

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.

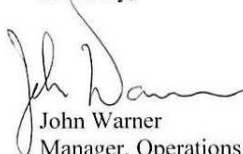
If you will attend this scoping meeting, please kindly RSVP to Laura Taylor (Harris Miller Miller & Hanson Inc.) at (916) 368-0707 or ltaylor@hmmh.com.

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

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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

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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

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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

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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

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	<i>[Signature]</i>	
Grady	Mike	National Marine Fisheries Service		
Jensen	Martha	Western WA Fish & Wildlife Office	<i>[Signature]</i>	
Kiehl	Stephen	Puget Sound Regional Council	<i>[Signature]</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>[Signature]</i>	stacy.mcgregor@cityof 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.

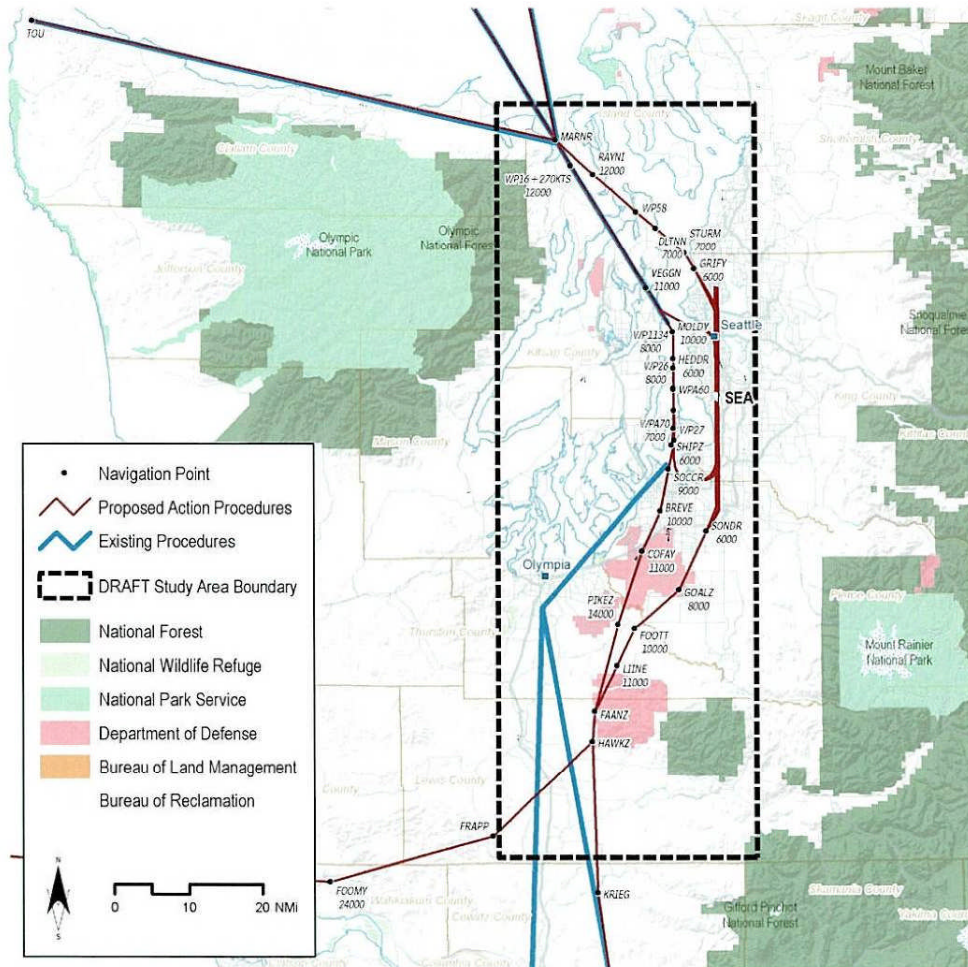
Sincerely,



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.

