin

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included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified.

Letter I-141

Yichun Lin

Page 1

I-141

Re: adam.kline@leg.wa.gov; CRedmond@mac.com; Darryl.Smith@seattle.gov;eric.pettigrew@leg.wa.g... Page 1 of 1

Re: adam.kline@leg.wa.gov; CRedmond@mac.com;
Darryl.Smith@seattle.gov;eric.pettigrew@leg.wa.gov;mike.mcgin@seattle.gov;
pete.mills@mail.house.gov; Bruce.Harrell@seattle.gov;Jean.Godden@seattle.gov;
Mike.OBrien@seattle.gov;Nick.Licata@seattle.gov;

From: yichun lin

Sent: Thu, Sep 13, 2012 at 9:40 pm

To: comments@greenerskiesea.com

Cc: adam.kline@leg.wa.gov, CRedmond@mac.com, Darryl.Smith@seattle.gov,
eric.pettigrew@leg.wa.gov, mike.mcgin@seattle.gov, pete.mills@mail.house.gov,
Bruce.Harrell@seattle.gov, Jean.Godden@seattle.gov, Mike.OBrien@seattle.gov,
Nick.Licata@seattle.gov, richard.conlin@seattle.gov, Sally.Bagshaw@seattle.gov,
Sally.Clark@seattle.gov, Tim.Burgess@seattle.gov, Tom.Rasmussen@seattle.gov,
santos.sharon@leg.wa.gov, Vu.Le@vfaseattle.org

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<https://webmail.greenerskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=f28b95a315c60d3327...> 9/15/2012

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Letter I-141

Yichun Lin

Page 2

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified.

Letter I-142

Alma M

Page 1

Beacon Hill and Greener skies

Beacon Hill and Greener skies

From: Alma M

Sent: Fri, Sep 14, 2012 at 4:23 pm

To: comments@greener skies sea.com

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Page 1 of 1

Response to Comment 1

This is a copy of the letter submitted by the North Beacon Hill Council Board. Please see responses to Letter O-4.

Over 60 concerned neighbors attended the North Beacon Hill Community Council meeting on September 11th. Our neighborhood consensus is that the recent 'Greener Skies' public outreach meetings didn't meet the needs of our community. (September 5, 2012, Federal Way Library and September 6, 2012 Ballard Branch Library)

The NBHC Board is concerned that the large populations of low-income, elderly, minority and other residents living within the 98144, 98118, and 98108 zip code areas did not have an opportunity to participate in the public process. Furthermore the meeting format made it nearly impossible to have questions answered in any kind of understandable or meaningful way.

We are requesting that you help hold the FAA accountable to:

- Hold meetings in Southeast Seattle within the 98144, 98118 and 98108 zip codes
- Offer translated outreach materials and simultaneous translation to at least four languages during the meeting
- Host meetings in a wheelchair accessible facility
- Conduct outreach by postal mail and other non-electronic methods of notification to all citizens impacted by this proposal

Southeast Seattle is affected by THREE airports: Boeing Field, Renton Airport, and Sea-Tac Airport. We are the MOST negatively affected community in the region. We need to have a better public process, with more outreach, and at a time and place which will ensure more community awareness and engagement in these important air traffic changes.

Thank you,

North Beacon Hill Council Board

Melissa Jonas, Chair

2821 Beacon Ave. S.

Seattle, WA 98144

<https://webmail.greener skies sea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Letter I-143

William & Katherine Kreager

Page 1

RE: Greener Skies...Quieter Skies

RE: Greener Skies...Quieter Skies

From: Ariana Casey

Sent: Fri, Sep 14, 2012 at 5:48 pm

To: Ray Nicoli, comments@greenerskiesea.com, adam.kline@leg.wa.gov, credmond@mac.com, darryl.smith@seattle.gov, eric.pettigrew@leg.wa.gov, mike.mcgin@seattle.gov, pete.mills@mail.house.gov, bruce.harrell@seattle.gov, jean.godden@seattle.gov, mike.obrien@seattle.gov, nick.licata@seattle.gov, richard.conlin@seattle.gov, sally.bagshaw@seattle.gov, sally.clark@seattle.gov, tim.burgess@seattle.gov, tom.rasmussen@seattle.gov, santos.sharon@leg.wa.gov, vu.le@vfaseattle.org
Cc: katyplautz@yahoo.com

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Page 1 of 1

Blank email, no comments were provided.

<https://webmail.greenerskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012 **Blank**
email, no comments were provided.

Letter I-144

William & Katherine Kreager

Page 1

Aircraft noise comments

Aircraft noise comments

From: Bill Kreager

Sent: Fri, Sep 14, 2012 at 9:33 pm

To: comments@greener skiesea.com

I-144

Page 1 of 1

To: The Federal Aviation Administration, Alaska Airlines and The Port of Seattle

From: William and Katherine Kreager

Re: Flights over 98144, 98118, & 98108

Date: September 11, 2012

Southeast Seattle has approximately 80,000 residents. The community contains the city's largest populations of children, the elderly, disabled persons, and people of color. Southeast Seattle is impacted by THREE airports; Renton Airport, Boeing Field, and Sea-Tac Airport. Of these, Sea-Tac air traffic poses the greatest threat to the health, well-being, and quality of life for residents.

As residents of Seattle, we are hereby requesting the following:

- 1) Fewer Sea-Tac over-flights in our neighborhoods, and more equitable distribution of departing air traffic.
- 2) Stricter enforcement of "Fly-quiet" operations for departing Sea-Tac air traffic under north flow conditions.
- 3) A public process, with meetings located within the 98144, 98118 & 98108 zip codes, to seek alternative routes for "Class B" air traffic under north flow conditions.
- 4) More FAA engagement with residents of 98144, 98118 & 98108 to address impacts of air traffic patterns.
- 5) Support of Alaska Airlines to protect our communities from greater noise & health impacts from Alaska Airlines departures.
- 6) Action steps to develop a new noise abatement air traffic plan as implemented at John Wayne Airport in Orange County, California.
- 7) Installation of 10 permanent noise monitoring stations within 98144, 98118 & 98108.
- 8) Restricted departures between 10:00 PM & 7:00 AM.

Please add this request to the public record.

Thank you,

William and Katherine Kreager
1620 43rd Avenue East
Seattle, Washington 98112

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Response to Comment 1

The proposed Greener Skies Project would only affect arrival routes coming into the Seattle airspace from the northwest and southwest, and does not change departing air traffic routes or volumes at all. Also, Section 6.1 of the EA for the proposed Greener Skies project indicates there is no significant noise impact as a result of the proposed new arrival procedures. In other words this project will not significantly change the noise of overflights into or out of SEA.

Nevertheless, separate from the Greener Skies EA, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 2

The "Fly-quiet" program is a voluntary element of the Port of Seattle's noise abatement program at SEA. The FAA is not involved in its implementation or enforcement, and comments regarding this program should be directed to the Port of Seattle. See <https://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/default.aspx>

Response to Comment 3

A public process, with meetings in south Seattle in order to find alternative routes for the "Class B" air traffic during north flow conditions is outside the scope of the purpose and need of this EA.

However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

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William & Katherine Kreager

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Response to Comment 4

With regard to the impact of the proposed air traffic pattern associated with the Greener Skies project, the Greener Skies EA process included two initial scoping meetings and two final public meetings to elicit comments on the Draft EA. Members of the FAA's Air Traffic Organization and Regional Office were in attendance at all four and available to answer questions and concerns regarding the project. Independent of the Greener Skies project, there is an effort underway, initiated by the FAA in connection with the Port of Seattle, to engage and inform the residents of 98144, 98101 and 98118 regarding the current air traffic to and from SEA.

Response to Comment 5

The proposed Greener Skies Project includes arrival flight procedures that any adequately-equipped aircraft and appropriately certified pilots can fly. Though no new departure procedures are included in the Proposed Action, FAA supports the broad use of Greener Skies as well as potential additional measures that Alaska or other airlines may propose to further improve the environment in communities surrounding SEA.

Response to Comment 6

The proposed Greener Skies project includes new flight procedures that, although they were designed to improve efficiency and safety of the airspace surrounding SEA, also provide minor net improvements in noise exposure levels for an estimated 150,000 to 180,000 residents in the greater Seattle area during the study years 2014, 2018 and 2023. Noise abatement measures such as the departure procedure at John Wayne Airport are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Response to Comment 7

SEA's noise monitoring system was installed and is maintained by the Port of Seattle. Comments related to the number of noise monitors or

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William & Katherine Kreager

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their locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Response to Comment 8

Noise abatement measures such as restricted nighttime departures are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Letter I-145

Bill Plautz

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Greener Skies

Greener Skies

From: Bill Plautz

Sent: Fri, Sep 14, 2012 at 9:54 pm

To: comments@greener skiesea.com

Cc: Sally Clark, sally.bagshaw@seattle.gov, tim.burgess@seattle.gov, Richard Conlin, Jean Godden, bruce.harrell@seattle.gov, Nick Licata, mike.obrien@seattle.gov, Tom Rasmussen, Bill Plautz

My wife & I live on Beacon Hill and have for nearly a decade now. Since moving here we have had 3 children, 2 of whom also go to school on Beacon Hill (the 3rd is still too young). My wife has even opened a small business on Beacon Hill.

1 The air traffic has steadily gotten worse during our time here, particularly with the addition of the 3rd runway. Our quality of life has decreased meaningfully, not to mention the negative impact on property values. For such a densely populated area close to downtown Seattle, I'm concerned that jurisdictional authorities are not taking all steps necessary to minimize air traffic noise / air pollution. It seems like there should be several viable alternatives such as but not limited to curfews, increasing altitudes on both landings and take offs, distributing air traffic more equitably over water / less dense / other areas, etc.

2 I hope this isn't the case but it strikes me that increasing the air traffic noise / air pollution over Beacon Hill is the proverbial path of least resistance. Beacon Hill (and South / Southeast Seattle for that matter) tends to be more ethnically diverse with a larger percentage of people who don't speak English as a first or primary language and who also fall on the lower income end of the scale. I hope those most vulnerable -- and who often don't have a voice -- are not intentionally being taken advantage of.

3 I agree with the letter / statement below from Erik Stanford.

Please add my statement to the public record.

Thank you,
Bill Plautz

Sent from my iPad

Dear FAA Greener Skies,

4 I just learned that the FAA & the Port of Seattle are in the final stages of completing a [Part 150 Noise Study for Sea-Tac Airport](#). In fact, the noise study has been underway for some time now. It's the first I've heard of the new noise study. I'm not aware that my community (98108, 98118, 98144) has been engaged in any meaningful way regarding noise impacts here. Yet, the 'Greener Skies' proposal is moving forward toward approval, and you're already well aware of the 'Class B' air space redesign, which shifted more Sea-Tac flights into my community.

Southeast Seattle receives more air traffic noise than most communities. Yet, in SE Seattle there are just TWO noise monitoring stations operated by the Port of Seattle. One is located atop Beacon Hill, at 12 miles from Sea-Tac. The other is located at Brighton Playfield, in the Rainier Valley, at around 11 miles from Sea-Tac. In contrast, in Federal Way, at 15.9 miles away, there are FOUR noise monitors. What's worse, my community is impacted by THREE airports; Renton Airport, Boeing Airfield, and Sea-Tac International Airport.

How is it possible that my community has not been engaged in the new Part 150 Noise Study, and extensive outreach conducted, and additional noise monitors installed? We are the largest low-income community in the State of Washington. There are 167 dialects spoken here. We have the largest populations of children, the elderly, the disabled, and first-generation Americans who do not speak English as their first language. How is it possible that the FAA has not seen fit to install more noise monitoring stations in order to measure the real impact of Sea-Tac air traffic on the

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Response to Comment 1

In accordance with the NEPA, this EA analyzed the noise impact of the Proposed Action in comparison with the No-Action (current situation). That analysis contained in Section 6.1 of the Environmental Assessment, shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 2

The need for and purpose of designing Greener Skies is described in Chapter 3.

The FAA's EA has depicted the noise in these areas as color-coded population centroids down to levels of exposure as low as 45 dB DNL, considerably below and much farther from the runways than the 65 dB DNL levels that are normally reported by the Port of Seattle for any of its noise studies. This has been done in accordance with FAA guidance in order to fully disclose any potential changes in noise that would result from Greener Skies, even when those changes are small.

Figures 6.1-4, 6.1-9, and 6.1-14 show the increases and decreases due to Greener Skies for each of the three study years 2014, 2018 and 2023, respectively. Some areas of east Seattle are expected to experience slight improvements in noise, and some near the extended centerlines of the runways are expected to experience slight increases, each the result of a very slight reduction in the dispersion of aircraft along existing instrument approach paths due to the increased precision with which the

Letter I-145

Bill Plautz

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Greener Skies

4 — most vulnerable populations? Without noise monitors, it may not be possible for the Port of Seattle and the FAA to fully understand the impact of noise in my community.

5 — I request that the Greener Skies and Part 150 Study Noise Study for Sea-Tac Airport be extended, and to ensure that my community is treated equitably.

Please add these questions to the public record:

6 —

7 —

8 —

9 —

- Is 'Greener Skies' part of the Far Part 150 Noise Study for Sea-Tac Airport?
- Is the 'Class B' air space re-design (2010) part of the Far Part 150 Noise Study for Sea-Tac Airport?
- When did the Far Part 150 Noise Study begin, and when does it end.
- What community groups or individuals from 98144, 98118, and 98108 are participating in the Far Part 150 Noise Study for Sea-Tac Airport?

Greener Skies' Required Navigation Performance procedures can be flown. Table 6.1-2 and accompanying Figure 6.1-17 show the degree to which the noise is expected to increase directly under the approaches to the three runways. Points 4, 8 and 11, all north of SEA, are projected to experience changes no greater than 0.2 dB for any of the three study years. The EA characterizes this change as "extremely small and not likely even to be noticed." This area of slight increase stretches from Green Lake to Georgetown, and is not limited to Beacon Hill.

The EA identifies the greatest increase in exposure as 1.1 dB DNL in 2023 for anywhere in the study area that the noise is above 45 dB DNL; it occurs well south of the airport as a result of a new arrival procedures for landings to the north.

Response to Comment 3

These comments are responded to below.

Response to Comment 4

As correctly stated, there is a Part 150 Noise Study underway, led by the Port of Seattle for SEA. The Part 150 Study process is designed to identify noise incompatibilities due to current and forecast operations, and to recommend measures to both correct existing incompatibilities and to prevent future incompatibilities. To this end, noise incompatibilities are defined as residences or public use noise-sensitive facilities (libraries, churches, schools, nursing homes, and hospitals) within the 65 Day-Night Average Sound Level (DNL) noise contour. Information regarding the SEA Part 150 study may be found at <http://www.airportsites.net/SEA-Part150/>.

While that project has been in the works for some time, the draft report has not yet been released. According to the above website, the Port of Seattle hopes to complete the Part 150 Noise Compatibility Study process in the coming months. The Part 150 team is preparing the draft report, which includes potential measures for reducing aircraft noise impacts

within the 65 DNL contour. Once the draft report is complete, the public will be invited to provide formal input on the potential recommendations. Input can be provided during a public hearing and the 45-day public comment period. According to the above website, more updates will be provided about the Part 150 schedule and dates, including when and where the draft report will be available for public review and comment.

Response to Comment 5

The Port of Seattle maintains an Aircraft Monitoring System for SEA, consisting of a flight track monitoring system and 25 permanent noise monitors. In addition to the permanent monitors, eleven temporary monitors were established for the Part 150 Study. Public input was sought for the location of these sites and were evaluated for their potential to be within or near the 65 DNL contour, not covered by a permanent monitor and unique in some way. Zip codes 98118 and 98144 are clearly outside of the 65 DNL contour and did not meet the other criteria so were not selected for temporary monitoring sites. However, a temporary site within the 98108 zip code was identified. The site, located at 1046 S. Elmgrove Street was chosen for the following reasons:

1. Public workshop request was made to look at a site in the City of Seattle.
2. Public workshop request was made to monitor areas that may experience overlapping noise from SEA and Boeing Field. (Met the unique criteria)
3. The general location was not covered by a permanent noise monitor.
4. The general location was conceivably within the 65 DNL contour that had not yet been prepared.

Response to Comment 6

Greener Skies is a separate and distinct project from the Part 150 Study and does not change the 65 DNL contours as depicted in the draft existing or future Noise Exposure Maps for the Part 150 Study.

Response to Comment 7

The Class B redesign project did not change the procedures in or out of SEA nor did it change the 65 DNL contours as depicted in the draft Noise Exposure Maps for the Part 150 Study. The two projects are separate and independent of one another.

Response to Comment 8

The current Part 150 study started in November 2009. As indicated in comment 1 above, the project website contains information and updates regarding the timing and schedule for public involvement.

Response to Comment 9

Considerable public outreach has been undertaken to date on the current Part 150 Study. As indicated above, the project website contains information about the public process thus far and will provide notice for public comment opportunities.

Letter I-146

Christina Gilman

Page 1

Flights over 98144, 98118, & 98108

Flights over 98144, 98118, & 98108

From: Christina Gilman

Sent: Fri, Sep 14, 2012 at 11:13 am

To: comments@greener skiesea.com

Cc: adam.kline@leg.wa.gov, CRedmond@mac.com, Darryl.Smith@seattle.gov, eric.pettigrew@leg.wa.gov, mike.mcjinn@seattle.gov, pete.mills@mail.house.gov, Bruce.Harrell@seattle.gov, Jean.Godden@seattle.gov, Mike.O'Brien@seattle.gov, Nick.Licata@seattle.gov, richard.conlin@seattle.gov, Sally.Bagshaw@seattle.gov, Sally.Clark@seattle.gov, Tim.Burgess@seattle.gov, Tom.Rasmussen@seattle.gov, santos.sharon@leg.wa.gov, Vu.Le@vfaseattle.org

Southeast Seattle has approximately 80,000 residents. The community contains the city's largest populations of children, the elderly, disabled persons, and people of color. Southeast Seattle is impacted by THREE airports; Renton Airport, Boeing Field, and Sea-Tac Airport. Of these, Sea-Tac air traffic poses the greatest threat to the health, well-being, and quality of life for residents.

As a resident living in the 98108 zip code area, and as someone who already is impacted by noise and pollution from the current flight paths, I am hereby requesting the following:

- 1- * Fewer Sea-Tac over-flights in our neighborhoods, and more equitable distribution of departing air traffic.
- 2- * Stricter enforcement of "Fly-quiet" operations for departing Sea-Tac air traffic under north flow conditions.
- 3- * A public process, with meetings located within the 98144, 98118 & 98108 zip codes, to seek alternative routes for "Class B" air traffic under north flow conditions.
- 4- * More FAA engagement with residents of 98144, 98118 & 98108 to address impacts of air traffic patterns.
- 5- * Support of Alaska Airlines to protect our communities from greater noise & health impacts from Alaska Airlines departures.
- 6- * Action steps to develop a new noise abatement air traffic plan as implemented at John Wayne Airport in Orange County, California.
- 7- * Installation of 10 permanent noise monitoring stations within 98144, 98118 & 98108.
- 8- * Restricted departures between 10:00 PM & 7:00 AM.

Please add this request to the public record.

Thank you,
christina.gilman
2901 S Adams
206-760-7754
christina@dolcideleria.com

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

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Response to Comment 1

The proposed Greener Skies Project would only affect arrival routes coming into the Seattle airspace from the northwest and southwest, and does not change departing air traffic routes or volumes at all. Also, Section 6.1 of the EA for the proposed Greener Skies project indicates there is no significant noise impact as a result of the proposed new arrival procedures.

Nevertheless, separate from the Greener Skies EA, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 2

The "Fly-quiet" program is a voluntary element of the Port of Seattle's noise abatement program at SEA. The FAA is not involved in its implementation or enforcement, and comments regarding this program should be directed to the Port of Seattle. See <https://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/default.aspx>

Response to Comment 3

A public process, with meetings in south Seattle in order to find alternative routes for the "Class B" air traffic during north flow conditions is outside the scope of the purpose and need of this EA. However, as previously mentioned the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

N Response to Comment 4

With regard to the impact of the proposed air traffic pattern associated with the Greener Skies project, the Greener Skies EA process included two initial scoping meetings and two final public meetings to elicit comments on the Draft EA. Members of the FAA's Air Traffic Organization and Regional Office were in attendance at all four and available to answer questions and concerns regarding the project. Independent of the Greener Skies project, there is an effort underway, initiated by the FAA in connection with the Port of Seattle, to engage and inform the residents of 98144, 98101 and 98118 regarding the current air traffic to and from SEA.

Response to Comment 5

The proposed Greener Skies Project includes arrival flight procedures that any adequately-equipped aircraft and appropriately certified pilots can fly. Though no new departure procedures are included in the Proposed Action, FAA supports the broad use of Greener Skies as well as potential additional measures that Alaska or other airlines may propose to further improve the environment in communities surrounding SEA.

Response to Comment 6

The proposed Greener Skies project includes new flight procedures that, although they were designed to improve efficiency and safety of the airspace surrounding SEA, also provide minor net improvements in noise exposure levels for an estimated 150,000 to 180,000 residents in the greater Seattle area during the study years 2014, 2018 and 2023. Noise abatement measures such as the departure procedure at John Wayne Airport are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Response to Comment 7

SEA's noise monitoring system was installed and is maintained by the Port of Seattle. Comments related to the number of noise monitors or their locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Response to Comment 8

Noise abatement measures such as restricted nighttime departures are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Letter I-147

Clarissa Helton

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Noise levels high

Noise levels high

From: Clarissa Helton

Sent: Fri, Sep 14, 2012 at 10:12 am

To: comments@greener skiesea.com

Greener Skies Seattle,

I would like to take a moment to say that the noise level from the Seatac airplanes this summer was terribly disruptive for my neighborhood. I know that trials were being done to change the flight patterns, and my experience was that the change was not good for my mid-Beacon Hill neighborhood. Since the trials ended the noise has gone back down to reasonable levels and I would like it to stay that way. Even with the windows closed we would have to pause conversation and wait until planes passed before we could resume conversation. I don't think it is reasonable to ask Seattle residents to live with such noise. It is bad for our home values, it is bad for our mental health, it is bad for Seattle.

Thank you,
Clarissa Helton

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Response to Comment 1

Testing of Greener Skies approach procedures occurred from June 11, 2012 through August 2, 2012, and included approximately 2,000 flights. Increases in noise experienced during this time frame may have been related to the testing, but also would have involved a number of other issues, including the flow of air traffic, meteorological conditions, and increased time spent outdoors or with window open

Without an address, it is difficult to quantify any potential effects of testing, other than to state that the Beacon Hill area of Seattle is generally 4 to 5 miles north of SEA and aligned with the extended centerlines of the three runways 16L, 16C, and 16R. Departures over the area are unaffected by new Greener Skies procedures and arrivals are sufficiently close to the airport that most traffic is established on final approach to land as it passes over Beacon Hill. That being the case, any changes to the approach paths attributable to Greener Skies are very minor.

NIRS calculations bear this out as indicated in Table 6.2-1 and Figure 6.2-17. They show the degree to which the noise is expected to increase directly under the approaches to the three runways. Points 4, 8 and 11, all north of SEA, are projected to experience changes no greater than 0.2 dB for any of the three study years. The EA characterizes this change as “extremely small and not likely even to be noticed.”

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Letter I-148

Dave and Wendy Cooper

Page 1

Greener Skies impact on North King and Snohomish Counties

Greener Skies impact on North King and Snohomish Counties

From: Tolmie

Sent: Fri, Sep 14, 2012 at 10:32 am

To: comments@greener skiesea.com

Hello,

We live near the border of King and Snohomish Counties, where there has been an unreasonable amount of air traffic over the last 4 years, approximately. The increase in noise has been a tremendous amount, well over the miniscule one-tenth of a percent future difference your assessment states. Much of this noise comes from ridiculously low flying aircraft over all our neighborhoods, for which has been suggested that it be our responsibility to soundproof ourselves against. I am still trying to understand how this would work for the outdoors, but that is another issue.

Our concern is, would the Greener Skies implementation, which would supposedly direct less Sea Tac air traffic over the north end, enable the flight paths for the other aircraft to go back to where they were (different flight paths at much higher altitudes) before they were so intrusive in our homes, yards and other outdoor areas that were once places for peaceful recreation? Or would this redirection of air traffic allow and push more seaplanes and other small aircraft over our neighborhoods, as well as allow a tremendous increase in low-flying Paine Field air traffic bursting their throttles open over neighborhoods up to 10 miles away from the runway as is already happening?

Also, if the cost of such gradually low landings without Greener Skies is such an issue, why was this landing procedure so suddenly started in the first place when the aircraft never needed to approach at such a low altitude over such a large area before?

We have lost faith over the last few years that any improvement to our environment can come from any further progress. I conclude this in the moment a jet approaching for landing at a runway nearly 30 miles away is screaming over our home, with another aircraft howling by right after.

Thank you,
Dave and Wendy Cooper
Lake Forest Park, WA

I-148

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Response to Comment 1

None of the proposed arrival procedures that are included in the Proposed Action of this EA will affect air traffic at Paine Field. The only aircraft that will be affected are those that are arriving at SEA from the northwest or southwest.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696c79fa0...> 9/15/2012

Letter I-149

Dulcie Claassen

Page 1

Flights over 98144, 98118, & 98108

Flights over 98144, 98118, & 98108

From: Dulcie Claassen

Sent: Fri, Sep 14, 2012 at 10:10 am

To: comments@greenerskiesea.com

Cc: adam.kline@leg.wa.gov, CRedmond@mac.com, Darryl.Smith@seattle.gov, eric.pettigrew@leg.wa.gov, mike.mcjinn@seattle.gov, pete.mills@mail.house.gov, Bruce.Harrell@seattle.gov, Jean.Godden@seattle.gov, Mike.O'Brien@seattle.gov, Nick.Licata@seattle.gov, richard.conlin@seattle.gov, Sally.Bagshaw@seattle.gov, Sally.Clark@seattle.gov, Tim.Burgess@seattle.gov, Tom.Rasmussen@seattle.gov, santos.sharon@leg.wa.gov, Vu.Le@vfaseattle.org

To: Greener Skies

I like the idea of the Greener Skies initiative. I am concerned that impacted communities have not been given adequate information to understand it. Like many of my neighbors I would like you to expand your outreach and incorporate our requests in the rest of the process and make sure that our neighborhoods are not negatively impacted as compared to others in Seattle.

As a resident of the Beacon Hill neighborhood in the 98144 zip code I too request the following.

1. Fewer Sea-Tac over-flights in our neighborhoods, and more equitable distribution of departing air traffic.
2. Stricter enforcement of "Fly-quiet" operations for departing Sea-Tac air traffic under north flow conditions.
3. A public process, with meetings located within the 98144, 98118 & 98108 zip codes, to seek alternative routes for "Class B" air traffic under north flow conditions.
4. More FAA engagement with residents of 98144, 98118 & 98108 to address impacts of air traffic patterns.
5. Support of Alaska Airlines to protect our communities from greater noise & health impacts from Alaska Airlines departures.
6. Action steps to develop a new noise abatement air traffic plan as implemented at John Wayne Airport in Orange County, California
7. Installation of 10 permanent noise monitoring stations within 98144, 98118 & 98108
8. Restricted departures between 10:00 PM & 7:00 AM.

Please add this letter to the public record.

Sincerely,

Dulcie Claassen

<https://webmail.greenerskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Response to Comment 1

The proposed Greener Skies Project would only affect arrival routes coming into the Seattle airspace from the northwest and southwest, and does not change departing air traffic routes or volumes at all. Also, Section 6.1 of the EA for the proposed Greener Skies project indicates there is no significant noise impact as a result of the proposed new arrival procedures.

Nevertheless, separate from the Greener Skies EA, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 2

The "Fly-quiet" program is a voluntary element of the Port of Seattle's noise abatement program at SEA. The FAA is not involved in its implementation or enforcement, and comments regarding this program should be directed to the Port of Seattle. See

<https://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/default.aspx>

Response to Comment 3

A public process, with meetings in south Seattle in order to find alternative routes for the "Class B" air traffic during north flow conditions is outside the scope of the purpose and need of this EA. However, as previously mentioned the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Letter I-149

Dulcie Claassen

Page 2

Response to Comment 4

With regard to the impact of the proposed air traffic pattern associated with the Greener Skies project, the Greener Skies EA process included two initial scoping meetings and two final public meetings to elicit comments on the Draft EA. Members of the FAA's Air Traffic Organization and Regional Office were in attendance at all four and available to answer questions and concerns regarding the project. Independent of the Greener Skies project, there is an effort underway, initiated by the FAA in connection with the Port of Seattle, to engage and inform the residents of 98144, 98101 and 98118 regarding the current air traffic to and from SEA.

Response to Comment 5

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Letter I-149

Dulcie Claassen

Page 3

Response to Comment 7

SEA's noise monitoring system was installed and is maintained by the Port of Seattle. Comments related to the number of noise monitors or their locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Response to Comment 8

Noise abatement measures such as restricted nighttime departures are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Letter I-150

Ed Kowal

Page 1

Flights over 98144, 98118, & 98108

Flights over 98144, 98118, & 98108

From: ekowalc@comcast.net
Sent: Fri, Sep 14, 2012 at 11:02 pm
To: comments@greenerskiesea.com
Cc: adam.kline@leg.wa.gov, CRedmond@mac.com, Darryl.Smith@seattle.gov, eric.pettigrew@leg.wa.gov, mike.mcjinn@seattle.gov, pete.mills@mail.house.gov, Bruce.Harrell@seattle.gov, Jean.Godden@seattle.gov, Mike.O'Brien@seattle.gov, Nick.Licata@seattle.gov, richard.conlin@seattle.gov, Sally.Bagshaw@seattle.gov, Sally.Clark@seattle.gov, Tim.Burgess@seattle.gov, Tom.Rasmussen@seattle.gov, santos.sharon@leg.wa.gov, Vu.Le@vfaseattle.org

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I live in SE Seattle and recently found out about the proposed "Greener Skies" initiative. Given its potential negative impact on my neighborhood I'd like to express my concern over the proposal.

1 First of all, I'm concerned by the fact that while SE Seattle is one of the areas most negatively impacted by this initiative, there have been no public meetings conducted here and the two public meeting conducted regarding the initiative were a significant distance away. Thus, I personally feel that the questions regarding noise, pollution and its potential impact on the neighborhood have not been addressed. I personally was not informed of the initiative and the public hearing meetings in enough time to be able to attend, and have a number of questions regarding the potential negative impact of the initiative on my neighborhood that have not been addressed. As a result, I'd like to request that an additional meeting is held in the 98118 zip code to address the citizens' concerns in this neighborhood.

2 In addition, I'm concerned by the initiative itself. Having read the materials, I find the content confusing and contradictory. I'm most concerned about the noise levels impacting our community. The contracting consultant seems to have run "no change" versus "change" scenarios with projected noise levels at three points in the future: 2014, 2018, and 2023. For each of those timepoints they have a map with absolute noise levels (measured in db DNL). The figure show a relatively small increase in noise levels over my neighborhood, however, I'm concerned that the data shown is a day-night average noise level over a 24hr period!!! Given the nighttime noise abatement procedures that are in effect at Sea-Tac airport, which significantly restrict nighttime noise, I feel that the charts misrepresent what the real noise level would be during the day if that initiative is implemented. This is confirmed by neighbors on Beacon Hill and SE Seattle who were at their homes during the testing period and were extremely aware of the significant noise increase generated during the testing period. One neighbour complained that "(her) husband and her were in their yard, in early May, when a number of jets flew over the house, very low and with a horrible smell of jet fuel...This went on for over an hour, and they could not even speak to each other". Another neighbor had a similar experience later during the summer. As a result, I'd like to receive additional information on the noise level, specifically in regards to the increase both in noise and frequency of the noise during the most active period during the day.

3 I feel that this initiative impacts the community in a significant way. Jet noise and jet air traffic destroys communities, lowering property values, reducing the quality of life, and impacting the health of residents. Studies show the constant drone of jets overhead damages early childhood learning. As a result, I'd like to request fewer Sea-Tac over-flights in our neighborhoods, more equitable distribution of departing air traffic, stricter enforcement of "Fly-quiet" operations for departing Sea-Tac air traffic under north flow conditions and restricted departures between 10:00pm & 7:00am.

Thank you.
Sincerely,
Edward Kowal
4714 54th Ave S.,
Seattle WA 98118

Response to Comment 1

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of SEA and one to the North of SEA, held on January 25th and January 26, 2012, respectively. There were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, and conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

The FAA respectfully declined to extend the comment period or hold any more Greener Skies EA public meetings. The public comment for this EA started on August 7th and ended September 14th. The required

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comment period of 30 days was extended in order to allow all the public to digest the information and provide comments after the two public meetings. This review and comment period is adequate for this level of environmental review.

Response to Comment 2

The DNL noise metric is required by FAA Order 1050.1E to be used on all FAA air traffic studies, and background on the measure can be found in Appendix E of this EA. The resulting DNL values reported in this EA do not describe how “loud” an aircraft is; instead they predict community annoyance with the environment and they are useful for describing potential land use incompatibilities and annoyance. The fact that the absolute levels of exposure resulting from the proposed new flight procedures are almost all less than 65 dB DNL and the changes in noise exposure attributable to the new procedures are all very small for any location experiencing noise above 45 dB DNL means that the impacts from Greener Skies are not significant, and the small increases or decreases in the environment will, for the most part, be difficult to detect.

Response to Comment 3

In accordance with the NEPA, this EA analyzed each of the 18 environmental impact categories of the Proposed Action in comparison with the No-Action (current situation). That analysis, contained in Chapter 6 of the EA, shows that there will be no significant impact in any environmental impact category, on any community as a result of the implementation of the Proposed Action.

Furthermore, Section 6.6 of the EA includes an assessment of potential impacts to children’s environmental health and safety risks. The conclusion from this analysis was there would be no significant impact to children’s health and safety risk.

The proposed Greener Skies Project would only affect arrival routes coming into the Seattle airspace from the northwest and southwest, and does not change departing air traffic routes or volumes at all. Also,

Section 6.1 of the EA for the proposed Greener Skies project indicates there is no significant noise impact as a result of the proposed new arrival procedures. Thus, the request to reduce the noise impact from overflights in and out of SEA on zip codes 98118, 98144 and 98101 is outside the scope of this EA.

Nevertheless, separate from the Greener Skies EA, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

The “Fly-quiet” program is a voluntary element of the Port of Seattle’s noise abatement program at SEA. The FAA is not involved in its implementation or enforcement, and comments regarding this program should be directed to the Port of Seattle. See

<https://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/default.aspx>

Noise abatement measures such as restricted nighttime departures are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle’s Part 150 noise compatibility study.

Individuals (151-190)

Letter I-151

Jesse Moore

Page 1

Greener Skies Plan?

Greener Skies Plan?

From: jesse moore

Sent: Fri, Sep 14, 2012 at 7:39 am

To: comments@greenerskiesea.com

I live in Georgetown and would look forward to a public meeting in South Seattle regarding the Greener Skies Program. That being said I don't believe it should be approved or implemented until:

- 1- [1) FAA and the Port of Seattle conduct a more detailed analysis of the impacts of any changes affecting the Beacon Hill, Georgetown, and South Park, and South Seattle communities.
- 2- [2) FAA and the Port of Seattle conduct more outreach and engagement to the large and diverse population of communities located in 98144, 98118, and 98108 â, and hold meetings at convenient locations, in languages appropriate to address our diverse community.
- 3- [3) Install a complete array of ten or more on-ground noise monitoring stations along Beacon Hill and Rainier Valley to record and provide verifiable hard data on actual noise levels.

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Response to Comment 1

Section 6.1 of the Draft EA details the noise increase over the Beacon Hill and South Seattle communities as a result of the proposed action and shows that any noise increase is well below the criteria for significance.

Response to Comment 2

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is

<https://webmail.greenerskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Letter I-151

Jesse Moore

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included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guidance in EO 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 3

SEA's noise monitoring system was installed and is maintained by the Port of Seattle and is outside of the scope of this EA. Comments related to noise monitor locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Letter I-152

Kalina Anastassova

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I-152

adam.kline@leg.wa.gov; CRedmond@mac.com; Darryl.Smith@seattle.gov;eric.pettigrew@leg.wa.gov; ... Page 1 of 1

adam.kline@leg.wa.gov; CRedmond@mac.com;
Darryl.Smith@seattle.gov;eric.pettigrew@leg.wa.gov; mike.mcgin@seattle.gov;
pete.mills@mail.house.gov;Bruce.Harrell@seattle.gov; Jean.Godden@seattle.gov;
Mike.OBrien@seattle.gov;Nick.Licata@seattle.gov; ri
From: Kalina Anastassova
Sent: Fri, Sep 14, 2012 at 6:06 pm
To: comments@greenerskiesea.com

My name is Kalina Anastassova. I would like this email comment to be added to the public record.

I only recently found out about the "Greener Skies" initiative and its potential impact over my neighborhood - Seward Park. I feel very frustrated by the way this proposal and initiative are being handled.