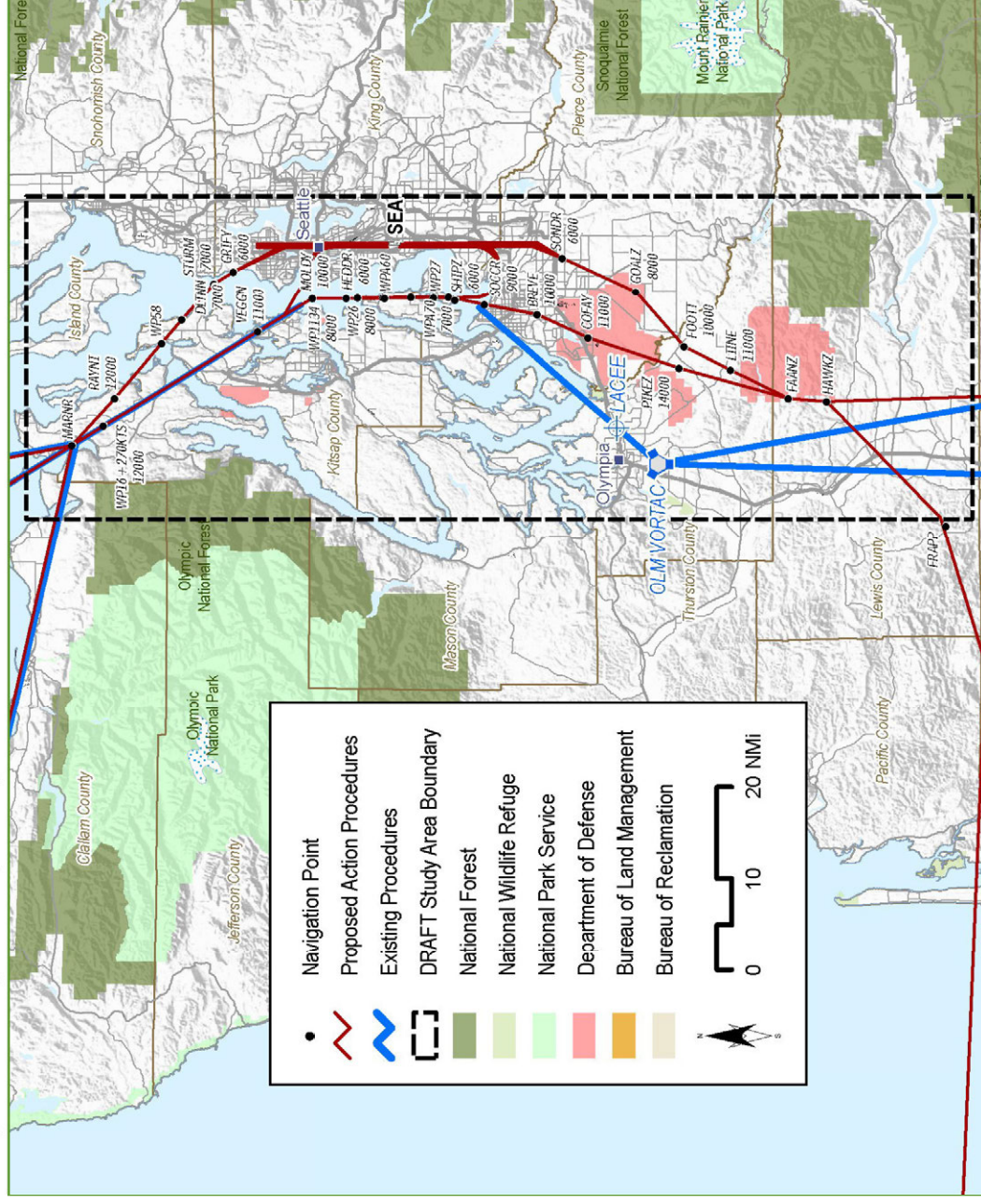
Project Details

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

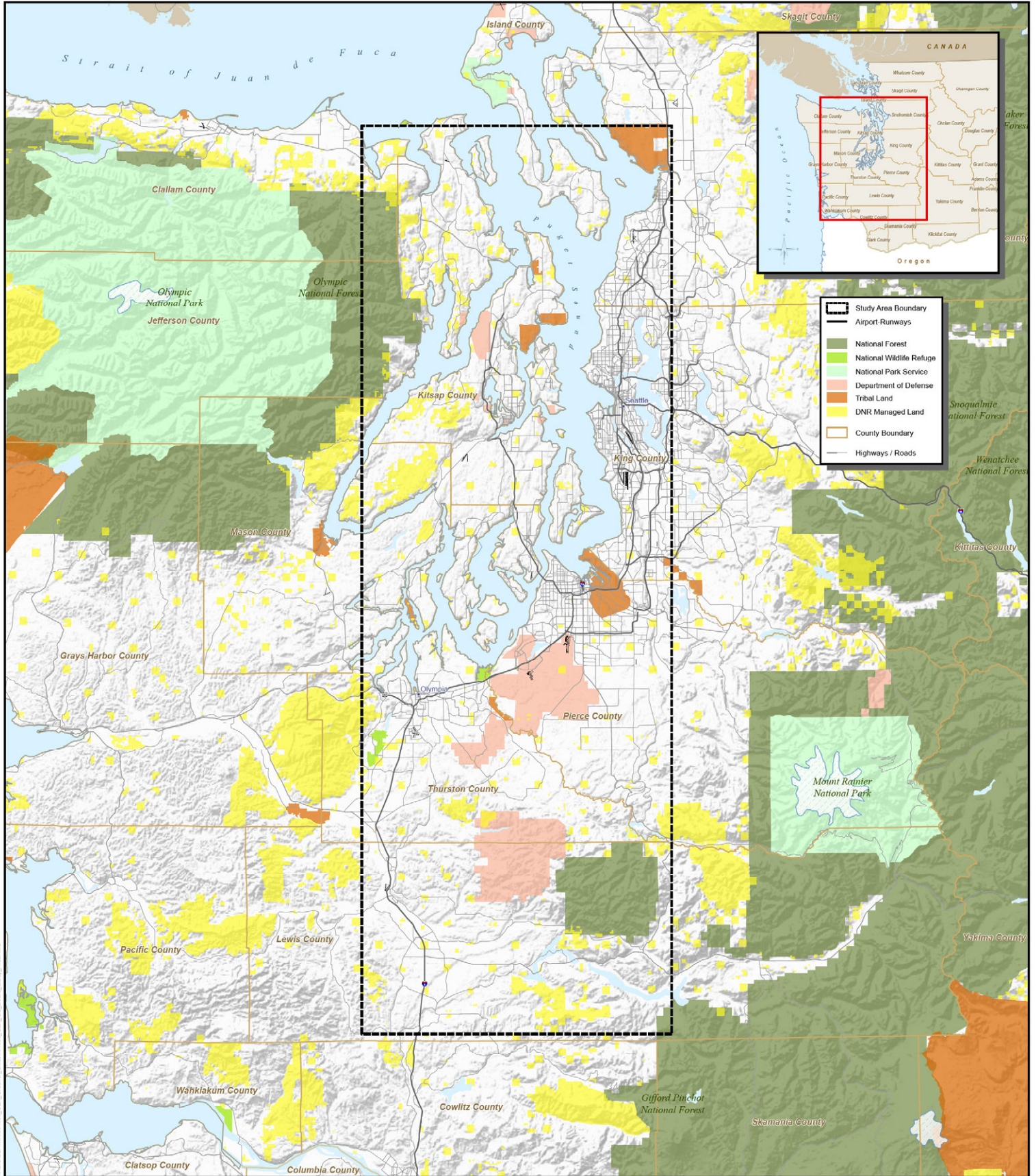
- Noise
- Compatible Land Use
- Air Quality
- Fish, Wildlife, and Plants
- Section 4(f) of the Department of Transportation (DOT) Act of 1966
- Historical, Architectural, Archeological, and Cultural Resources
- Light Emissions and Visual Impacts
- Socioeconomic Impacts, Environmental Justice, and Children's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