1 First of all, I feel that this initiative impacts the community in a significant way. Jet noise and jet air traffic destroys communities, lowering property values, reducing the quality of life, and impacting the health of residents. Studies show the constant drone of jets overhead damages early childhood learning. Therefore, you can probably understand my frustration, as I feel that this initiative and its implementation and impact was not really publicized in my community until very recently, when someone from another neighborhood happened to discover it and alerted our listserv on the same day that the public meeting was held. As a result, I'd like to request that the FAA conducts outreach by postal mail and other non-electronic methods of notification to all citizens negatively impacted by this proposal, particularly in SE Seattle.

2 Second, I'm frustrated by the fact that SE Seattle is one of the areas most negatively impacted by this initiative, yet there have been no public meetings conducted there - the two public meeting conducted regarding the initiative were over 30 min away car drive in no traffic (and that doesn't account for rush hour traffic). This has significantly disadvantaged new moms like me, and also elderly, disabled people and people working past 6 o'clock. It's a fact that SE Seattle has approximately 80,000 residents and contains the largest population of children, disabled persons, and people of color. The 98118 zip code was listed in the US census last year as the most diverse zip in the whole United States. I feel that the public meetings were conducted at a significant distance, only in english language and in a format that did not allow for participation by these same people that are mostly impacted by the possible changes. As a result, I'd like to request that an additional meeting is held in the 98118 zip code to address the citizens' concerns in this neighborhood.

3 Third, I'm concerned by the initiative itself. Having read the materials, I find the content confusing and contradictory. I'm most concerned about the noise levels impacting our community. The contracting consultant seems to have run "no change" versus "change" scenarios with projected noise levels at three points in the future: 2014, 2018, and 2023. For each of those timepoints they have a map with absolute noise levels (measured in db DNL). The figure show small difference in noise levels, however, I'm concerned that the data shown is a **day-night average noise level over a 24hr period!!!** Given the nighttime noise abatement procedures that are in effect at the Sea-Tac airport, which significantly restrict the nighttime noise, I feel that **the charts misrepresent what the real noise level would be during the day** if that initiative is implemented. This is confirmed by neighbors on Beacon Hill and SE Seattle who were at their homes during the testing period and were extremely aware of the significant noise increase generated during the testing period. One neighbour complained that "(her) husband and her were in their yard , in early May, when a number of jets flew over the house, very low and with a horrible smell of jet fuel...This went on for over an hour, and they could not even speak to each other. Another neighbor was in a park in the neighborhood for a meeting in early August and the same experience happened." As a result, I'd like to receive additional information on the noise level, specifically in regards to the increase both in noise and frequency of the noise during the most active period during the day.

Thank you.
Sincerely,
Kalina Anastassova

<https://webmail.greenerskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696c79fa0...> 9/15/2012

Response to Comment 1

In accordance with the NEPA, this EA analyzed the Proposed Action in comparison with the No-Action (current situation). That analysis, contained in Chapter 6 of the EA, shows that there will be no significant impact in any environmental impact category, on any community as a result of the implementation of the Proposed Action.

Furthermore, Section 6.6 of the EA includes an assessment of potential impacts to children's environmental health and safety risks. The conclusion from this analysis was there would be no significant impact to children's health and safety risk.

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the Seattle –Tacoma International Airport (SEA) and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the *Seattle Times*, a press release and the project website. The public notice was published in the *Seattle Times* on August 7, 8 and 9, 2012 and ran on the *Seattle Times'* website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

Response to Comment 2

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic

as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of these criteria.

However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 3

The DNL noise metric is required by FAA Order 1050.1E to be used on all FAA air traffic studies, and background on the measure can be found in Appendix E of this EA. The resulting DNL values reported in this EA do not describe how “loud” an aircraft is; instead they predict community annoyance with the environment and they are useful for describing potential land use incompatibilities and annoyance. The fact that the absolute levels of exposure resulting from the proposed new flight procedures are almost all less than 65 dB DNL and the changes in noise exposure attributable to the new procedures are all very small for any location experiencing noise above 45 dB DNL means that the impacts from Greener Skies are not significant, and the small increases or decreases in the environment will, for the most part, be difficult to detect.

Letter I-153

Kelly Alvarado

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From: Kelly Alvarado
Sent: Fri, Sep 14, 2012 at 2:15 pm
To: comments@greenerskiesea.com

Thank you to everyone organizing efforts to extend the FAA comment period regarding the "Greener Skies Over Seattle" proposal. We're sending this letter by mail, addresses to follow in the comments. Here is the letter. We encourage you to use this as a template for communicating with our elected officials. The current deadline for public comment is 9/14 (TOMORROW).

"Over 60 concerned neighbors attended the North Beacon Hill Community Council meeting on September 11th. Our neighborhood consensus is that the recent 'Greener Skies' public outreach meetings didn't meet the needs of our community. (September 5, 2012, Federal Way Library and September 6, 2012 Ballard Branch Library)

The NBHC Board is concerned that the large populations of low-income, elderly, minority and other residents living within the 98144, 98118, and 98108 zip code areas did not have an opportunity to participate in the public process. Furthermore the meeting format made it nearly impossible to have questions answered in any kind of understandable or meaningful way.

We are requesting:

- Meetings need to be held in Southeast Seattle within the 98144, 98118 and 98108 zip codes
- Translated outreach materials and simultaneous translation to at least four languages during the meeting
- Wheelchair accessible facility
- Outreach by direct mail, and other non-electronic methods of notification to all citizens impacted by this proposal

Southeast Seattle is affected by THREE airports; Boeing Field, Renton Airport, and Sea-Tac Airport. We are the MOST negatively affected community in the region. We need to have a better public process, with more outreach, and at a time and place which will ensure more community awareness and engagement in these important air traffic changes.

Please add this request to the public record."

Thank you,
North Beacon Hill Council Board
Melissa Jonas, Chair
2821 Beacon Ave. S.
Seattle, WA 98144

—
Kelly Alvarado

"Remember that sometimes not getting what you want is a wonderful stroke of luck." -Dalai Lama

Response to Comment 1

This is a copy of the letter submitted by the North Beacon Hill Council Board. Please see responses to Letter O-4.

<https://webmail.greenskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696c79fa0...> 9/15/2012

Letter I-154

Kevin Byers

Page 1

more outreach

more outreach

From: Kevin Byers

Sent: Fri, Sep 14, 2012 at 7:49 am

To: comments@greener skiesea.com

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Page 1 of 1

The Greener Skies plan should not be approved or implemented until:

- 1 [FAA and the Port of Seattle conduct a more detailed analysis of the impacts of any changes affecting the Beacon Hill, Georgetown, and South Park, and South Seattle communities.
- 2 [FAA and the Port of Seattle conduct more outreach and engagement to the large and diverse population of communities located in 98144, 98118, and 98108 – and hold meetings at convenient locations, in languages appropriate to address our diverse community.
- 3 [Install a complete array of ten or more on-ground noise monitoring stations along Beacon Hill and Rainier Valley to record and provide verifiable hard data on actual noise levels.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Response to Comment 1

Section 6.1 of the Draft EA details the noise increase over the Beacon Hill and South Seattle communities as a result of the proposed action and shows that any noise increase is well below the criteria for significance.

Response to Comment 2

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the Seattle –Tacoma International Airport (SEA) and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guidance in EO 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 3

SEA's noise monitoring system was installed and is maintained by the Port of Seattle and is outside of the scope of this EA. Comments related to noise monitor locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Letter I-155

Lee Larson

Page 1

greener skies

greener skies

From: Lee Larson

Sent: Fri, Sep 14, 2012 at 11:30 am

To: comments@greenerskiesea.com

1-155

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- 1- The Greener Skies plan should not be approved or implemented until: FAA and the Port of Seattle conduct a more detailed analysis of the impacts of any changes affecting the Beacon Hill, Georgetown, and South Park, and South Seattle communities.
- 2- FAA and the Port of Seattle conduct more outreach and engagement to the large and diverse population of communities located in 98144, 98118, and 98108 – and hold meetings at convenient locations, in languages appropriate to address our diverse community.
- 3- Install a complete array of ten or more on-ground noise monitoring stations along Beacon Hill and Rainier Valley to record and provide verifiable hard data on actual noise levels.

However, after speaking with the panel of experts, it sounds like we may experience **increased** noise. *The plan reroutes traffic to turn over Elliot Bay and Beacon Hill, Georgetown, and South Park.*

--
eel

larsongallery.com

<https://webmail.greenerkiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Response to Comment 1

Section 6.1 of the Draft EA details the noise increase over the Beacon Hill and South Seattle communities as a result of the proposed action and shows that any noise increase is well below the criteria for significance.

Response to Comment 2

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the Seattle –Tacoma International Airport (SEA) and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guidance in EO 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 3

SEA's noise monitoring system was installed and is maintained by the Port of Seattle and is outside of the scope of this EA. Comments related to noise monitor locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Letter I-156

Leonard Helton

Page 1

Please stop and listen

Please stop and listen

From: leonard_helton@yahoo.com

Sent: Fri, Sep 14, 2012 at 12:28 am

To: comments@greener skiesea.com

1-156

Page 1 of 1

1- I live under the glide path into Seatac and noticed a significant increase in noise during the trials this summer. While I appreciate the materials that they have presented, I believe that you need to present noise measurements from the trials and take the time to present those results to the impacted communities.

The noise increase perceived by my family, during the trials, were dramatic. We were unable to hold conversations in our house with all of the windows closed. The increased noise levels all stopped around the labor day holiday and the noise has now returned to normal levels. Where I would prefer it stay.

2- After reviewing all of the available information and my experience during the trials, I do not believe that the Greener Skies project is good for Seattle. I believe it is a step in the wrong direction and believe that the project should be cancelled.

At a minimum please take the time to meet with the communities in Southeast Seattle and present your plan and results from the trials so we can all have a better idea of what you are proposing.

Thanks,
Lenny Helton
206-370-0802

Response to Comment 1

Testing of Greener Skies approach procedures occurred from June 11, 2012 through August 2, 2012, and included approximately 2,000 flights. Increases in noise experienced during this time frame may have been related to the testing, but also would have involved a number of other issues, including the flow of air traffic, meteorological conditions, and increased time spent outdoors or with window open. No specific noise measurements were taken in connection with this testing. As mentioned in Section 2.2 of the Final EA, the intent of the summer testing was two-fold: firstly to test the usability of the proposed Greener Skies procedures and secondly; to obtain data as part of an ongoing research initiative that is investigating the safety aspects of reducing aircraft separation standards.

Response to Comment 2

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. While there is the potential for some increased flights over some parts of Seattle as a result of the Proposed Action, please note that as described in Section 6.1 of the Final EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Letter I-157

Lisa DeAlva

Page 1

Comment from South Park regarding "Greener Skies"

Comment from South Park regarding "Greener Skies"

From: Lisa

Sent: Fri, Sep 14, 2012 at 11:49 am

To: comments@greener skiesea.com

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Page 1 of 1

1- [Hi,
My name is Lisa De Alva and I live in South Park. As you know, we get quite a bit of SeaTac air traffic noise and it looks like we'll be getting more soon. What is being done or can be done to mitigate these noise issues? Home insulation? Rerouting of flights? Change nighttime flight restrictions (do any exist at present?), etc. Thank you, Lisa

Response to Comment 1

While the Greener Skies Project is expected to cause some small increases in noise exposure to the north of SEA, including areas of South Park, please note that as described in Section 6.1 of the Final EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action. Because no increases anywhere in the study area were determined to cause significant noise impact, no mitigation is required as part of this EA.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Letter I-158

Lora Suggs

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Greener Skies plan approval
Greener Skies plan approval
From: Lora Suggs
Sent: Fri, Sep 14, 2012 at 10:53 am
To: comments@greener skiesea.com

-
- 1 [The Greener Skies plan should not be approved or implemented until: FAA and the Port of Seattle conduct a more detailed analysis of the impacts of any changes affecting the Beacon Hill, Georgetown, and South Park, and South Seattle communities.
 - 2 [FAA and the Port of Seattle conduct more outreach and engagement to the large and diverse population of communities located in 98144, 98118, and 98108 – and hold meetings at convenient locations, in languages appropriate to address our diverse community.
 - 3 [Install a complete array of ten or more on-ground noise monitoring stations along Beacon Hill and Rainier Valley to record and provide verifiable hard data on actual noise levels.
- Lora Suggs
South Park

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Response to Comment 1

Section 6.1 of the Draft EA details the noise increase over the Beacon Hill and South Seattle communities as a result of the proposed action and shows that any noise increase is well below the criteria for significant impact.

Response to Comment 2

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the Seattle –Tacoma International Airport (SEA) and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guidance in EO 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 3

SEA's noise monitoring system was installed and is maintained by the Port of Seattle and is outside of the scope of this EA. Comments related to noise monitor locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Letter I-159

Lou Kings

Page 1

Greener Skies Environmental Assessment

Greener Skies Environmental Assessment
From: lkings@comcast.net
Sent: Fri, Sep 14, 2012 at 11:36 am
To: comments@greener skiesea.com

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Page 1 of 1

1- [Hello my name is Lou Kings and I live in South Park on 7th Ave. S, and my concern is even more turbine noise with added fuel exhaust. In the Greener Skies Environmental Assessment will there be decibel readers, and air quality monitoring in or near 7th Avenue South, 98108?

Regards,

Lou Kings

Response to Comment 1

While the Greener Skies Project is expected to cause some small increases in noise exposure to the north of SEA, including areas of South Park, please note that as described in Section 6.1 of the Final EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action. Furthermore, the Greener Skies procedures are designed to reduce fuel burn by shortening flight paths and permitting aircraft to descend on Optimized Profile Descents (OPDs) at flight idle power, thus reducing the Airport's carbon footprint and reducing overall emissions. The EA includes reduced fuel burn calculations in the results discussed in Section 6.4 on Climate Change. OPDs also help reduce noise due to the lower power settings used on approach, and these benefits are also quantified in Chapter 6.

No noise or air quality monitoring was conducted in connection with the analyses of this EA, although the Port of Seattle does maintain an aircraft monitoring system. Information on the system is available at: <https://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/Aircraft-Monitoring-System.aspx>

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Letter I-160

Mark & Teresa Jensens

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Airplane noise

Airplane noise

From: MARC TERESA Jensen

Sent: Fri, Sep 14, 2012 at 9:25 am

To: comments@greener skiesea.com

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Page 1 of 1

1 Dear Greener Skies,
I am a resident of the Mount Baker neighborhood and I have just been notified of the proposed changes in air traffic and am concerned about the increase in noise pollution to ours and other nearby neighborhoods. My children attend St. George School on west Beacon Hill and already suffer from the noise produced by airplanes from both Boeing Field as well as SeaTac, then have to come home and endure continued noise from these planes. Please allow them and us some relief from airplane noise.
Thank you,
Teresa Jensen

Response to Comment 1

The Mount Baker area of Seattle is generally located near Lake Washington and as such is not expected to experience increases in noise exposure as a result of the proposed new arrival procedures assessed in this EA. Depending on your address, you may even experience a very small decrease in exposure, though it is likely not even to be noticed. The St. George School, while closer to the extended centerlines of the runways at SEA, may experience small increases in noise on the order of 0.2 dB DNL, but the school, itself, is in an area of exposure of 55 to 60 dB DNL that is considered a compatible land use.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Letter I-161

Mark Lembersky

Page 1

comments on added noise

comments on added noise

From: Mark Lembersky

Sent: Fri, Sep 14, 2012 at 1:07 pm

To: comments@greener skiesea.com

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ADVERSE NOISE IMPACTS

I wish to comment on the adverse noise impacts that have occurred this summer.

Approximately coincident with the announcement of the commencement test of the new flight paths, there has been a very significant increase in the noise during takeoffs heard at the North end of West Seattle.

In particular, airplanes taking off to the north are now much closer to West Seattle as they come up the Duwamish, cut very close to or even across Duwamish Head. If the flight path then takes a plane to the west, it is staying very close to the West Seattle shoreline. Worst of all, if the plane then swinging to the south, it is flying close to or even cutting across Alki Point.

This is very different than the prior pattern which had the planes more in the center of the Duwamish and (when turning West) staying toward the middle of Puget Sound.

It also seems as if the planes are at a lower altitude when they are near Duwamish Head, the north shore of West Seattle, and Alki Point - but I realize that could be an illusion due to the fact that they are physically closer.

The result is an unacceptable significant rumbling, disruptive, loud and persistent noise.

Our home is located on the bluff above the shore, providing a perfect location to both hear and observe airplanes as they approach Duwamish head, cross by or over it, continue westward or turned south over Alki Point. I can attest to the fact that the significantly increased noise was not present before and can be correlated with sightings of points.

Further, these observations have occurred throughout a period of generally clear skies. If these flight patterns are allowed to continue, the noise will further significantly increase when we get into the persistently overcast skies of fall, winter and spring.

This is not a casual matter or just a nuisance to us. Before we purchased our home a dozen years ago, we spent time carefully researching the noise profile. We did this because of my wife's serious chronic illnesses which require undisturbed sleep. Her pain and other problems are significantly worse on days when her nighttime sleep and daytime rests are disrupted.

This new level of noise is not acceptable and it is unfair to impose it on us and the rest of West Seattle for someone else's benefit.

We trust that you will decide to solve this noise issue by modifying the current takeoff flight paths.

Thank you for the consideration of our input.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Response to Comment 1

The Greener Skies Project would not change any departure procedures. It only affects aircraft arriving at SEA from the northwest and southwest. The Port of Seattle is currently studying other opportunities for noise abatement measures through a separate Part 150 Study. Those could include noise from departure routes. Information about this study is available online at: <http://www.airportsites.net/SEA-Part150/>

Letter I-161

Mark Lembersky

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comments on added noise

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Letter I-162

Miki Robinson

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Greener?

Greener?

From: Miki R

Sent: Fri, Sep 14, 2012 at 4:36 pm

To: comments@greenerskiesea.com

To Whom it May Concern:

I am a resident of the South Park neighborhood commenting on the so-called Greener Skies plan.

First of all, I am more than supportive of any efforts to truly improve our environment, and increase overall awareness of our collective responsibility for earth and sky stewardship. I am aware and willing that we each have a responsibility in this, even though it may mean curbing our actions or being inconvenienced.

1 — That being said, I am extremely disappointed in several aspects of the so called Greener Skies plan. First and foremost, I am confused and appalled at the minimal outreach and public notification -- meetings held in Shoreline, Ballard...But NOT in South Seattle, which is once again going to likely suffer from even more airplane noise and pollution than it already does??? Why were there no meetings here?

2 — My other main concern is what appears to be the re-routing of air traffic over this neighborhood. I have lived in South Park nearly 7 years. The addition of the 3rd runway at Sea-Tac a few years ago has increased the noise over my house at least 300 percent in my estimation, not to mention the additional dust/soot/fumes that I have noticed, compared to when I first moved here. I cannot conceive of yet more of the same.

3 — My third concern is this: The outright disregard for neighborhoods in south Seattle by all those with the power to regulate air traffic in this area. And to make it even worse, giving that disregard a euphemism (Greener Skies) to make themselves feel as though they're really doing something POSITIVE for everyone. Is this a Seattle habit? A socio-economic discrimination issue? All of the above?

I am in complete agreement with my Georgetown (that's another neighborhood in South Seattle that will be affected, by the way) who wrote the following:

The Greener Skies plan should not be approved or implemented until:

4 — FAA and the Port of Seattle conduct a more detailed analysis of the impacts of any changes affecting the Beacon Hill, Georgetown, and South Park, and South Seattle communities.

5 — FAA and the Port of Seattle conduct more outreach and engagement to the large and diverse population of communities located in 98144, 98118, and 98108 -- and hold meetings at convenient locations, in languages appropriate to address our diverse community.

6 — Install a complete array of ten or more on-ground noise monitoring stations along Beacon Hill and Rainier Valley to record and provide verifiable hard data on actual noise levels.

My apologies for any typos; I'm writing this while at work and don't have time to proofread.

Sincerely,
M.K. Robinson
1043 S. Donovan St
Seattle, WA 98108

<https://webmail.greenskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Response to Comment 1

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the Seattle –Tacoma International Airport (SEA) and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of these criteria.

However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 2

While the Greener Skies Project is expected to cause some small increases in noise exposure to the north of SEA, including areas of South Park, please note that as described in Section 6.1 of the Final EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action. Furthermore, the Greener Skies procedures are designed to reduce fuel burn by shortening flight paths and permitting aircraft to descend on Optimized Profile Descents (OPDs) at flight idle power, thus reducing the Airport's carbon footprint and reducing overall emissions. The EA includes reduced fuel burn calculations in the results discussed in Section 6.4 on Climate Change. OPDs also help reduce noise due to the lower power settings used on approach, and these benefits are also quantified in Chapter 6.

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Miki Robinson

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Response to Comment 3

In accordance with the NEPA, this EA analyzed the noise impact of the Proposed Action in comparison with the No-Action (current situation). That analysis, contained in Section 6.1 of the EA, shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action. The FAA recognizes that south Seattle neighborhoods concerns with existing and future noise, and in the spirit of maintaining open communications with airport neighbors, the FAA Northwest Mountain Regional Administrator's Office, in association with the Port of Seattle and SEA noise office staff, has initiated plans to meet with Beacon Hill residents to discuss the impacts of noise on the south Seattle zip codes.

Response to Comment 4

Section 6.1 of the Draft EA details the noise increase over the Beacon Hill and South Seattle communities as a result of the proposed action and shows that any noise increase is well below the criteria for significance.

Response to Comment 5

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the Seattle –Tacoma International Airport (SEA) and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guidance in EO 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 6

SEA's noise monitoring system was installed and is maintained by the Port of Seattle and is outside of the scope of this EA. Comments related to noise monitor locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Letter I-163

Missy James

Page 1

Input on Greener Skies

Input on Greener Skies

From: Missy James

Sent: Fri, Sep 14, 2012 at 4:53 pm

To: comments@greener skiesea.com

Good day,

I live in South Park and am directly affected by the airplane noise.

I request that you put the Greener Skies initiative on hold until we, the citizens, can have an opportunity to have our concerns addressed--and there are a number of them.

Personally speaking, you need to educate pilots on how low they can fly in over our houses when coming in for a landing--there are several jokes within the neighborhood regarding what we can see in the cockpit when they're so low.

And being low is much noisier than being higher up where most of the planes fly. It's unnecessary noise pollution.

Please give our communities (South Park, Georgetown, Boulevard Park, etc) an opportunity to give you our input--and educate you. We live here--chances are pretty high you don't.

Thank you,

Missy James
10557 South Rose St.
Seattle, WA 98108

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Response to Comment 1

From your address, Google Earth shows that you live immediately east of Boeing Field, between the airport and I-5. From Figures 6.1-4, 6.1-9 and 6.1-14 in Section 6.1 of the EA, this is an area just to the side of the final approach for landings on Runway 16L at SEA that is shown to have very small decreases in noise on the order of 0.1 or 0.2 dB DNL. However, changes of that magnitude (up or down) are small enough that they are not likely to be noticed.

However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Furthermore, if you have any concerns regarding aircraft which may be deviating from their altitude, the Port of Seattle's Noise Program Office may be reached at 206-787-5393.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Letter I-164

Paige St. George

Page 1

Greener skies in Georgetown?

Greener skies in Georgetown?

From: Paige St George

Sent: Fri, Sep 14, 2012 at 7:24 am

To: comments@greenerskiesea.com

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The Greener Skies plan should not be approved or implemented until:

- 1- [FAA and the Port of Seattle conduct a more detailed analysis of the impacts of any changes affecting the Beacon Hill, Georgetown, and South Park, and South Seattle communities.
- 2- [FAA and the Port of Seattle conduct more outreach and engagement to the large and diverse population of communities located in 98144, 98118, and 98108 – and hold meetings at convenient locations, in languages appropriate to address our diverse community.
- 3- [Install a complete array of ten or more on-ground noise monitoring stations along Beacon Hill and Rainier Valley to record and provide verifiable hard data on actual noise levels.

Paige St. George

Mother and Georgetown resident

sent from my iPhone

<https://webmail.greenskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Response to Comment 1

Section 6.1 of the Draft EA details the noise increase over the Beacon Hill and South Seattle communities as a result of the proposed action and shows that any noise increase is well below the criteria for significant.

Response to Comment 2

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the Seattle –Tacoma International Airport (SEA) and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the

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Paige St. George

Page 2

Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guidance in EO 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 3

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Letter I-165

Paola Mirosnikov

Page 1

Airplane noise

Airplane noise

From: Paola Mirosnikov

Sent: Fri, Sep 14, 2012 at 10:41 am

To: comments@greener skiesea.com

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Page 1 of 1

1- [The excruciating noise every day over south park and Elliott bay is experienced NOW. To contemplate increasing it is criminal. Just because you can do something doesn't make it wrong. This is wrong. You are talking about more noise more pollution less clean air and less quality of life. Shelf it, until you can find a more equitable way.
Sent from my iPhone

Response to Comment 1

While the Greener Skies Project is expected to cause some small increases in noise exposure to the north of SEA, including areas of South Park, please note that as described in Section 6.1 of the Final EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

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Letter I-166

Peter Reiquam

Page 1

Greener Skies Plan Comments

Greener Skies Plan Comments

From: Peter Reiquam

Sent: Fri, Sep 14, 2012 at 11:37 am

To: comments@greener skiesea.com

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As a resident and business owner in the Georgetown neighborhood, I have some concerns about the Greener Skies Plan that I hope will be addressed before the plan is implemented.

- 1- The FAA and the Port of Seattle must conduct a more detailed analysis of the impacts of any changes affecting the Beacon Hill, Georgetown, and South Park, and South Seattle communities.
- 2- The FAA and the Port of Seattle need to conduct more outreach and engagement to the large and diverse population of communities located in 98144, 98118, and 98108 – and hold meetings at convenient locations, in languages appropriate to address our diverse community.
- 3- Install a complete array of ten or more on-ground noise monitoring stations along Beacon Hill and Rainier Valley to record and provide verifiable hard data on actual noise levels. We live with the noise from airplane traffic already and we have chosen to live in this part of the city, but we do not want to experience an increase in the noise levels as a result of this plan.

Thank you for your attention.

Peter Reiquam

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Response to Comment 1

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Response to Comment 2

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Peter Reiquam

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comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

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However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 3

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Ray Nicoli

Page 1

Greener Skies...Quieter Skies

Greener Skies...Quieter Skies

From: Ray L Nicoli

Sent: Fri, Sep 14, 2012 at 9:24 am

To: comments@greener skiessea.com, adam.kline@leg.wa.gov, credmond@mac.com, darryl.smith@seattle.gov, eric.pettigrew@leg.wa.gov, mike.mcginm@seattle.gov, pete.mills@mail.house.gov, bruce.harrell@seattle.gov, jean.godden@seattle.gov, mike.obrien@seattle.gov, nick.licata@seattle.gov, richard.conlin@seattle.gov, sally.bagshaw@seattle.gov, sally.clark@seattle.gov, tim.burgess@seattle.gov, tom.rasmussen@seattle.gov, santos.sharon@leg.wa.gov, vu.le@vfaseattle.org

Cc: katyplautz@yahoo.com, Ariana Nicoli

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Page 1 of 1

Hello,

I wanted to talk to you about the recent changes and initiatives with regard to airplane traffic and airplane noise. My Grandparents and Father grew up on Beacon Hill. I grew up in North Des Moines a few files south of the runway. I am very familiar with airplane noise. My mom complained for years with what appeared to be little to no success in getting anything changed. I have lived on Beacon Hill since 1997 and while I am relatively insensitive airplane noise due to growing up around them, the noise has gotten measurably worse over the years. I state it this way because the vast majority of the population did not grow up 2 miles south of the runway and airplane noise is very disturbing to the general public. It adversely affects our property values in a dramatic fashion. My parents still live in the houses in Des Moines, almost 50 years now, and there property value is obviously significantly lower than it would be if the airplane traffic/noise was controlled. It also dumps pollutants and chemicals directly on us.

I understand the airport has been there longer than I have been alive and a lot longer than I have willing lived in the general vicinity of the flight path. My house on the other hand is one of the oldest in my neighborhood and was there before the airplanes.

A Greener/Quieter Skies Initiative should be making it greener and quieter for all neighboring citizens. Increasing approach/takeoff altitudes and curfews are only two ways that would benefit everyone. Please don't just shift the flight path from one neighborhood to another and then just attempt to buy off the residents by installing "free" triple pane, sound insulating windows and extra noise dampening insulation. That is simply a band-aid for quieting the inside of the house. "Free" triple pane windows would also most likely not fit with the style of a house that is over 100 years old and therefore depreciate my property value even more. The property values are still adversely affected. We still get pollutants dumped on our houses.

Please come up with a solution that is good for everyone, using today's modern and state of the art technologies.

Thank you.

Ray L. Nicoli

rlnicoli@hotmail.com
206-300-9304

Response to Comment 1

The Greener Skies procedures are designed to reduce fuel burn by shortening flight paths and permitting aircraft to descend on Optimized Profile Descents (OPDs) at flight idle power, thus reducing the Airport's carbon footprint and reducing overall emissions. The EA includes reduced fuel burn calculations in the results discussed in Section 6.4 on Climate Change. OPDs also help reduce noise due to the lower power settings used on approach, and these benefits are also quantified in Chapter 6.

The Purpose and Need of the Greener Skies Project was, as described in Section 3 of the EA, primarily to reduce flight times, level off segments and confliction points, all the while reducing the need for Air traffic personnel and pilot communication.

Given that there were no significant noise impacts identified in the EA ,there is no need for mitigation of the noise. Increasing approach/takeoff altitudes and curfew as mentioned in the comment are outside the purpose and need of the EA and therefore outside the scope of the EA. However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

<https://webmail.greener skiessea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Letter I-168

Rich Koehler

Page 1

Opposed to Greener Skies route change

Opposed to Greener Skies route change

From: Rich Koehler

Sent: Fri, Sep 14, 2012 at 11:17 pm

To: comments@greener skiesea.com

Hello,

1 [I live in Seattle and I am opposed to your route and procedure change. I need to see hard evidence that West Seattle will not be affected at all before I would support it. You don't have the evidence, just guesses and suspicious assurances.

Rich Koehler
5212 49th Ave SW
Seattle 98136

1-168

Page 1 of 1

Response to Comment 1

A detailed noise analysis is provided in Section 6.1 of the EA, and provides maps of changes of noise throughout Puget Sound.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Letter I-169

Sandy Pratt

Page 1

Greener Skies

Greener Skies

From: Sandy Pratt

Sent: Fri, Sep 14, 2012 at 12:24 pm

To: comments@greener skiesea.com

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- 1- The Greener Skies plan should not be approved or implemented until:
 1- FAA and the Port of Seattle conduct a more detailed analysis of the impacts of any changes affecting the Beacon Hill, Georgetown, and South Park, and South Seattle communities.
- 2- FAA and the Port of Seattle conduct more outreach and engagement to the large and diverse population of communities located in 98144, 98118, and 98108 – and hold meetings at convenient locations, in languages appropriate to address our diverse community.
- 3- Install a complete array of ten or more on-ground noise monitoring stations along Beacon Hill and Rainier Valley to record and provide verifiable hard data on actual noise levels.
- 4- However, after speaking with the panel of experts, it sounds like we may experience *increased* noise. *The plan reroutes traffic to turn over Elliot Bay and Beacon Hill, Georgetown, and South Park.*

Response to Comment 1

Section 6.1 of the Draft EA details the noise increase over the Beacon Hill and South Seattle communities as a result of the proposed action and shows that any noise increase is well below the criteria for significance.

Response to Comment 2

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the Seattle –Tacoma International Airport (SEA) and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guidance in EO 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 3

SEA's noise monitoring system was installed and is maintained by the Port of Seattle and is outside of the scope of this EA. Comments related to noise monitor locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Response to Comment 4

While there is the potential for some increase flights over Elliot Bay, Beacon Hill, George Town and South Park, please note that as described in Section 6.1 of the Final EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

Letter I-170

Sheri Richardson

Page 1

Greener Skies EA Response

Greener Skies EA Response

From: Sheri Richardson

Sent: Fri, Sep 14, 2012 at 9:59 am

To: comments@greenskiesea.com

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1-

I am writing to express my concerns regarding the Greener Skies Environmental Assessment for Seattle. I have been a home owner and resident of the Lakewood-Seward Park area for more than six years. One of the main reasons I moved here rather than to Beacon Hill is because of less air traffic noise in this area.

As a totally blind person who is very active and walks to many destinations, I need to be able to hear my surroundings clearly for safe mobility as well as personal safety. There is already more air traffic noise than I prefer, primarily due to private aircraft and helicopters. Any increase in the noise level would be more than annoying; it would be potentially dangerous to me.

Thank you for your consideration of my comments.

Sheri Richardson

Response to Comment 1

The Lakewood-Seward Park area of Seattle borders Lake Washington and is well east of any of the proposed changes associated with Greener Skies. Whatever noise exposure levels you are exposed to from current operations will be unaffected by the new procedures, as indicated by the lack of any coloration near Lakewood and Seward Park in Figures 6.1-4, 6.1-9 or 6.1-14.

<https://webmail.greenskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Letter I-171

Stephanie Thompson

Page 1

Greener Skies Initiative

Greener Skies Initiative

From: Stephanie Thompson

Sent: Fri, Sep 14, 2012 at 11:16 am

To: comments@greener skies sea.com, adam.kline@leg.wa.gov, CRedmond@mac.com, Darryl.Smith@seattle.gov, eric.pettigrew@leg.wa.gov, mike.mcjinn@seattle.gov, pete.mills@mail.house.gov, Bruce.Harrell@seattle.gov, Jean.Godden@seattle.gov, Mike.O'Brien@seattle.gov, Nick.Licata@seattle.gov, richard.conlin@seattle.gov, Sally.Bagshaw@seattle.gov, Sally.Clark@seattle.gov, Tim.Burgess@seattle.gov, Tom.Rasmussen@seattle.gov, santos.sharon@leg.wa.gov, Vu.Le@vfaseattle.org, TIM.N.THOMPSON@ALASKAAIR.COM, Akiyama.P@portseattle.org

To: The Federal Aviation Administration (c/o Allen Kenitzer), Alaska Airlines (c/o Tim Thompson) and The Port of Seattle (c/o Patricia Akiyama)

From: Stephanie Thompson

Re: Flights over 98144, 98118, & 98108

Date: September 14, 2012

Southeast Seattle has approximately 80,000 residents. The community contains the city's largest populations of children, the elderly, disabled persons, and people of color. Southeast Seattle is impacted by THREE airports; Renton Airport, Boeing Field, and Sea-Tac Airport. Of these, Sea-Tac air traffic poses the greatest threat to the health, well-being, and quality of life for residents.

As a resident living in the 98144, 98118, or 98101 zip code area, I am hereby requesting the following:

- 1- Fewer Sea-Tac over-flights in our neighborhoods, and more equitable distribution of departing air traffic.
- 2- Stricter enforcement of "Fly-quiet" operations for departing Sea-Tac air traffic under north flow conditions.
- 3- A public process, with meetings located within the 98144, 98118 & 98108 zip codes, to seek alternative routes for "Class B" air traffic under north flow conditions.
- 4- More FAA engagement with residents of 98144, 98118 & 98108 to address impacts of air traffic patterns.
- 5- Support of Alaska Airlines to protect our communities from greater noise & health impacts from Alaska Airlines departures.
- 6- Action steps to develop a new noise abatement air traffic plan as implemented at John Wayne Airport in Orange County, California.
- 7- Installation of 10 permanent noise monitoring stations within 98144, 98118 & 98108.
- 8- Restricted departures between 10:00 PM & 7:00 AM.

Please add this request to the public record.

Thank you,

Stephanie Thompson
206-696-3173
stepht@seanet.com

<https://webmail.greener skies sea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696c79fa0...> 9/15/2012

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Response to Comment 1

The proposed Greener Skies Project would only affect arrival routes coming into the Seattle airspace from the northwest and southwest, and does not change departing air traffic routes or volumes at all. Also, Section 6.1 of the EA for the proposed Greener Skies project indicates there is no significant noise impact as a result of the proposed new arrival procedures. In other words this project will not significantly change the noise of overflights into or out of SEA.

Response to Comment 2

The "Fly-quiet" program is a voluntary element of the Port of Seattle's noise abatement program at SEA. The FAA is not involved in its implementation or enforcement, and comments regarding this program should be direct to the Port of Seattle. See

<https://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/default.aspx>

Response to Comment 3

A public process, with meetings in south Seattle in order to find alternative routes for the "Class B" air traffic during north flow conditions is outside the scope of the purpose and need of this EA. However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 4

With regard to the impact of the proposed air traffic pattern associated with the Greener Skies project, the Greener Skies EA process included two initial scoping meetings and two final public meetings to elicit comments on the Draft EA. Members of the FAA's Air Traffic Organization and Regional Office were in attendance at all four and available to answer questions and concerns regarding the project.

Letter I-171

Stephanie Thompson

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Independent of the Greener Skies project, there is an effort underway, initiated by the FAA in connection with the Port of Seattle, to engage and inform the residents of 98144, 98101 and 98118 regarding the current air traffic to and from SEA.

Response to Comment 5

The proposed Greener Skies Project includes arrival flight procedures that any adequately-equipped aircraft and appropriately certified pilots can fly. Though no new departure procedures are included in the Proposed Action, FAA supports the broad use of Greener Skies as well as potential additional measures that Alaska or other airlines may propose to further improve the environment in communities surrounding SEA.