Greener Skies

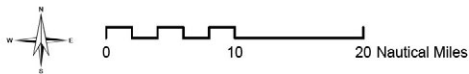
Environmental Assessment

Study Area



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

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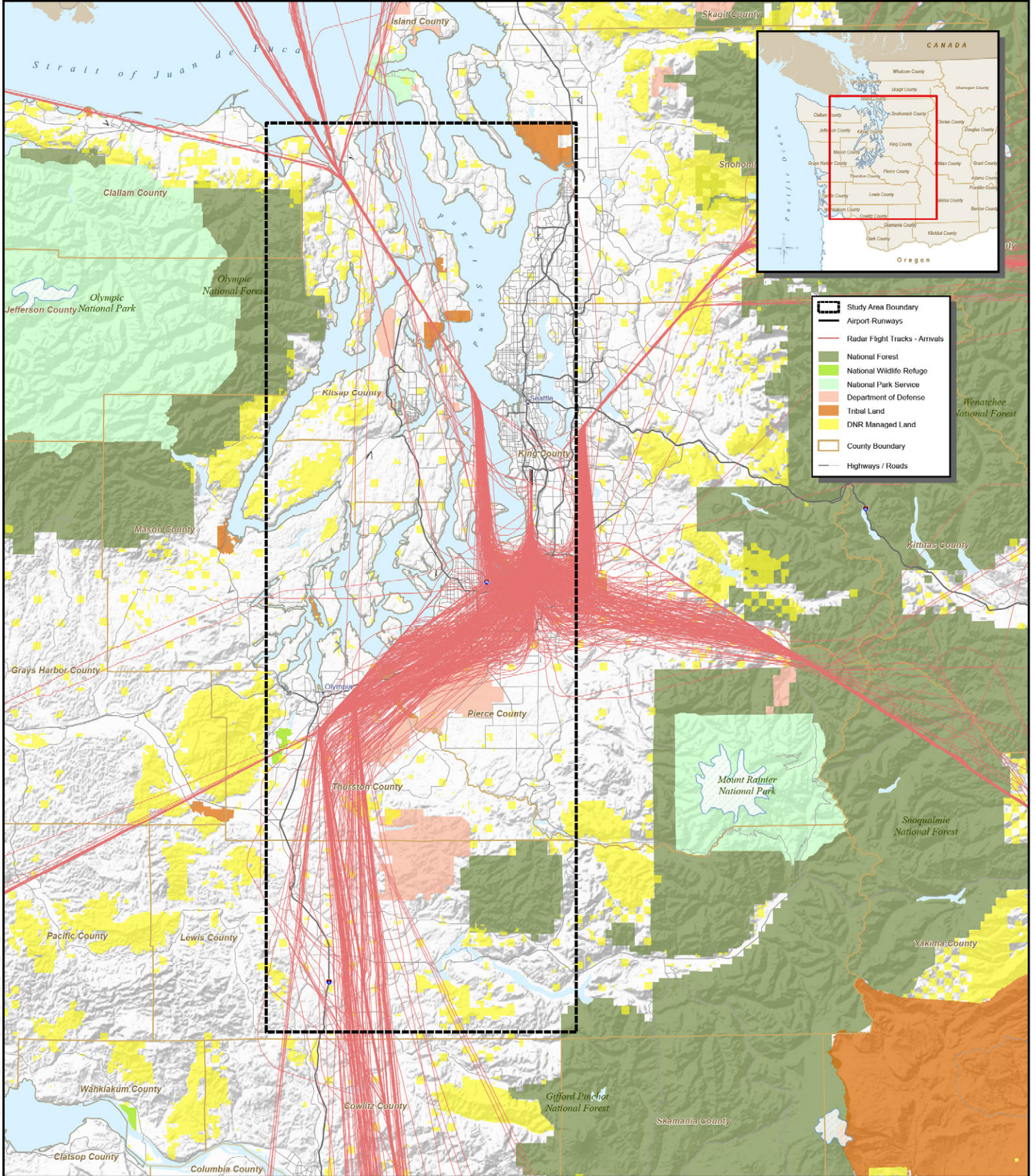
Data Sources: Washington State Department of Natural Resources (DNRS),
 National Park Service (NPS), National Atlas of the United States,
 United States Geological Survey (USGS),
 Environmental Systems Research Institute, Inc. (ESRI)