Response to Comment 6

The proposed Greener Skies project includes new flight procedures that, although they were designed to improve efficiency and safety of the airspace surrounding SEA, also provide minor net improvements in noise exposure levels for an estimated 150,000 to 180,000 residents in the greater Seattle area during the study years 2014, 2018 and 2023. Noise abatement measures such as the departure procedure at John Wayne Airport are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Response to Comment 7

SEA's noise monitoring system was installed and is maintained by the Port of Seattle. Comments related to the number of noise monitors or their locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Response to Comment 8

Noise abatement measures such as restricted nighttime departures are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Letter I-172

Stuart Jenner

Page 1

SEA Greener Skies comments

SEA Greener Skies comments

From: Stuart Jenner

Sent: Fri, Sep 14, 2012 at 7:30 am

To: comments@greener skiesea.com

Hello, I have read the Draft Environmental Assessment and have some comments related to the implementation of RNAV at SeattleTacomaInternationalAirport.

1. I hope there will be some type of post-implementation monitoring done specifically to assess the impacts of these flight contours. This monitoring would be separate from, and separately reported from, the regular monitoring done by the FAA and Port of Seattle.

I looked at pages 145 and 146 on Chapter 6. These pages look closely at locations on Vashon that would be most impacted by tighter routes. The report states:

"Most of the differences at sites whose levels are greater than DNL 45 are on the order of a few tenths of a decibel, both for increases and for decreases. Sites whose exposure is less than DNL 45 are exposed to somewhat higher changes but the aircraft noise is so low in level to begin with that noise from local community sources (vehicle pass-bys and distant traffic) is apt to partially or totally mask the changes."

In my original comments submitted last Spring, I had a big concern that noise would increase for some people because of more planes flying in the same locations instead of being dispersed. If we take this report at face value, then I think they will be fine. My one request though is to actually double check the levels once this plan goes into effect. If they are higher than forecast, then maybe it would be appropriate to create version A and version B of the navigation paths, where those paths are separated east/west so that certain groups don't bear a separate impact.

2. Will peak level noise actually increase in the vicinity of Seattle-Tacoma Airport as a result of more planes being able to arrive closer together? What mitigation is needed for these point impacts?

A stated goal of the project is "efficiency." This includes more throughput: RNAV seems designed to increase peak capacity. Moving more planes through the same space more quickly. My big concern is that this will result in more landings per quarter hour at Seatac, thereby increasing the noise from engines putting on their brakes and the other noise impacts associated with landing. Possibly this might also increase the number of takeoffs in quarter hours as well. dNL is calculated for various lengths of time: the dNL might be the same when averaged over a full day because over the full day, the number of flights could stay the same. However, the distribution curve of decibels, of the actual noise itself, could morph into higher peaks. The Draft Environmental Assessment notes that most of the changes to flight paths occur at a very high altitude, so they will not impact neighbors. However, in the area a few miles north of the airport to the airport, and the area a few miles south of the airport to the airport, where the planes are much lower, I can't tell that there's any difference in stair stepping or noise from landing operations. So we could have a "no change" from one source of noise, and an "increase" from the other source (ground operations) within short periods of time.

I would like to request this increase in peak noise be assessed, and that mitigation measures be considered. These could include dampening materials placed on the retaining walls north and south of the airport, insulation in houses, and other measures such as noise walls at the airport. The Part 150 process that is supposedly underway appears to be inactive, as there has been zero communication to the public for over a year. However, Part 150 is not looking at RNAV changes as far as I know, these changes and impacts on peak hour operations are outside of its model and assumptions. So, there is a need to address this with mitigation.

The report claims:

It "does not appear it will in the area that is under flight paths with the exception of people who are in a relatively small area 3 to 3.5 miles north of the airport, and 3.25 miles south of Seatac."

The claim in the EA is that

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

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Response to Comment 1

In accordance with the NEPA (NEPA), this EA analyzed the noise impact of the Proposed Action in comparison with the No-Action (current situation). That analysis, contained in Section 6.1 of the EA, shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

The insignificant noise impact determination found in Section 6.1 of the Draft EA was based upon the FAA approved noise modeling system for these types of federal actions. Given that there is no significant noise impact, there is no requirement under NEPA for mitigation or post noise monitoring. If the noise due to air traffic is found to be not tolerable, the Port of Seattle has an airport Noise Program to address demonstrated noise issues. See <http://www.portseattle.org/Newsroom/Fast-Facts/Pages/Noise-Programs.aspx> for more information about the program and how to contact the noise office.

Response to Comment 2

The FAA and other Federal Agencies have established the Day-Night Level metric as the metric to measure noise impact, rather than any metric which measures peak noise. Specifically, the DNL 65 dB has been accepted as the threshold of significant noise impacts for all residential communities. It has been thoroughly documented that such a threshold provides a valid basis for comparing and assessing community noise effects while representing noise exposure level normally dominated by aircraft noise effects and no other community or nearby highway noise sources, across a range of communities¹. Therefore, there are no measurements regarding the impact of the Proposed Action on peak noise. However, as shown in Chapter 6.1 of the EA, the Proposed Action does not result in an increase of 1.5 dB within the in 65 DNL contour, and therefore there is no significant impact on noise as a result of the

¹ For more information please go to the Federal Interagency Committee on Aviation Noise (FICAN) website: <http://www.fican.org>.

Letter I-172

Stuart Jenner

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SEA Greener Skies comments

2 — “ However, the maximum increase in DNL attributable to the Proposed Action is only 0.1 dB in 2014 and 2018 and only 0.2 dB in 2023. Such changes are extremely small and not likely even to be noticed.”
I can't tell that these statements are based on the increases in throughput that are likely to occur. In Chapter 1, I read

3 — “FAA Order 1050.1E requires environmental assessment of any new instrument approach procedures, departure procedures, en route procedures, or modifications to currently approved instrument procedures which routinely route aircraft over noise-sensitive areas at less than 3,000 feet above ground level (AGL). Several such routings are being considered in this assessment, but no changes are being proposed to alter the runways, taxiways, navigational aids or other infrastructure on the Airport itself.”

This may be technically true, but if the frequency of flights increases, then the impact is real, and the spirit of 1050.1E is to have people look at those impacts.

4 — 3. How does this report fit with other reports, past and present, and with runway operations plans?

Reading the draft Environmental Assessment, I remembered how in planning documents for the third runway, the Port and the FAA claimed these type of RNAV improvements using GPS to create more precise routes, thereby reducing congestion and delays, would never happen in the 20 year planning horizon they were using. Now, the future is here: these technologies allow for more landings in “bad weather” using instruments. So, the third runway planning documents were wrong. This makes me wonder whether there are other planning documents that RNAV proves wrong as well.

My first reaction to the report was thus “if Greener Skies is implemented, does the third runway need to be used as much as it is?” Chapter 5 of the report states

“Utilizing the increased precision of the procedures to land under Instrument Meteorological Conditions (IMC) on runways that normally cannot accommodate traffic during more adverse weather”

The third runway usage has resulted in significant shifts of flight activity and of noise to areas north and west of Seatac that were not previously as impacted. Flight tracks over NormandyPark and downtown Burien that might have been used once in a blue moon are now regularly used by regional jets. Maybe using IMC procedures could result in less noise for people who live near the airport in areas, IF, the Port and FAA wanted to assist neighbors. For example, in the area around 12th and 136th in Burien/Seatac/White Center, houses have not been bought out. Go a few blocks east to the area that lines up with the houses bought by the Port of Seattle and turned into a park. It would be nice if somehow the RNAV procedures could shift more operations to the second runway.

So, my request is to study how using RNAV could reduce the use of the third runway.

5 — 4. What growth forecast are you using for flight operations?

In Chapter 3, this statement says

“Make it easier for the FAA to accommodate forecast growth in traffic, which at SEA, is projected to increase 3.06 percent by the year 2023.”

I am wondering if this is 3.06 percent per year, or 3.06 percent total by 2023.

Thank you,
Stuart Jenner
200 SW 178th

<https://webmail.greener skies sea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Proposed Action. Given this there is no need for mitigation.

While the Part 150 Noise Study has been in the works for some time, as correctly pointed out by the commenter, the draft report has not yet been released. According to the Part 150 Website², the Port of Seattle hopes to complete the Part 150 Noise Compatibility Study process in the coming months. Given the time-averaging nature of the DNL metric, and given that the Green Skies project is not expected to increase the number of operations at SEA, any increase in through fare as a result of the implementation of the Greener Skies would not impact the calculated DNL values.

Response to Comment 3

As mentioned at the end of the response to comment #2, Given the time-averaging nature of the DNL metric, and given that the Green Skies project is not expected to increase the number of operations at SEA, any increase in landing frequency as a result of the implementation of the Greener Skies would not impact the calculated DNL values.

Response to Comment 4

How the proposed action fits in with other actions, is explained in detail in Section 6.12 Of the EA, Cumulative impacts.

Response to Comment 5

According to the Errata released with the Draft EA, that 3.07% is actually 30.7% and it is a 30.7% total increase by the year 2023.

² <http://www.airportsites.net/SEA-Part150/>

Letter I-172

Stuart Jenner

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SEA Greener Skies comments
Normandy Park, WA98166
206-241-7070

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Letter I-173

Susan Sanders

Page 1

Greener Skies Public Outreach meetings

Greener Skies Public Outreach meetings

From: susan@soldbysusan.com
Sent: Fri, Sep 14, 2012 at 11:45 am
To: comments@greener skiesea.com

Greener Skies EA
Augustin Moses, AJV-W2
Federal Aviation Administration
1601 Lind Avenue SW
Renton, WA 98057
comments@greener skiesea.com

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1- I attended the North Beacon Hill Community Council meeting on September 11th. Our neighborhood consensus is that the recent 'Greener Skies' public outreach meetings didn't meet the needs of our community. (September 5, 2012, Federal Way Library and September 6, 2012 Ballard Branch Library) I am concerned that the large populations of low-income, elderly, minority and other residents living within the 98144, 98118, and 98108 zip code areas did not have an opportunity to participate in the public process. Furthermore the meeting format made it nearly impossible to have questions answered in any kind of understandable or meaningful way. I am requesting that you help hold the FAA accountable to:

- 2- • Hold meetings in Southeast Seattle within the 98144, 98118 and 98108 zip codes
- 3- • Offer translated outreach materials and simultaneous translation to at least four languages during the meeting
- 4- • Host meetings in a wheelchair accessible facility
- 5- • Conduct outreach by postal mail and other non-electronic methods of notification to all citizens impacted by this proposal

6- Southeast Seattle is affected by THREE airports; Boeing Field, Renton Airport, and Sea-Tac Airport. We are the MOST negatively affected community in the region. We need to have a better public process, with more outreach, and at a time and place which will ensure more community awareness and engagement in these important air traffic changes. From what I can determine, there are huge health and safety impacts to our neighborhood and residents have not been given sufficient opportunity to participate in the process for something which will significantly affect this community.

Susan Sanders
206-322-4775
1143 Sturgus Avenue S, Seattle, WA 98144
susan@soldbysusan.com

Response to Comment 1

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the Seattle –Tacoma International Airport (SEA) and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of these criteria, including being wheelchair accessible

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the *Seattle Times*, a press release and the project website. The public notice was published in the *Seattle Times* on August 7, 8 and 9, 2012 and ran on the *Seattle Times'* website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

Response to Comment 2-5

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was

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Letter I-173

Susan Sanders

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appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. Furthermore, an environmental justice analysis was prepared for the Draft EA in accordance with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority and Low-income Populations*, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guideline in EA 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

Response to Comment 6

The FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Letter I-174

Tim Callahan

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Flights over 98144, 98118, & 98108

Flights over 98144, 98118, & 98108

From: Tim Callahan

Sent: Fri, Sep 14, 2012 at 10:03 am

To: comments@greenerskiesea.com

Cc: adam.kline@leg.wa.gov, CRedmond@mac.com, Darryl.Smith@seattle.gov, eric.pettigrew@leg.wa.gov, mike.mcginh@seattle.gov, pete.mills@mail.house.gov, Bruce.Harrell@seattle.gov, Jean.Godden@seattle.gov, Mike.O'Brien@seattle.gov, Nick.Licata@seattle.gov, richard.conlin@seattle.gov, Sally.Bagshaw@seattle.gov, Sally.Clark@seattle.gov, Tim.Burgess@seattle.gov, Tom.Rasmussen@seattle.gov, santos.sharon@leg.wa.gov, Vu.Le@vfasattle.org

To: Greener Skies

1 [I'm writing to reiterate the request / expectation that our neighborhoods be respected with regard to the equitable distribution of increased air traffic in and out of the airports in our region. In addition I would like to emphasize the need for transparency in the processes related to implementation of Greener Skies Seattle.

2 [Greener Skies is a great idea. Modernizing the management of air traffic and saving fuel / reducing pollution (air and noise) - who can argue with that? While these are extremely attractive outcomes, there are many ways the air traffic can be spread around the entire community to avoid increasing the air traffic impact on a select few communities. This distribution is critically important and essential to mitigating the negative impact that will inevitably come with increased traffic.

As a resident of the Beacon Hill neighborhood in the 98144 zip code I now request the following and request that they be added to the public record:

- 3 [1. Fewer Sea-Tac over-flights in our neighborhoods, and more equitable distribution of departing air traffic.
- 4 [2. Stricter enforcement of "Fly-quiet" operations for departing Sea-Tac air traffic under north flow conditions.
- 5 [3. A public process, with meetings located within the 98144, 98118 & 98108 zip codes, to seek alternative routes for "Class B" air traffic under north flow conditions.
- 6 [4. More FAA engagement with residents of 98144, 98118 & 98108 to address impacts of air traffic patterns.
- 7 [5. Support of Alaska Airlines to protect our communities from greater noise & health impacts from Alaska Airlines departures.
- 8 [6. Action steps to develop a new noise abatement air traffic plan as implemented at John Wayne Airport in Orange County, California
- 9 [7. Installation of 10 permanent noise monitoring stations within 98144, 98118 & 98108
- 10 [8. Restricted departures between 10:00 PM & 7:00 AM.
- 11 [9. Additionally I'm interested in a clear breakdown of the numbers – how many planes will come through Sea-Tac per day / week / ..., how many of those will be GreenerSkies capable, what is the plan for those older planes that can't or aren't required to become GS capable, as well as what are the routing options of all types of air craft, how are routes selected, what restrictions are there on alternate routes.

How clearly these types of questions are answered will give the communities impacted the information needed to embrace change. To this point the lack of information has made people quite uncomfortable and is motivating these requests for a comprehensive process on the part of this initiative.

<https://webmail.greenskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696c79fa0...> 9/15/2012

Response to Comment 1

The Purpose and Need of the Greener Skies Project, , as described in Section 3 of the EA, is primarily to reduce flight times, level off segments and confliction points, all the while reducing the need for Air traffic personnel and pilot communication. It should be noted that as part of the EA process, a range of alternative procedures, including routing, were considered.

Response to Comment 2

As detailed in Section 4 of the EA, the alternative procedures evolved from a preliminary identification of measures aimed at reducing flight times, level off segments and confliction points. Ultimately, this screening and evaluation of individual proposal resulted in the elimination of measures found to be ineffective while those found to be effective and viable collectively became the Proposed Action.

Response to Comment 3

The proposed Greener Skies Project would only affect arrival routes coming into the Seattle airspace from the northwest and southwest, and does not change departing air traffic routes or volumes at all. Also, Section 6.1 of the EA for the proposed Greener Skies project indicates there is no significant noise impact as a result of the proposed new arrival procedures. The request to reduce the noise impact from overflights in and out of SEA on zip codes 98118, 98144 and 98101 is outside the scope of this EA.

Response to Comment 4

The "Fly-quiet" program is a voluntary element of the Port of Seattle's noise abatement program at SEA. The FAA is not involved in its implementation or enforcement, and comments regarding this program should be direct to the Port of Seattle. See

<https://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/default.aspx>

Letter I-174

Tim Callahan

Page 2

Flights over 98144, 98118, & 98108

Sincerely,

Tim Callahan
3007 12th Ave S
Seattle, WA 98144

1-174

Page 2 of 2

Response to Comment 5

A public process, with meetings in south Seattle in order to find alternative routes for the “Class B” air traffic during north flow conditions is outside the scope of the purpose and need of this EA. However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 6

With regard to the impact of the proposed air traffic pattern associated with the Greener Skies project, the Greener Skies EA process included two initial scoping meetings and two final public meetings to elicit comments on the Draft EA. Members of the FAA’s Air Traffic Organization and Regional Office were in attendance at all four and available to answer questions and concerns regarding the project. Independent of the Greener Skies project, there is an effort underway, initiated by the FAA in connection with the Port of Seattle, to engage and inform the residents of 98144, 98101 and 98118 regarding the current air traffic to and from SEA.

Response to Comment 7

The proposed Greener Skies Project includes arrival flight procedures that any adequately-equipped aircraft and appropriately certified pilots can fly. Though no new departure procedures are included in the Proposed Action, FAA supports the broad use of Greener Skies as well as potential additional measures that Alaska or other airlines may propose to further improve the environment in communities surrounding SEA.

Response to Comment 8

The proposed Greener Skies project includes new flight procedures that, although they were designed to improve efficiency and safety of the airspace surrounding SEA, also provide minor net improvements in noise exposure levels for an estimated 150,000 to 180,000 residents in the greater Seattle area during the study years 2014, 2018 and 2023.

<https://webmail.greener skies sea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Noise abatement measures such as the departure procedure at John Wayne Airport are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Response to Comment 9

SEA's noise monitoring system was installed and is maintained by the Port of Seattle. Comments related to the number of noise monitors or their locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Response to Comment 10

Noise abatement measures such as restricted nighttime departures are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Response to Comment 11

The number of operations (an operation is a takeoff or a landing) per day or week can be determined by referring to Chapter 5 (Affected Environment), Table 5.2-2 dividing the annual operations by 365 or 52, respectively. Dividing them in half again gives the number of takeoffs OR landings. The number of operations in aircraft equipped to fly the proposed procedures are those listed as "w/RNAV". At present, FAA has no plan to force aircraft owners to convert their aircraft to full RNAV capability, though one of the more likely strategies under consideration is referred to as "best equipped, best served", which provides savings in time and fuel burn to those operators who have invested in new equipment. Existing procedures shown as thick blue lines in the figures in Chapter 4 will continue to be available for use by unequipped aircraft until such time as they are no longer needed.

Letter I-175

V Yamasaki

Page 1

Flight path rerouting over Beacon Hill

Flight path rerouting over Beacon Hill

From: vyamasaki@netzero.com

Sent: Fri, Sep 14, 2012 at 1:59 am

To: comments@greenerskiesea.com

1-175

Page 1 of 1

Beacon Hill has always gotten the brunt of airplane noise. I do not live on Beacon Hill, but visit often and am always amazed when a plane goes by overhead. It really is atrocious to have to live with the noise and pollution.

I live in the Columbia City/Lakewood area and attended several meetings a few years ago because the noise of the constant planes were almost becoming unbearable when trying to enjoy my yard outdoors. The noise from the planes also invaded my home in the evenings.

I started recording how many planes I heard over the course of a few evenings and was surprised to see how many there actually were. It was really beginning to drive me crazy. Fortunately following the meetings the situation improved. I am seriously concerned for the residents of Beacon Hill and the Columbia City to I-90 area. I do not want

the noise to return. I must not get worse, especially for the people of Beacon Hill.

53 Year Old Mom Looks 33

The Stunning Results of Her Wrinkle Trick Has Botox Doctors Worried

<http://thirdpartyoffers.netzero.net/TGL3241/5052f2c5515af72c57540st01duc>

Response to Comment 1

While there is the potential for some increase flights over Beacon Hill and Columbia City, please note that as described in Section 6.1 of the Final EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

<https://webmail.greenerskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Letter I-176

Val Thorson

Page 1

South Seattle air traffic

South Seattle air traffic

From: Val Thorson

Sent: Fri, Sep 14, 2012 at 7:25 am

To: comments@greenerskiesea.com

Cc: Evelyn Larsen

1-176

Page 1 of 1

The idea of sending more traffic over Beacon Hill and South Seattle is poorly conceived. I live in the saddle of Beacon Hill, and we currently get frequent air traffic directly overhead and sometimes fumes.

For those of us who were progressive enough to buy homes in the mixed income development New Rainier Vista, more air traffic will diminish the values of our homes. That is not my biggest worry, however.

Worse, this will add more adverse health impacts to a population that is stressed for resources as it is. This is America's most diverse population. Many people here are poor, perhaps refugees, and disadvantaged in many ways.

As one who is better off, it is my moral duty to step forward and say this is not fair. This part of Seattle gets the short end on many change initiatives because those doing the planning don't think people here matter or that they won't speak up. Wrong on both points.

You have held hearings in Ballard, a community that is already only marginally affected by SeaTac air traffic and stands to benefit from the proposed changes. You have held a hearing in Federal Way, which again is not affected by these changes AND is nearly impossible to reach by public transportation from South Seattle.

Please rethink your proposed changes. And PLEASE show the courage to hold a hearing in South Seattle at a time and place convenient to working people reliant upon public transportation.

Respectfully,
Valerie Thorson
A resident of 98108

Sent from my iPad

Response to Comment 1

While there is the potential for some increase flights over Beacon Hill, please note that as described in Section 6.1 of the Final EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). Furthermore, in accordance with the NEPA, this EA analyzed 18 categories of potential environmental impact, including environmental justice analysis. The analysis for all of the environmental impact categories showed that there is no significant impact as a result of the implementation of the Proposed Action in comparison with the No-Action (current situation).

The need for and purpose of designing Greener Skies is described in Chapter 3.

Response to Comment 2

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of these criteria.

Response to Comment 3

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

<https://webmail.greenskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Greener Skies EA
September 14, 2012

RECEIVED SEP 18 2012

Greener Skies comments:

I would like to express my strong concerns with the current "Greener Skies" Proposal and limited public review, and request answers to the following questions be included.

- 1 - The Proposal intends to have aircraft descend at a consistent level to Seatac rather than the current varying levels of altitude. What are the planned levels of altitude for aircraft at various levels in the region? Specifically what elevation will aircraft be over Vashon Island, near Alki Point, Duwamish Head, and Green Lake. What are the current typical altitudes for aircraft at these points today? The staff at the meeting were unable to answer these questions.
-Since the proposal appears to change the typical altitudes for aircraft flying over and adjacent to several neighborhoods, was this altitude change addressed in the Plan? What is the current data for aircraft altitudes and what is the proposed altitude changes for aircraft for the various neighborhood locations most impacted?
- 2 - The moderator stressed aircraft noise was a factor with this proposal and acknowledged several neighborhoods will hear an increase in noise as a result of this proposed change. He stated no noise contour maps were made but it was mentioned topography was considered. Given the format of the meeting, it was left unanswered what this meant? Topography in this region greatly affects the noise patterns. Many neighborhoods that are not directly under flight paths are still affected by aircraft noise due to the topography. Planners studying noise patterns have often only focused on maps showing the exact flight paths and have not considered topography. The plan identifies a portion of West Seattle will have an increase in noise based on its location but this was not further explained.
-Has the study considered how noise impacts the varying topography to Vashon Island, Alki, and the north and west sides of West Seattle? What information and data did the study use and consider in determine the increase in noise to West Seattle? Is this data available to the public for review and if so where?
- 3 - The moderator stated there would be a minor "imperceptible" increase in aircraft noise to those neighborhoods most affected. Is this based on the average noise level by all aircraft using the new flight paths rather than specific aircraft that exceed the maximum noise limits? Currently aircraft noise is spread out over a wide area. Now all the noise appears to be concentrated on certain neighborhoods.
-How many aircraft in these concentrated areas will there be with noise levels above 60db per day, based on current aircraft data?

Response to Comment 1

Aircraft altitudes now and as they would be on the new proposed RNP procedure over Elliott Bay are shown in Figure 6.10-2. It depicts a cross-section, or "gate", through the radar traces of existing traffic turning over the bay. In general, aircraft are currently spread across the water at altitudes ranging from 3,000 to 5,000 feet above sea level, though a few outliers are at altitudes from 2,000 to 6,000 feet. With implementation of Greener Skies, the proposed RNP procedure shown as a blue triangle will significantly reduce the dispersion of the radar traces in both height and breadth, most aircraft passing over the middle of the bay at approximately 4,000 feet. The altitude of the aircraft was taken into account when modeling the noise impact of the Proposed Action and No Action Alternative.

Response to Comment 2

Terrain was included in all noise calculations at every one of the almost 56,000 points within the study area. However, the NIRS model is only capable of utilizing the information to compute the distance between the observer on the ground and the aircraft in the air; it does not take into account any shielding due to intervening hills or buildings. The 1 arc second terrain data can be downloaded from the U.S. Geological Survey.

Several pairs of the point calculations in Table 6.1-2 were specifically selected for their locations in hilly areas to capture some representative examples of terrain effects; e.g., 4 and 5, 10 and 11, and 12, 13, and 14.

Response to Comment 3

As described in Section 6.1 of the Final EA, even though the flight paths are expected to be more concentrated with the implementation of the Proposed Action, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). Please note that the FAA and other Federal Agencies have established the

- 4 The plan will substantially increase the numbers/density of aircraft in specific areas.
-Has the study addressed the affects of the increased density and near continuous aircraft noise on people living in these areas?
- 5 A request was made to know when aircraft would be using the new routes during testing to determine their noise impact. The request was denied.
-Has the public been given the opportunity to hear the impact of the new flight paths and increased numbers/density of aircraft?
- 6 A draft report was prepared in 2007 for King County International Airport to determine the noise affects in diverting more aircraft to over Elliott Bay. The report was titled *BFI Runway 13R Localizer Directional Aid Analysis*. The conclusion was there would be an increase in noise to West Seattle if this proposal were enacted. The proposal was dropped.
-Was this KCIA draft report considered in the Proposal?
- 7 Aircraft using King County International Airport also use the airspace stated in the proposal. -How will aircraft using KCIA interact with the aircraft under this proposal? Will both airports be using the same flight paths? Was KCIA considered in the Greener Skies proposal and if so how? What is the total number of aircraft expected to be using these new routes, including aircraft using KCIA?
- 8 Late night north flow aircraft are currently diverted west out over Elliott Bay as a noise abatement solution for the east side communities. The diverted aircraft noise now often affects the west side communities.
-Will late night aircraft diverted to the west side be using the new Greener Skies route?
- 9 There was very little prior information available to the public on this proposal and how it will affect the communities. A request for information was made to the Seatac noise abatement office prior to the meeting but no information was given out. The locations and times for the public meetings severely limited the public input. The 2 locations, Ballard & Federal Way both have little impact or benefit from this proposal while the areas of greatest impact – Vashon Island, West Seattle, Beacon Hill, and North Seattle, were excluded.
-Why were the Ballard & Federal Way locations made rather than in locations most affected by the Proposal? A request is made to have additional public meetings in the areas most affected by the proposed changes.

DNL 65 dB³ as the threshold of significant noise impacts for all residential communities. It has been thoroughly documented that such a threshold provides a valid basis for comparing and assessing community noise effects while representing noise exposure level normally dominated by aircraft noise effects and no other community or nearby highway noise sources, across a range of communities. This DNL noise metric is the averaged Day-Night Level metric and is the only metric for which a criteria of significance has been assigned to by the FAA Order 1050.1E. Therefore, the question regarding the number of aircraft that would produce a maximum sound level at one of these points was not addressed in the EA.

Response to Comment 4

Yes. Chapter 6.1 investigated the changes in noise exposure as a result of the Proposed Action.

Response to Comment 5

To the extent that flight tests of the proposed new arrival routes were announced in an article appearing in the Seattle Times on June 10, 2012, the public was aware of the testing. However, because the tests were being carried out to check the usability of the procedures from both an Air Traffic Control and pilot’s perspective and also for possible review by the research team conducting their assessment of separation standards, no formal noise analysis of the tests was contemplated or conducted.

Response to Comment 6

The FAA is aware of the KCIA effort to site a Localizer Directional Aid (LDA) to help manage traffic at KCIA. The FAA was not involved in this effort and as the comment mentioned, the effort was never finalized.

The noise analysis in the EA was undertaken in accordance with FAA Order 1050.1E. Flights over Eliot Bay were already considered as part of the Proposed Action. As shown in Table 6.1-2 and Figure 6.1-17 for Point

³ For more information please go to the Federal Interagency Committee on Aviation Noise (FICAN) website: <http://www.fican.org>.

1-177

8 The format of the meetings limited both the information given to the public and the ability of the public to have their questions answered. The moderator was unclear on several points as he presented new information to many of the attendees however the moderator refused to answer these questions, deferring to have them answered by staff after his speech. I was not able to have my questions answered by the staff or have the chance to hear the questions and concerns from other members of the public.

-The format of the meeting severely limited the information to and from the public on the Greener Skies proposal and I do not believe there was a reasonable public review. Can there be additional meetings before the decision is made that allows the public to have their questions answered?

During the Ballard public meeting, several members of the public expressed their strong objection to the poor format of the meeting. The general feeling was the meeting was set up more for the study to be able to say the public had a chance to give their input rather than to seriously address the communities concerns. Having attended the meeting and talked to the staff, I agree. To date, the staff has not responded back to follow-up questions a week after the meeting and the very short deadline for final public input.

9 The Proposal does little to nothing to address the actual aircraft noise. There appears to have been no baseline study done to validate claims eliminating the "step down" procedure will have a noticeable noise change. Alaska Airlines and the FAA appear to be using this line as a false sales pitch to sell this proposal. Instead, the proposal appears to concentrate and dump the aircraft noise in to effectively a pipeline of aircraft flow on to specific neighborhoods, attempting to hide the noise pollution from the remaining public. Worse, Alaska Airlines and the FAA then attempt to place an environmental cause on this by calling it "Greener Skies". Until an honest attempt is made to address and decrease the true aircraft noise for everyone, this should instead be described as a green washing of noise pollution in the sky.

Another citizen against aircraft noise pollution.

7 at Duwamish Head in West Seattle – there is an estimated increase of 0.1 dB on an exposure level of 45 to 50 dB DNL. This change has been characterized in Section 6.1 of the EA as very minor and not likely to be noticed. It is also well below normal FAA criteria for reporting changes in noise level due to changes in flight procedures.

The procedures consisting of the Proposed Action were formulated such that they would not affect the current procedures in or out of KCIA. Therefore flights in and out of KCIA are independent of the Greener Skies procedures and not considered as part of the EA.

The annual numbers of aircraft operations expected to fly the proposed procedures in each of the study years examined are listed in Table 5.2-2 as being RNAV equipped. The percentage of appropriately-equipped aircraft in each study year increases from approximately 91% in 2012 to approximately 95% in 2023.

Response to Comment 7

The proposed Greener Skies procedures are only for arrivals from the southwest and north west corners and not from the east.

Response to Comment 8

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the Seattle –Tacoma International Airport (SEA) and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm. The notice regarding public meetings was publicized for three days in local newspapers and for one month on the website, GreenerSkiesEA.com

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the

most change in traffic as a result of the proposed new flight procedures. However, it should be noted that no community is expected to have a significant noise impact as a result of the Greener Skies procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria

The two public meetings held at Federal Way and Ballard were intended to facilitate the public's understanding of the proposed action and potential impacts. A large group of experienced and knowledgeable FAA and other industry professionals were available at each meeting to allow ample opportunity for one-on-one question and answer sessions, before and after a brief presentation describing the proposed procedures and resulting noise levels. The presentation was comprehensive showing present and proposed flight procedures separately for traffic arriving from the northwest and from the southwest for both north flow and south flow traffic. Changes in noise levels were shown to a high degree of precision - more than is normally disclosed and more than were necessary to state that there is no significant noise impact as a result of Greener Skies. The Federal Way presentation concluded with polite applause from the audience. The Ballard presentation was interrupted with questions on a number of occasions, only a few of which were answered in order to leave time for individual discussions with project experts but left some attendees frustrated with the meeting format. At both venues, many of the public took advantage of talking directly with FAA officials to get their questions answered and with the court reporter to express opinions.

The FAA does not intend to hold another public meeting in connection with the Greener Skies EA.

Response to Comment 9

The Purpose and Need of the Greener Skies Project, as described in Section 3 of the EA, is primarily to reduce flight times, level off segments and confliction points, all the while reducing the need for Air traffic personnel and pilot communication.

While some communities will experience greater air traffic thoroughfare as a result of the implementation of the Greener Skies, the noise analysis on these procedures shows that there will not be a significant noise impact on any community.

Letter I-178

Arthur Schile

Page 1

1-178

Response to Comment 1

This is a copy of the letter submitted by the North Beacon Hill Council Board. Please see responses to Letter O-4.

Arthur John Schile
2810 20th Ave. S
Seattle, WA 98144

arthur@cascadia.com.tw
(425) 753-5501

September 14, 2012

Dear Mr. Moses,

Over 60 concerned neighbors attended the North Beacon Hill Community Council meeting on September 11th. Our neighborhood consensus is that the recent 'Greener Skies' public outreach meetings didn't meet the needs of our community. (September 5, 2012, Federal Way Library and September 6, 2012 Ballard Branch Library)

The NBHC Board is concerned that the large populations of low-income, elderly, minority and other residents living within the 98144, 98118, and 98108 zip code areas did not have an opportunity to participate in the public process. Furthermore the meeting format made it nearly impossible to have questions answered in any kind of understandable or meaningful way.

We are requesting that you help hold the FAA accountable to:

- Hold meetings in Southeast Seattle within the 98144, 98118 and 98108 zip codes
- Offer translated outreach materials and simultaneous translation to at least four languages during the meeting
- Host meetings in a wheelchair accessible facility
- Conduct outreach by postal mail and other non-electronic methods of notification to all citizens impacted by this proposal

Southeast Seattle is affected by THREE airports; Boeing Field, Renton Airport, and Sea-Tac Airport. We are the MOST negatively affected community in the region. We need to have a better public process, with more outreach, and at a time and place which will ensure more community awareness and engagement in these important air traffic changes.

Thank you,

Arthur Schile

North Beacon Hill Council Board
2821 Beacon Ave. S.
Seattle, WA 98144

Letter I-179

Christine Cole

Page 1

1-179

Response to Comment 1

This is a copy of the letter submitted by the North Beacon Hill Council Board. Please see responses to Letter O-4.

Greener Skies EA
Augustin Moses, AIV-W2
Federal Aviation Administration
1601 Lind Avenue SW
Renton, WA 98057

RECEIVED SEP 18 2012

Dear Greener Skies EA:

Over 60 concerned neighbors attended the North Beacon Hill Community Council meeting on September 11th. Our neighborhood consensus is that the recent 'Greener Skies' public outreach meetings didn't meet the needs of our community (September 5, 2012, Federal Way Library and September 6, 2012, Ballard Branch Library).

The NBHC Board is concerned that the large populations of low-income, elderly, minority and other residents living within the 98144, 98118, and 98106 zip code areas did not have an opportunity to participate in the public process. Furthermore the meeting format made it nearly impossible to have questions answered in any kind of understandable or meaningful way.

We are requesting that you help hold the FAA accountable to:

- Hold meetings in Southeast Seattle within the 98144, 98118 and 98106 zip codes
- Offer translated outreach materials and simultaneous translation to at least four languages during the meeting
- Host meetings in a wheelchair accessible facility
- Conduct outreach by postal mail and other non-electronic methods of notification to all citizens impacted by this proposal

Southeast Seattle is affected by THREE airports; Boeing Field, Renton Airport, and Sea-Tac Airport. We are the MOST negatively affected community in the region. We need to have a better public process, with more outreach, and at a time and place which will ensure more community awareness and engagement in these important air traffic changes.

Thank you,



Christine Cole
2505 14th Avenue South #233
Seattle, WA 98144

1-180

RECEIVED SEP 18 2012

Sept 14, 2012

To Augustin Moses, AJV-W2, or FAA Representative for Greener Skies EA:

1 My husband and I live in the Beacon Hill neighborhood north of SeaTac airport, and we are concerned about proposed FAA initiatives that will be affecting our community. The FAA has recently held two meetings to reach out to Seattle neighborhoods and share information about the changes, but unfortunately these meetings were not held in locations that allowed for easy access by the South Seattle citizens who will be most negatively impacted by the proposed changes.

2 I understand the comment period for Greener Skies is supposed to end today, Sept 14, 2012, but I hope that period can be lengthened so that South Seattle has a chance to hear the details and give feedback. I am interested in learning the facts about Greener Skies and any other proposed air traffic changes that will affect my neighborhood: Will air traffic be ramping up in my neighborhood, will Greener Skies increase noise in this corridor, how is Greener Skies different from the current SeaTac approach, how will it be enforced (if planes are supposed to glide and not lower landing gear until the airport perimeter, what happens when we see landing gear down on a regular basis). I would like to know that noise-monitoring stations are being placed under the current and proposed flight paths to catalogue data for accurate comparison, and I would like to know when we can expect these changes to begin to occur.

3 This summer, we have already noticed a marked increase in air traffic noise and a narrowing of the take-off and landing corridors. I am not sure if this is part of the Greener Skies initiative or some other change to SeaTac's operations, but we are very concerned that Greener Skies will increase this noise pollution even further.

I have included a form letter from the North Beacon Hill Community Council that addresses our concerns as well. Thanks for your consideration.