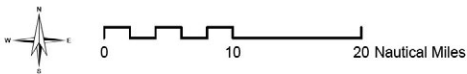
Greener Skies

Environmental Assessment

Radar Flight Tracks - 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



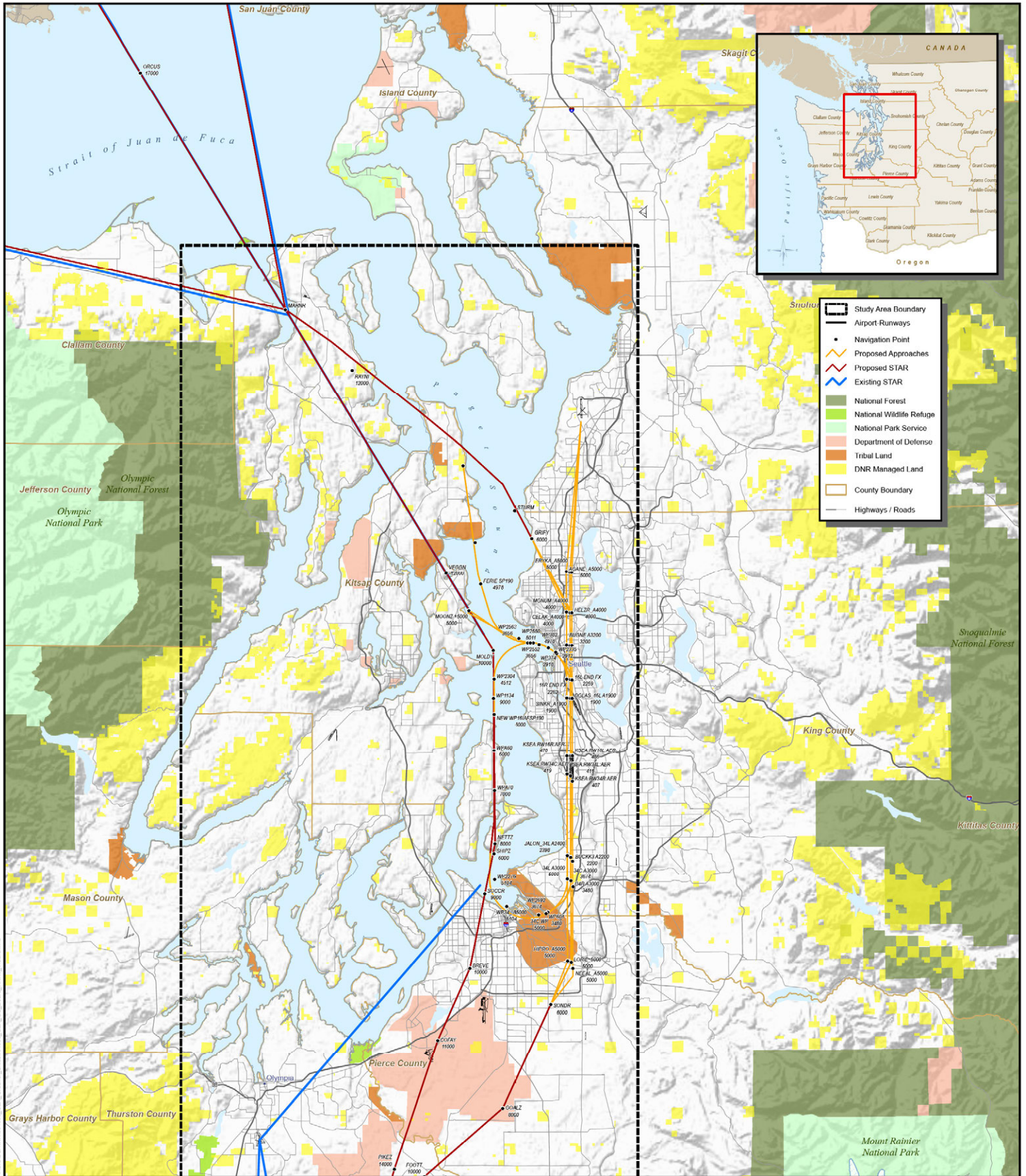
Data Sources: Washington State Department of Natural Resources (DNR), National Park Service (NPS), National Atlas of the United States, United States Geological Survey (USGS), Environmental Systems Research Institute, Inc. (ESRI)



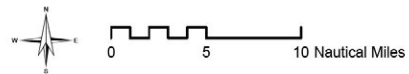
Greener Skies

Environmental Assessment

Proposed RNAV Procedures for Arrivals from the North



- Study Area Boundary
- Airport Runways
- Navigation Point
- Proposed Approaches
- Proposed STAR
- Existing STAR
- National Forest
- National Wildlife Refuge
- National Park Service
- Department of Defense
- Tribal Land
- DNR Managed Land
- County Boundary
- Highways / Roads



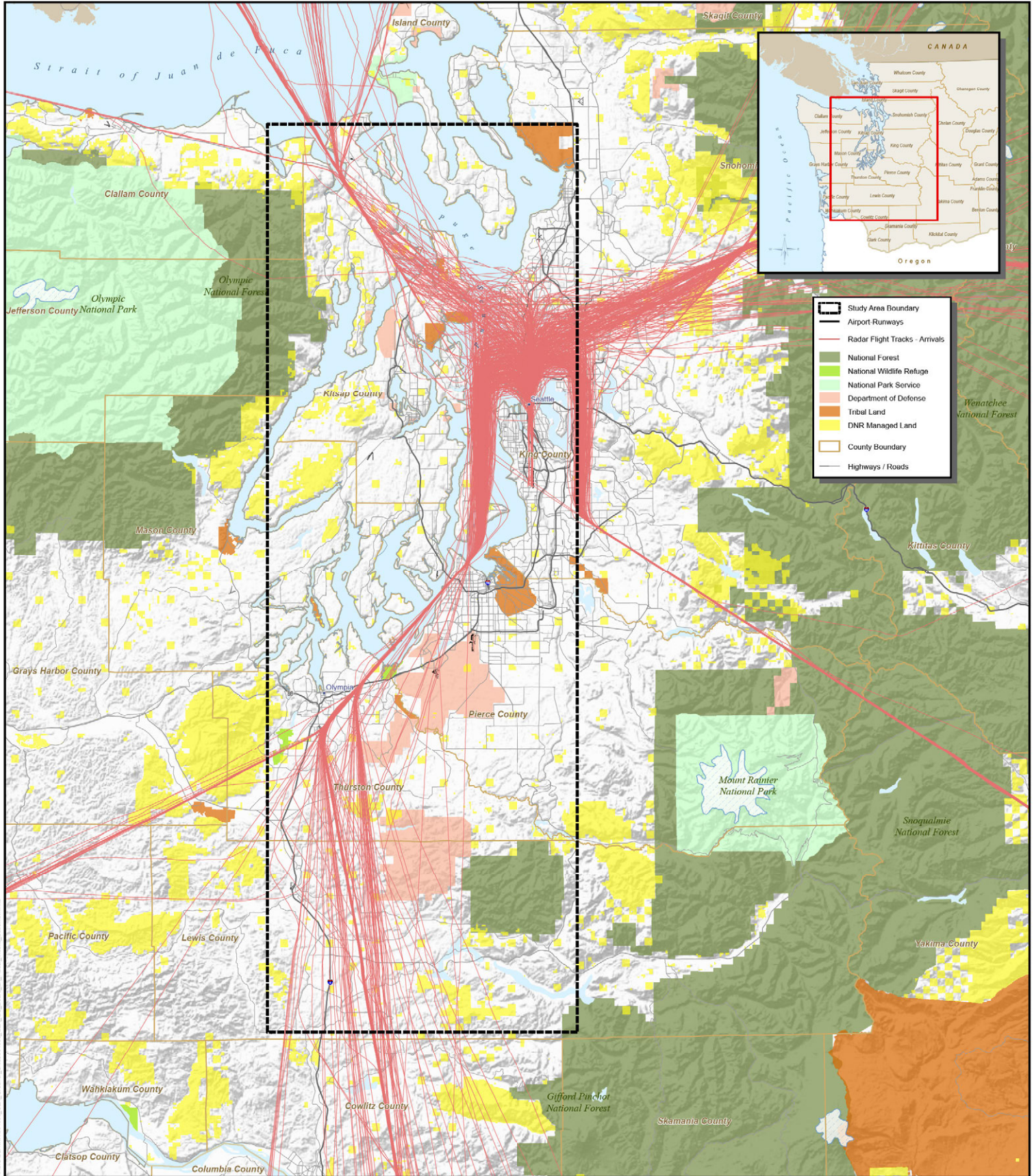
Data Sources: Washington State Department of Natural Resources (DNR), National Park Service (NPS), National Atlas of the United States, United States Geological Survey (USGS), Environmental Systems Research Institute, Inc. (ESRI)