Jodi Plasterer & John R. Remington
2317 15th Ave S Unit C
Seattle, WA 98144

4 Over 60 concerned neighbors attended the North Beacon Hill Community Council meeting on September 11th. Our neighborhood consensus is that the recent 'Greener Skies' public outreach meetings did not meet the needs of our community. (September 5, 2012, Federal Way Library and September 6, 2012 Ballard Branch Library). The NBHC Board is concerned that the residents living within the 98144, 98118, and 98108 zip code areas did not have an opportunity to participate in the public process. Furthermore the meeting format made it nearly impossible to have questions answered in any kind of understandable or meaningful way.

We are requesting that you help hold the FAA accountable to:
· Hold meetings in Southeast Seattle within the 98144, 98118 and 98108 zip codes
· Conduct outreach by postal mail and other non-electronic methods of notification to all citizens impacted by this proposal

Southeast Seattle is affected by THREE airports; Boeing Field, Renton Airport, and Sea-Tac Airport. We are the MOST negatively affected community in the region. We need to have a better public process, with more outreach, and at a time and place which will ensure more community awareness and engagement in these important air traffic changes.

Thank you,
North Beacon Hill Council Board
2821 Beacon Ave. S.
Seattle, WA 98144

Response to Comment 1

During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the Seattle –Tacoma International Airport (SEA) and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm. Furthermore, the public was given sufficient information on the locations of the public meetings in order to attend those meetings. The notice regarding public meetings was publicized for three days in local newspapers and for one month on their website, GreenerSkiesEA.com.

Response to Comment 2

Although the public comment period ended on September 14, 2012, the EA remains available for public informational purposes, and addresses many of these questions. In particular, the document discusses the forecast growth in operations whether or not the proposed arrival procedures are implemented and also differences between current and proposed procedures .

The commenter is, however, incorrect in stating that aircraft are not supposed to lower their landing gear until crossing the airport perimeter. Were that true, aircraft would only have a few seconds to get the gear down and locked, the aircraft stabilized, and land. The condition would be extremely unsafe. Also no noise monitoring stations will be installed in connection with the Proposed Action.

Response to Comment 3

Testing of Greener Skies approach procedures occurred from June 11, 2012 through August 2, 2012, and included approximately 2,000 flights. Increases in noise experienced during this time frame may have been

Letter I-180

Joni Plasterer/John Remington

Page 2

related to the testing, but also would have involved a number of other issues, including the flow of air traffic, meteorological conditions, and increased time spent outdoors or with window open.

Response to Comment 4

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Letter I-181

Erik Prestegaard

Page 1

1-181

----- Forwarded by Augustin Moses/ANM/FAA on 09/21/2012 08:32 AM -----

From: EPre@aol.com

To: Augustin Moses/ANM/FAA@FAA

Date: 09/21/2012 08:04 AM

Subject: Greener Skies questions

Mr. Moses,

1 [I spoke with you at the Greener Skies meeting in Ballard on September 6th requesting information on the flight paths to Seatac. I am interested in an explanation specifically for those aircraft arriving from the southern approaches. Could you explain the process as to why aircraft approach Seatac from the southwest or the southeast? It was mentioned the process was a fairly random decision and set by the individual flights, however data from Seatac indicate there is a very set procedure resulting in diverting 2/3 of all aircraft from the south to the southwest post and the remaining 1/3 of aircraft from the south diverted to the southeast approach.

2 [Could you also address the proposed altitudes of the aircraft approaching Seatac under the Greener Skies proposal at various locations and how the impact the noise will be to West Seattle. If this was addressed in previous studies, could you address this in specific detail and also send me a link to the complete study on the Greener Skies proposal where this was reviewed.

Response to Comment 1

A prior Record of Decision (from 20+ years ago) was the framework for establishing the current four corner post system for air traffic flow into the Seattle Terminal area. The current Olympia (OLM), CHINS, GLASR, and JAWBN Standard Terminal Arrivals (STAR) were established to guide aircraft into the Seattle area in a safe, organized, and orderly flow. This increases safety for the flying public and reduces pilot/controller workload. FAA does not require use of a STAR; however, it is preferred as it provides a standard, preplanned route of flight, is easy for pilots to read and understand, and reduces confusion and thus increases safety. There are also departure "gates" where aircraft are directed, depending on their destination. Keeping the departure aircraft segregated, to the extent possible, from the arrival aircraft greatly increases safety.

For arrivals coming into the area from the two southern cornerposts (OLYMPIA from the southwest and CHINS from the southeast), there is a departure gate between them directly to the south. Hence arrival traffic does not normally come in from that direction because that would put a descending aircraft into the face of a departing aircraft. The three most commonly used arrivals are the OLM, CHINS and GLASR. The CHINS and GLASR arrivals are normally used by traffic from the Midwest and East Coast. Most of the traffic routed over OLM is coming from other West Coast airports, including Hawaii, and is the most commonly used.

Response to Comment 2

Aircraft altitudes now and as they would be on the new proposed RNP procedure over Elliott Bay are shown in Figure 6.10-2. It depicts a cross-section, or "gate", through the radar traces of existing traffic turning over the bay. In general, aircraft are currently spread across the water at altitudes ranging from 3,000 to 5,000 feet above sea level, though a few outliers are at altitudes from 2,000 to 6,000 feet. With implementation of Greener Skies, the proposed RNP procedure shown as a blue triangle

Letter I-181

Erik Prestegaard

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3 I am requesting an additional public meeting as there were a number of questions that did not get answered at the Ballard meeting.

Thank you
Erik Prestegaard

will significantly reduce the dispersion of the radar traces in both height and breadth, most aircraft passing over the middle of the bay at approximately 4,000 feet. The full document is available for review at www.greener skies sea.com

Response to Comment 3

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period.

Letter I-182

Alan Puckett

Page 1

comments from Seattle

comments from Seattle

From: Alan Puckett

Sent: Sat, Sep 15, 2012 at 11:11 am

To: comments@greener skiesea.com

Cc: Lisa

1-182

Page 1 of 1

The Greener Skies plan should not be approved or implemented until:

- 1 --The FAA and the Port of Seattle conduct a more detailed analysis of the impacts of any changes affecting the Beacon Hill, Georgetown, and South Park, and South Seattle communities.
- 2 --The FAA and the Port of Seattle conduct more outreach and engagement to the large and diverse population of communities located in 98144, 98118, and 98108, and hold meetings at convenient locations, in languages appropriate to address our diverse community.
- 3 --The FAA and the Port of Seattle Install a complete array of ten or more on-ground noise monitoring stations in South Park and along Beacon Hill and Rainier Valley to record and provide verifiable hard data on actual noise levels.

Sincerely,

Alan Puckett
730 S Concord St
Seattle, WA 98108
206-763-3403

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Response Comment 1

Section 6.1 of the Draft EA details the noise increase over the Beacon Hill and South Seattle communities as a result of the proposed action and shows that any noise increase is well below the criteria for significance.

Response to Comment 2

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. During this EA process, the FAA has been diligent in providing the public with ample opportunities for review and comment. The FAA had two scoping meetings, one to the South of the Seattle –Tacoma International Airport (SEA) and one to the North of SEA, held on January 25th and January 26, 2012, respectively. As you know, there were also two Public meetings on the Draft EA for the Greener Skies Project. The first was held on September 5th at the Federal Way Regional Library and September 6th at the Seattle Ballard Branch Library. Both meetings were from 6 to 7:30 pm.

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public

comment period was opened on August 7, 2012, upon issuance of the Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guidance in EO 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

Response to Comment 3

SEA's noise monitoring system was installed and is maintained by the Port of Seattle and is outside of the scope of this EA. Comments related to noise monitor locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Letter I-183

Erik Stanford

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Thank you Mayor McGinn for your continued community advocacy with addressing FAA 'Greener Skie... Page 1 of 2

Thank you Mayor McGinn for your continued community advocacy with addressing FAA 'Greener Skies' and 'FAR Part 150' programs

From: erik stanford

Sent: Sat, Sep 15, 2012 at 2:21 pm

To: Mayor Mike McGinn

Cc: Adam Kline, Chas Redmond, Darryl Smith, Eric Pettigrew, Greener Skies EA, Mayor Mike McGinn, Office of Inspector General, Pete Mills, Port of Seattle Noise Abatement, Puget Sound Air Pollution Control Agency, Rick Olson - Puget Sound Regional Council, Bruce Harrell, Jean Godden, Mike O'Brien, Nick Lacata, Richard Conlin, Sally Bagshaw, Sally Clark, Tim Burgess, Tom Rasmussen, Sharon Tomiko Santos , Vu Le, Alexis Gallegos, almac001@hotmail.com, almanmf@gmail.com, altech@nickpapini.com, ana.gervassi@sbri.org, Ann Murray, Anne Marie Harrington, anneh@cablespeed.com, anyung77@gmail.com, beaconhillguido@yahoo.com, benjamin_babcock@hotmail.com, bernie@sightlife.org, bkirk@sccd.ctc.edu, candace@candace.ca, clayton3120@cablespeed.com, cmlk69@yahoo.com, cosborne@msn.com, danacgerry@yahoo.com, daniel_dole@hotmail.com, Doug Cargill, dougch123@aol.com, Dulcie Claassen, dylew@hotmail.com, edsantiago_sea@yahoo.com, emilyshanti@gmail.com, Emma Bartholomew, Erik Stanford , gemindtc@gmail.com, Heather Cabal, heather@derosierdesign.com, hilowstunts@cablespeed.com, hogan11@yahoo.com, hphowell7@gmail.com, ianisaiah@gmail.com, Jan Gerry, Jay Taylor , jbo206@gmail.com, jd@jenniferdaydesign.com, Jeannie O'Brien, Jenny Zwick, jessica.mcdowell@gmail.com, john.brecher@gmail.com, jraymond@seattleschools.org, judedw@comcast.com, Judi Johnson, Kate Plautz, kaylew@hotmail.com, kbarker@ci.bellevue.wa.us, kokirkpatrick@gmail.com, ksprute@msn.com, lisasholley@gmail.com, lorraine.barnes@gmail.com, Mariana Quarnstrom, marilyn@nickpapini.com, martin@gehmacher.net, mcbagley@gmail.com, me@dandean.com, Melissa Jonas, mhittus@hotmail.com, michelle.barton@cablespeed.com, Mike McDowell, Milton Schullian, mmcintyre@gmail.com, mralkows@aol.com, nick@nickpapini.com, norm@njpouliot.com, Pat Murakami, phunter155@aol.com, Ray Akers, Rob Gifford, Robert Bismuth, robinmazna@hotmail.com, Roseanne Lorenzana, Sharon Taylor, steveryanpratt@yahoo.com, suthhoff@msn.com, syocum2908@hotmail.com, Tamra Smilanich, Ted Grimes, Tina Ray, tjsherwood@gmail.com, Virginia Calvin , waingold@yahoo.com, wildcrane@mac.com, Alexis Gallegos, Bill Davis, Carl Hightower, Christi Muoneke, Debra Haraldson, Doug Cargill, Eric Yamada, Erik Stanford, Friend, Grover Haynes, Jeannie O'Brien, Kelvin Tran, Mariana Quarnstrom, Nancy Wagner, Nhan Thai, Pat Murakami, Patricia Paschal, Peter Holmes, Peter Steinbrueck, Ray Akers, Rhonda Smith, Ron Momoda, Sarah Stanford, Shari Briggs, Sheri Day, Sue Harambe , Susan Pichereau, Tamra Smilanich, Ted Grimes, Thomas Acker, Vay & Lam Lay, Yalonda Gill Masundire, Al Johnson , Bev Powers , Brian Fairchild , Cary Calkins , Charles Fulcher , Cherie Hasson , Claire Newman, Debbie Heard , Dolly Tokunaga , Dorothy Driver , E.J. Gong , Elise Vaughn Liska, Eric Uyeji , Erik Stanford , Freda Leomiti, Heather Omalley, Jeff Wolfe, Joe Easterday , Ken Nicholas , Laurie Samuelsen , Leslie Lowe, Monique Harris Jones, Nick Chicka, Raymond Butler, Rhonda Smith, Sabranie Coyne , Samson Asfaw , Serena Heslop, Steven Gorecki, Steven Sterling, Steven Wayne, Sue Harambe , Susan Davidson, Susi Burdick, Ted Dietz , Virginia Calvin , Warren Farmer

Mayor McGinn,

Thank you very much for supporting our communities in the ongoing issues with the FAA and Port of Seattle!

[Mayor asks FAA for more comment time, south end meeting](#)
[Council](#) [West Seattle Blog](#) [West Seattle Herald](#) [North Beacon Hill](#)
[Ballard News-Tribune](#)
[Video Presentation in Ballard](#)

<https://webmail.greenerkiese.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

This comment was copied to the Greener Skies comment email and therefore is included.

Letter I-183

Erik Stanford

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Thank you Mayor McGinn for your continued community advocacy with addressing FAA 'Greener Skie... Page 2 of 2

The FAA and the Port of Seattle are in the final stages of completing a new [FAR Part 150 Noise Study for the Sea-Tac Airport](#), without engaging the communities of the Rainier Valley and Beacon Hill in any meaningful way. There has been no community outreach, to date. It is evident that this is just the beginning of an even bigger battle for an effective public participation process with the FAA's "Greener Skies" and "FAR Part 150" programs. Your continued advocacy will be an important part of our success.

The FAA has not fully considered the cumulative impacts of the THREE airports which affect the Beacon Hill neighborhood and other neighborhoods in SE Seattle, environmental justice issues, and the protection of children's health from the harmful effects of air traffic noise and jet fuel by-products. As you know, the Rainier Valley & Beacon Hill contain the city's largest populations of children, the elderly, disabled persons, and people of color. Sea-Tac air traffic poses the greatest threat to the health, well-being, and quality of life for residents. We must have proper FAA outreach by e-mail, direct mail, and other non-electronic methods of notification to all citizens impacted by these proposals and have public meetings held in a format in which our questions and concerns can be answered in understandable and meaningful ways.

Our request of you, under the Race & Social Justice Initiative: Demand the installation of at least 10 new noise monitors in the Rainier Valley & Beacon Hill. The only way we will ever have verifiable hard data to document the real environmental and health impacts is to have an array of noise monitoring stations (at *least* 10 more) installed by the FAA and Port of Seattle on Beacon Hill and the Rainier Valley, including equipment to measure levels of toxins which are by-products of burned jet fuel as jets pass over our neighborhoods.

Thank you, in advance, for your support.

Sincerely,

Erik Stanford
Beacon Hill Resident

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Letter I-184

Heidi Raykeil

Page 1

Concerns

Concerns

From: Heidi Raykeil

Sent: Sat, Sep 15, 2012 at 2:33 pm

To: comments@greener skiesea.com

1- [As someone who lives in South Park, Seattle, I fear that this will mean more air traffic - and the noise and air pollution that comes with it- and less for the more affluent north end neighborhoods. How much greener will it be for us here? Or just for north end folks? Please do not let us suffer for the greater greener good- we already have many environmental issues other communities don't have to deal with.

Thanks,
Heidi Raykeil
1010 s Thistle st
Seattle, WA 98108
206-767-2432

Sent from my iPhone

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Page 1 of 1

Response Comment 1

While the Greener Skies Project is expected to cause some small increases in noise exposure to the north of SEA, including areas of South Park, please note that as described in Section 6.1 of the Final EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Letter I-185

Jeff McGrath

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Page 1 of 2

Re: FAA / GREENER SKIES

Re: FAA / GREENER SKIES

From: Jeff

Sent: Sat, Sep 15, 2012 at 8:10 am

To: comments@greenerskiesea.com

Cc: Sen. Adam Kline, CRedmond@mac.com, Darryl.Smith@seattle.gov, eric.pettigrew@leg.wa.gov, mike.mcinn@seattle.gov, pete.mills@mail.house.gov, Bruce.Harrell@seattle.gov, Jean.Godden@seattle.gov, Mike.O'Brien@seattle.gov, Nick Licata, richard.conlin@seattle.gov, Sally.Bagshaw@seattle.gov, Sally.Clark@seattle.gov, Tim.Burgess@seattle.gov, Tom.Rasmussen@seattle.gov, santos.sharon@leg.wa.gov, Vu.Le@vfaseattle.org

My name is Jeff McGrath and I would like this email comment to be added to the public record.

Dear FAA / Greener Skies ,

1- My community needs your help. The FAA has let us down, again. The recent 'Greener Skies' public outreach meetings were located too far away from my community – one in Federal Way and one in Ballard, but the weight of the proposed flight path changes will fall upon my community. I am concerned that the large populations of low-income, elderly, minority and other residents living within the 98144, 98118, and 98108 zip code areas did not have an opportunity to participate in the public process. Furthermore the highly flawed meeting format made it nearly impossible to have questions answered in any kind of understandable or meaningful way.

It is clear that Beacon Hill and SE Seattle communities will be negatively impacted, yet we were denied a meeting. We need your help with extending the 9/14/12 public comment period deadline and stopping the implementation of the FAA "Greener Skies" plan until our community has been properly engaged by the FAA and the impacts of the plan on human health, noise levels, child development, and the environment are clearly explained.

2- Presently, those of us that are engaged do not understand the actual impacts of 'Greener Skies' and the FAA meetings raised the question of what the FAA, Port of Seattle, and Alaska Airlines are hiding from us. No actual noise studies have been conducted, and the FAA is using modeling and assumptions about noise impacts. What practical assurances and safeguards do we have that the mathematical calculations used to predict noise levels are accurate, and what recourse do we have as a community if and when the new plan is not tolerable?

3- SE Seattle is impacted by THREE airfields, Renton Airfield, Boeing Field, and Sea-Tac International Airport. SE Seattle has a total of TWO noise monitors for Sea-Tac air traffic. Other noise-affected communities have at least four noise monitoring stations. There are just TWO air traffic noise monitors in SE Seattle. There is ONE noise monitor at the reservoir on the top of Beacon Hill. The Beacon Hill noise monitor is 12 miles from Sea-Tac. There is ONE noise monitor at Brighton Playfield in the Rainier Valley. Brighton Playfield is 11.3 miles from Sea-Tac. In contrast, Federal Way has FOUR noise monitors and it is located 15.9 miles from Sea-Tac. If Beacon Hill and SE Seattle have inadequate noise monitor coverage, we have no empirical way to assess actual noise levels and, if necessary, take steps to address and correct them.

4- The Greener Skies plan should not be approved or implemented until:

- FAA and the Port of Seattle conduct a more detailed analysis of the impacts of any changes affecting the Beacon Hill and South Seattle communities.

5-

- FAA and the Port of Seattle conduct more outreach and engagement to the large and diverse population of communities located in 98144, 98118, and 98108 – and hold meetings at convenient locations, in languages appropriate to address our diverse community.