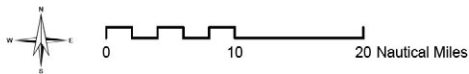
Greener Skies

Environmental Assessment

Radar Flight Tracks - South Flow



H:\GIS\GIS\11\11\03\04\05\06\07\08\09\10\11\12\13\14\15\16\17\18\19\20\21\22\23\24\25\26\27\28\29\30\31\32\33\34\35\36\37\38\39\40\41\42\43\44\45\46\47\48\49\50\51\52\53\54\55\56\57\58\59\60\61\62\63\64\65\66\67\68\69\70\71\72\73\74\75\76\77\78\79\80\81\82\83\84\85\86\87\88\89\90\91\92\93\94\95\96\97\98\99\100\101\102\103\104\105\106\107\108\109\110\111\112\113\114\115\116\117\118\119\120\121\122\123\124\125\126\127\128\129\130\131\132\133\134\135\136\137\138\139\140\141\142\143\144\145\146\147\148\149\150\151\152\153\154\155\156\157\158\159\160\161\162\163\164\165\166\167\168\169\170\171\172\173\174\175\176\177\178\179\180\181\182\183\184\185\186\187\188\189\190\191\192\193\194\195\196\197\198\199\200\201\202\203\204\205\206\207\208\209\210\211\212\213\214\215\216\217\218\219\220\221\222\223\224\225\226\227\228\229\230\231\232\233\234\235\236\237\238\239\240\241\242\243\244\245\246\247\248\249\250\251\252\253\254\255\256\257\258\259\260\261\262\263\264\265\266\267\268\269\270\271\272\273\274\275\276\277\278\279\280\281\282\283\284\285\286\287\288\289\290\291\292\293\294\295\296\297\298\299\300\301\302\303\304\305\306\307\308\309\310\311\312\313\314\315\316\317\318\319\320\321\322\323\324\325\326\327\328\329\330\331\332\333\334\335\336\337\338\339\340\341\342\343\344\345\346\347\348\349\350\351\352\353\354\355\356\357\358\359\360\361\362\363\364\365\366\367\368\369\370\371\372\373\374\375\376\377\378\379\380\381\382\383\384\385\386\387\388\389\390\391\392\393\394\395\396\397\398\399\400\401\402\403\404\405\406\407\408\409\410\411\412\413\414\415\416\417\418\419\420\421\422\423\424\425\426\427\428\429\430\431\432\433\434\435\436\437\438\439\440\441\442\443\444\445\446\447\448\449\450\451\452\453\454\455\456\457\458\459\460\461\462\463\464\465\466\467\468\469\470\471\472\473\474\475\476\477\478\479\480\481\482\483\484\485\486\487\488\489\490\491\492\493\494\495\496\497\498\499\500\501\502\503\504\505\506\507\508\509\510\511\512\513\514\515\516\517\518\519\520\521\522\523\524\525\526\527\528\529\530\531\532\533\534\535\536\537\538\539\540\541\542\543\544\545\546\547\548\549\550\551\552\553\554\555\556\557\558\559\560\561\562\563\564\565\566\567\568\569\570\571\572\573\574\575\576\577\578\579\580\581\582\583\584\585\586\587\588\589\590\591\592\593\594\595\596\597\598\599\600\601\602\603\604\605\606\607\608\609\610\611\612\613\614\615\616\617\618\619\620\621\622\623\624\625\626\627\628\629\630\631\632\633\634\635\636\637\638\639\640\641\642\643\644\645\646\647\648\649\650\651\652\653\654\655\656\657\658\659\660\661\662\663\664\665\666\667\668\669\670\671\672\673\674\675\676\677\678\679\680\681\682\683\684\685\686\687\688\689\690\691\692\693\694\695\696\697\698\699\700\701\702\703\704\705\706\707\708\709\710\711\712\713\714\715\716\717\718\719\720\721\722\723\724\725\726\727\728\729\730\731\732\733\734\735\736\737\738\739\740\741\742\743\744\745\746\747\748\749\750\751\752\753\754\755\756\757\758\759\760\761\762\763\764\765\766\767\768\769\770\771\772\773\774\775\776\777\778\779\780\781\782\783\784\785\786\787\788\789\790\791\792\793\794\795\796\797\798\799\800\801\802\803\804\805\806\807\808\809\810\811\812\813\814\815\816\817\818\819\820\821\822\823\824\825\826\827\828\829\830\831\832\833\834\835\836\837\838\839\840\841\842\843\844\845\846\847\848\849\850\851\852\853\854\855\856\857\858\859\860\861\862\863\864\865\866\867\868\869\870\871\872\873\874\875\876\877\878\879\880\881\882\883\884\885\886\887\888\889\890\891\892\893\894\895\896\897\898\899\900\901\902\903\904\905\906\907\908\909\910\911\912\913\914\915\916\917\918\919\920\921\922\923\924\925\926\927\928\929\930\931\932\933\934\935\936\937\938\939\940\941\942\943\944\945\946\947\948\949\950\951\952\953\954\955\956\957\958\959\960\961\962\963\964\965\966\967\968\969\970\971\972\973\974\975\976\977\978\979\980\981\982\983\984\985\986\987\988\989\990\991\992\993\994\995\996\997\998\999\1000



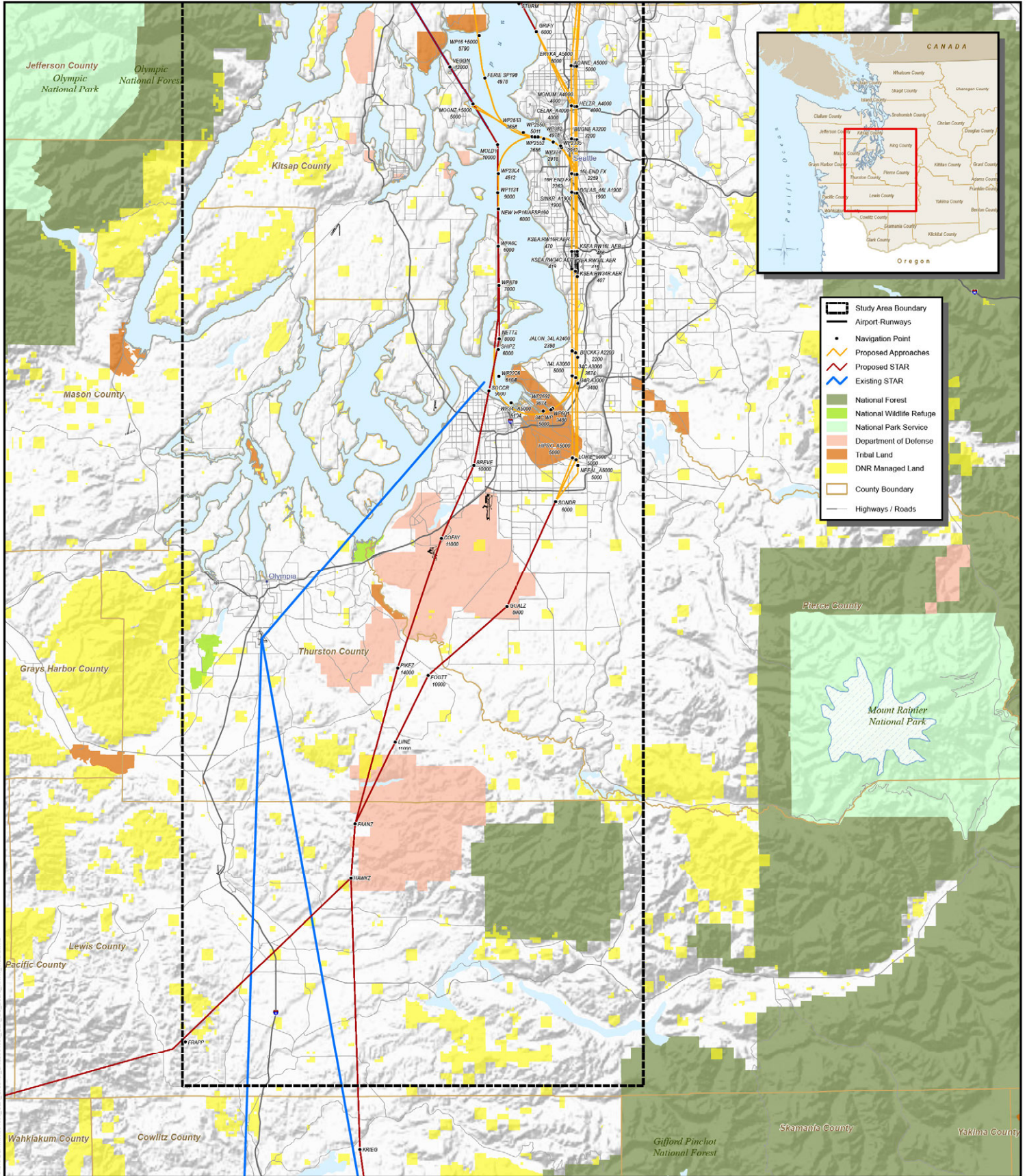
Data Sources: Washington State Department of Natural Resources (DNR),
 National Park Service (NPS), National Atlas of the United States,
 United States Geological Survey (USGS),
 Environmental Systems Research Institute, Inc. (ESRI)