6-

- Install a complete array of ten or more on-ground noise monitoring stations along Beacon Hill and Rainier Valley to record and provide verifiable hard data on actual noise levels.

<https://webmail.greenerskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Response to Comment 1

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of these criteria.

The two public meetings held at Federal Way and Ballard were intended to facilitate the public's understanding of the proposed action and potential impacts. A large group of experienced and knowledgeable FAA and other industry professionals were available at each meeting to allow ample opportunity for one-on-one question and answer sessions, before and after a brief presentation describing the proposed procedures and resulting noise levels. The presentation was comprehensive showing present and proposed flight procedures separately for traffic arriving from the northwest and from the southwest for both north flow and south flow traffic. Changes in noise levels were shown to a high degree of precision.

In accordance with the NEPA, this EA analyzed the impact of the Proposed Action in comparison with the No-Action (current situation), including noise levels, socioeconomic impacts, environmental justice and children's environmental health and safety. This analysis is contained in Chapter 6 of the EA and shows that there will be no significant impact in any environmental impact category, in any area. However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and have initiated a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 2

As detailed in Section 6.1 of the EA, detailed noise analyses, in accordance with the FAA Order 1050.1E, were conducted as part of the EA process. This noise analyses were done using the FAA-approved NIRS noise model. If, after implementation of the proposed procedures,

residents wish to know how actual results compare with those presented here, one option is to request that the Port of Seattle consider a review of noise and flight track information collected from the SEA noise monitoring system.

Response to Comment 3

The Port of Seattle is responsible for noise monitor locations. This information is available online at:

<http://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/Aircraft-Monitoring-System.aspx>.

Response Comment 4

Section 6.1 of the Draft EA details the noise increase over the Beacon Hill and South Seattle communities as a result of the proposed action and shows that any noise increase is well below the criteria for significance.

Response to Comment 5

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of the stated criteria.

Announcements of the availability of the Draft EA, the public comment period and public meetings occurred through public notices in the region's general circulation newspaper, the Seattle Times, a press release and the project website. The public notice was published in the Seattle Times on August 7, 8 and 9, 2012 and ran on the Seattle Times' website from August 7, 2012 through August 13, 2012 inclusive. The public comment period was opened on August 7, 2012, upon issuance of the

Draft EA, and closed on September 14, 2012 at midnight for a total of thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

An environmental justice analysis was prepared for the Draft EA in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guidance in EO 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 6

SEA's noise monitoring system was installed and is maintained by the Port of Seattle and is outside of the scope of this EA. Comments related to noise monitor locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Letter I-186

Jon Negowski

Page 1

other options

other options

From: Jonathan Negowski

Sent: Sat, Sep 15, 2012 at 2:39 pm

To: comments@greenskiesea.com

Hello,

I live in the Columbia City neighborhood in Seattle and recently became aware of the greener skies environmental assessment. This program sounds like a good idea for the northern parts of Seattle but a very bad idea for the southern parts of Seattle. My house is already in the flight patterns for large amounts of planes but if this initiative goes through my house will constantly be under planes making it difficult for my wife, our new son (3 months) and myself to enjoy the outside. Are there any other options that would spread out the noise and not add to the number of planes flying over my house.

Thank you for your time in reading this,

Jon Negowski

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Response to Comment 1

While there is the potential for some increase flights over Columbia City, please note that as described in Section 6.1 of the Final EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

It should be noted that as part of the EA process, a range of alternative procedures, including routing, were considered. As detailed in Section 4 of the EA, the alternative procedures evolved from a preliminary identification of measures aimed at reducing flight times, level off segments and confliction points. Ultimately, this screening and evaluation of individual proposal resulted in the elimination of measures found to be ineffective while those found to be effective and viable collectively became the Proposed Action.

<https://webmail.greenskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Letter I-187

Susan Crane/Terry Etapa

Page 1

Jet Noise

Jet Noise
From: Suzie
Sent: Sat, Sep 15, 2012 at 12:02 am
To: comments@greenerskiesea.com

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Page 1 of 2

To: The Federal Aviation Administration, Alaska Airlines and The Port of Seattle
From: **Susan Crane and Terry Etapa**
Re: Flights over 98144, 98118, & 98108
Date: September 11, 2012

Southeast Seattle has approximately 80,000 residents. The community contains the city's largest populations of children, the elderly, disabled persons, and people of color.

Southeast Seattle is impacted by THREE airports; Renton Airport, Boeing Field, and Sea-Tac Airport. Of these, Sea-Tac air traffic poses the greatest threat to the health, well-being, and quality of life for residents.

As a resident living in the 98144 zip code area, We are hereby requesting the following:

- 1 [] · Fewer Sea-Tac over-flights in our neighborhoods, and more equitable distribution of departing air traffic.
- 2 [] · Stricter enforcement of "Fly-quiet" operations for departing Sea-Tac air traffic under north flow conditions.
- 3 [] · A public process, with meetings located within the 98144, 98118 & 98108 zip codes, to seek alternative routes for "Class B" air traffic under north flow conditions.
- 4 [] · More FAA engagement with residents of 98144, 98118 & 98108 to address impacts of air traffic patterns.
- 5 [] · Support of Alaska Airlines to protect our communities from greater noise & health impacts from Alaska Airlines departures.
- 6 [] · Action steps to develop a new noise abatement air traffic plan as implemented at John Wayne Airport in Orange County, California.
- 7 [] · Installation of 10 permanent noise monitoring stations within 98144, 98118 & 98108.
- 8 [] · Restricted departures between 10:00 PM & 7:00 AM.

Please add this request to the public record.

Thank you,

Susan Crane and Terry Etapa **2800 12th Ave. S.** **Seattle,**
WA 98144

Response to Comment 1

The proposed Greener Skies Project would only affect arrival routes coming into the Seattle airspace from the northwest and southwest, and does not change departing air traffic routes or volumes at all. Also, Section 6.1 of the EA for the proposed Greener Skies project indicates there is no significant noise impact as a result of the proposed new arrival procedures. In other words this project will not significantly change the noise of overflights into or out of SEA.

Response to Comment 2

The "Fly-quiet" program is a voluntary element of the Port of Seattle's noise abatement program at SEA. The FAA is not involved in its implementation or enforcement, and comments regarding this program should be direct to the Port of Seattle. See

<https://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/default.aspx>

Response to Comment 3

A public process, with meetings in south Seattle in order to find alternative routes for the "Class B" air traffic during north flow conditions is outside the scope of the purpose and need of this EA. However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

The Purpose and Need of the Greener Skies project was to seek more optimized routes for air traffic arriving to SEA from the northwest and southwest. To that end, the public involvement process for the Greener Skies project was undertaken in accordance with NEPA regulations.

Response to Comment 4

With regard to the impact of the proposed air traffic pattern associated with the Greener Skies project, the Greener Skies EA process included two initial scoping meetings and two final public meetings to elicit comments on the Draft EA. Members of the FAA's Air Traffic

<https://webmail.greenerskiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=4da90f0544696e79fa0...> 9/15/2012

Letter I-187

Susan Crane/Terry Etapa

Page 2

Jet Noise

Sent from my iPhone, please excuse any typos

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Organization and Regional Office were in attendance at all four and available to answer questions and concerns regarding the project. Independent of the Greener Skies project, there is an effort underway, initiated by the FAA in connection with the Port of Seattle, to engage and inform the residents of 98144, 98101 and 98118 regarding the current air traffic to and from SEA.

Response to Comment 5

The proposed Greener Skies Project includes arrival flight procedures that any adequately-equipped aircraft and appropriately certified pilots can fly. Though no new departure procedures are included in the Proposed Action, FAA supports the broad use of Greener Skies as well as potential additional measures that Alaska or other airlines may propose to further improve the environment in communities surrounding SEA.

Response to Comment 6

The proposed Greener Skies project includes new flight procedures that, although they were designed to improve efficiency and safety of the airspace surrounding SEA, also provide minor net improvements in noise exposure levels for an estimated 150,000 to 180,000 residents in the greater Seattle area during the study years 2014, 2018 and 2023. Noise abatement measures such as the departure procedure at John Wayne Airport are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Response to Comment 7

SEA's noise monitoring system was installed and is maintained by the Port of Seattle. Comments related to the number of noise monitors or their locations should be provided to the Port of Seattle for SEA and/or King County for Boeing Field (BFI).

Response to Comment 8

Noise abatement measures such as restricted nighttime departures are not within the purview of the Greener Skies EA and are more appropriately addressed through the Port of Seattle's Part 150 noise compatibility study.

Letter I-188

Elizabeth Cook

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Greener Skies

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Page 1 of 1

Greener Skies

From: Elizabeth Cook

Sent: Sun, Sep 16, 2012 at 7:29 pm

To: comments@greener skiesea.com

Cc: adam.kline@leg.wa.gov, CRedmond@mac.com, Darryl.Smith@seattle.gov, eric.pettigrew@leg.wa.gov, mike.mcjinn@seattle.gov, pete.mills@mail.house.gov, Bruce.Harrell@seattle.gov, Jean.Godden@seattle.gov, Mike.O'Brien@seattle.gov, Nick.Licata@seattle.gov, richard.conlin@seattle.gov, Sally.Bagshaw@seattle.gov, Sally.Clark@seattle.gov, Tim.Burgess@seattle.gov, Tom.Rasmussen@seattle.gov, santos.sharon@leg.wa.gov, Vu.Le@vfasattle.org

1 I am a resident in the 98144 zip code. I was appalled to learn that there is serious consideration to altering flight paths to/from Seatac airport, which would condense the traffic over the Beacon Hill neighborhood of Seattle. There is already a disproportionate amount of air traffic and noise over Beacon Hill, considering the numerous flights through Seatac, Boeing Field, and the Renton airport. We need more air traffic noise monitoring and REDUCTION in flights.

An opportunity for public discussion on this has not been made convenient to residents in my community, and we need a chance to be heard. Please do not allow more flights over here!

--

Elizabeth Cook
ecookmd@gmail.com

Response to Comment 1

While there is the potential for some increase flights over Columbia City, please note that as described in Section 6.1 of the Final EA, there is no significant noise impact as a result of the Proposed Action in comparison with the No-Action (current situation). That analysis actually shows that there will be no significant noise impact on any community as a result of the implementation of the Proposed Action.

However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

<http://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=429db0...> 9/18/2012

September 14, 2012

Greener Skies EA
Augustin Moses, AJV-W2
Federal Aviation Administration
1601 Lind Avenue SW
Renton, WA 98057

RECEIVED SEP 18 2012

Dear Mr. Moses:

I attended the North Beacon Hill Community Council meeting on September 11th. Our neighborhood consensus is that the recent 'Greener Skies' public outreach meetings didn't meet the needs of our community. (September 5, 2012, Federal Way Library and September 6, 2012 Ballard Branch Library)

1 I am concerned that the large populations of low-income, elderly, minority and other residents living within the 98144, 98118, and 98108 zip code areas did not have an opportunity to participate in the public process. Furthermore the meeting format made it nearly impossible to have questions answered in any kind of understandable or meaningful way.

I am requesting that you help hold the FAA accountable to:

- 2 • Hold meetings in Southeast Seattle within the 98144, 98118 and 98108 zip codes
- 3 • Offer translated outreach materials and simultaneous translation to at least four languages during the meeting
- 4 • Host meetings in a wheelchair accessible facility
- 5 • Conduct outreach by postal mail and other non-electronic methods of notification to all citizens impacted by this proposal

6 Southeast Seattle is affected by THREE airports; Boeing Field, Renton Airport, and Sea-Tac Airport. We are the MOST negatively affected community in the region. We need to have a better public process, with more outreach, and at a time and place which will ensure more community awareness and engagement in these important air traffic changes.

From what I can determine, there are huge health and safety impacts to our neighborhood and residents have not been given sufficient opportunity to participate in the process for something which will significantly affect this community.

Susan Sanders

206-322-4775

1143 Sturgis Avenue S, Seattle, WA 98144

susan@soldbysusan.com

Response to Comment 1

The Greener Skies Draft EA public meeting locations were selected in areas relatively near SEA that were identified as likely to experience the most change in traffic as a result of the proposed new flight procedures. To assure accessibility by interested parties, potential meeting locations were identified based on size, access from transit routes, conformance with the Americans with Disabilities Act and availability on selected dates. The selected locations met all of these criteria.

The two public meetings held at Federal Way and Ballard were intended to facilitate the public's understanding of the proposed action and potential impacts. A large group of experienced and knowledgeable FAA and other industry professionals were available at each meeting to allow ample opportunity for one-on-one question and answer sessions, before and after a brief presentation describing the proposed procedures and resulting noise levels. The presentation was comprehensive showing present and proposed flight procedures separately for traffic arriving from the northwest and from the southwest for both north flow and south flow traffic. Changes in noise levels were shown to a high degree of precision. In accordance with the NEPA, this EA analyzed the impact of the Proposed Action in comparison with the No-Action (current situation), including noise levels, socioeconomic impacts, environmental justice and children's environmental health and safety. This analysis is contained in Chapter 6 of the EA and shows that there will be no significant impact in any environmental impact categories, in any area. However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and have initiated a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 2-5

The FAA respectfully declined the request to hold an additional public meeting or to extend the comment period given that there was appropriate notice for the two scheduled Greener Skies Draft EA meetings and a longer-than-average comment period. Furthermore, an environmental justice analysis was prepared for the Draft EA in accordance with Executive Order (EO) 12898, *Federal Actions to Address*

Letter I-189

Susan Sanders

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Environmental Justice in Minority and Low-income Populations, and is included in Section 6.6 of the EA. No disproportionate impacts to minority or low income populations were identified. Given this finding, according to Council on Environmental Quality guideline in EA 12898, the FAA has no obligation to make a statement in the language of any identified minorities present in the Study Area.

Response to Comment 6

The FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

I-190

September 12, 2012

RECEIVED SEP 14 2012

Greener Skies EA
Augustin Moses, AIV-W2
Federal Aviation Administration
1600 Land Avenue SW
Renton, WA 98057

Dear Sir:

This is a comment on the pending environmental assessment of the Federal Aviation Administration's "Greener Skies" proposal for landings at SeaTac airport. I attended the presentation by the FAA and its contractor on 6 September 2012 at the Ballard Public Library in Seattle. I also spoke with the presenter and airport personnel before and after the meeting. My main concern is aircraft noise.

1 For many flights, the FAA proposes arrival paths that descend more gradually and thus run the engines less than traditional stepped descents. It also appears that some descents that now pass over homes will be moved over Puget Sound. In principle, these changes ought to reduce overall noise, because the planes will glide instead of running their engines during the flat segments of the current stepped descents. I went to the meeting hopeful about the proposed changes, and I continue to be optimistic for them, but the meeting was handled poorly, and the noise models ignore important features.

2 The meeting was a mess. The main presenter declined to answer most questions. There can be good reasons to defer questions, such as fitting a tight schedule, but the presenter cited no such reasons. He simply told us that our only option was to talk to officials after the presentation. The audience was civil enough at first but grew irritated and eventually engaged. Worse, the overall positives — the noise model predicts no changes over one decibel, and two thirds of the residents might expect low noise — were delayed until quite late, by which time stone-cold questions had already alienated the audience. A better presentation would have started with a summary like the one that I just gave, including an illustration of a 1dB change, which is small. The presenter blew it, and the FAA failed to catch the problem beforehand and to step in before the meeting degenerated. In the end, the FAA is to blame: they defined the project, chose the contractor, and will have their job complicated by negative comments. I only hope that their errors haven't raised enough public outrage to cripple a proposal that has some merit.

3 Now for the noise model, which is woefully incomplete. I spoke with the contractor, and I have worked with computer models for decades, so I was able to follow most of what was said. The model is a computer program that accepts a variety of data — such as past approach paths, sound measurements, and maps — and projects the change in the noise for all locations. Such models are useful only if all inputs are complete and correct, otherwise it's garbage in, garbage out. I live in Magnolia, which is spared the constant noise common close to the airports but still routinely gets noise peaks so loud that you can't hold a conversation with someone at arm's length. The model claims that we have no significant noise now or under the proposal, which is nonsense. (Incidentally, it considers only average noise levels and ignores peaks. Averages are important, but so are peaks: ask Katrina victims if it was enough to consider only the average sea level. Furthermore, it is not clear that the model includes noise from Boeing 747s or from departures, but those obviously contribute to the overall impact on residents. So the model is incomplete. Congress must not permit the FAA to base decisions on models that selectively ignore meaningful data, particularly peak noise levels.

4 In short, I think that the proposal might have merits, but we simply can't know them until a complete noise model is prepared and presented competently to the public. For the record, I'm submitting this comment via electronic mail but will follow up with handcopy, with copies to our congressional delegation, which evidently needs to monitor the FAA more closely.

Sincerely,

Christopher W. Fraser

CC: Senator Maria Cantwell, 915 Second Avenue, Suite 3206, Seattle, WA 98174
Senator Patty Murray, 2988 Jackson Federal Building, 915 Second Avenue, Seattle WA 98174
Representative Jim McDermott, 1809 7th Avenue, Suite 1212, Seattle, WA 98101-1399

2477 WESTMONT WAY WEST • SEATTLE, WA • 98199
E-MAIL: CWF@AYA.YALE.EDU

Response to Comment 1

The proposed Greener Skies Project would only affect arrival routes coming into the Seattle airspace from the northwest and southwest, and does not change departing air traffic routes or volumes at all. Also, Section 6.1 of the EA for the proposed Greener Skies project indicates there is no significant noise impact as a result of the proposed new arrival procedures. In other words this project will not significantly change the noise of overflights into or out of SEA.

Response to Comment 2

The "Fly-quiet" program is a voluntary element of the Port of Seattle's noise abatement program at SEA. The FAA is not involved in its implementation or enforcement, and comments regarding this program should be direct to the Port of Seattle. See <https://www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/default.aspx>

Response to Comment 3

A public process, with meetings in south Seattle in order to find alternative routes for the "Class B" air traffic during north flow conditions is outside the scope of the purpose and need of this EA. However, the FAA recognizes that several south Seattle neighborhoods have concerns with existing and future noise and arranged a meeting to discuss air traffic procedures, in association with the Port of Seattle and SEA. This meeting is to occur in the near future, in the Beacon Hill Area and will be open to the general public.

Response to Comment 4

With regard to the impact of the proposed air traffic pattern associated with the Greener Skies project, the Greener Skies EA process included two initial scoping meetings and two final public meetings to elicit comments on the Draft EA. Members of the FAA's Air Traffic Organization and Regional Office were in attendance at all four and available to answer questions and concerns regarding the project. Independent of the Greener Skies project, there is an effort underway, initiated by the FAA in connection with the Port of Seattle, to engage and inform the residents of 98144, 98101 and 98118 regarding the current air traffic to and from SEA.

-- End Individual --