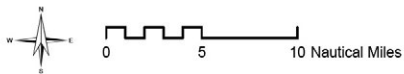
Greener Skies

Environmental Assessment

Proposed RNAV Procedures for Arrivals from the South




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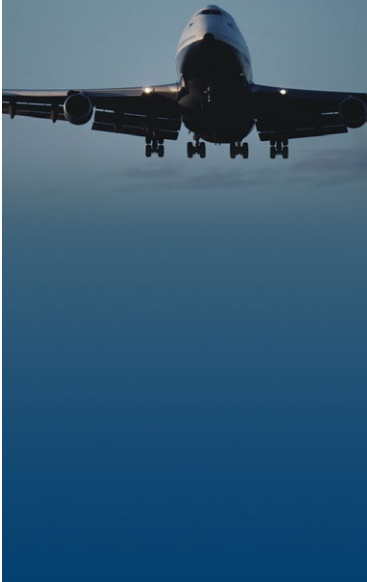
Data Sources: Washington State Department of Natural Resources (DNR), National Park Service (NPS), National Atlas of the United States, United States Geological Survey (USGS), Environmental Systems Research Institute, Inc. (ESRI)

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

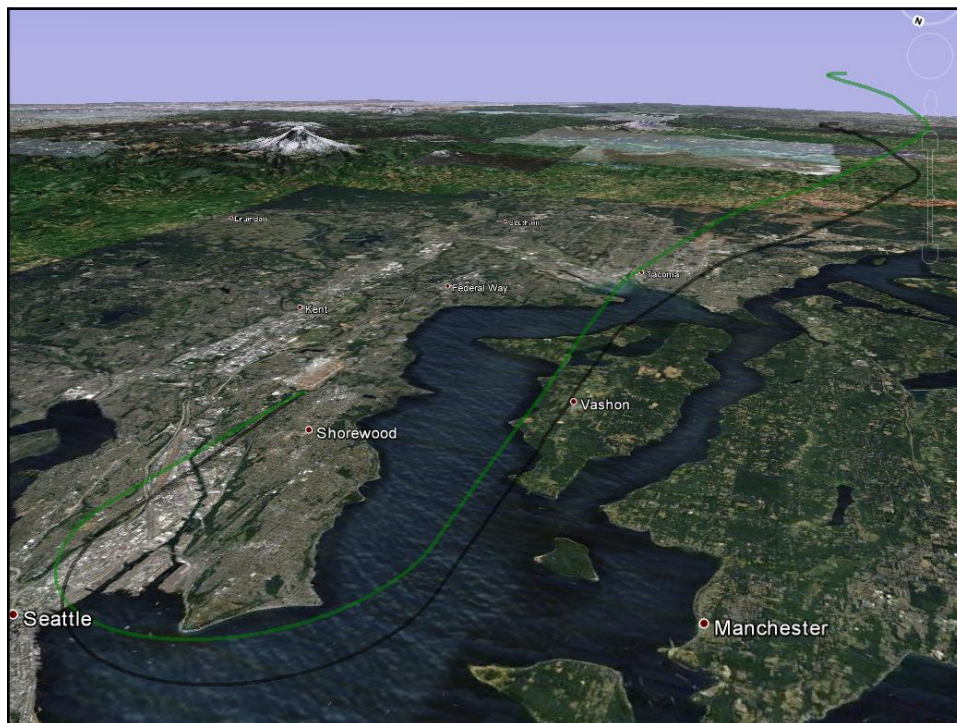
Optimized Profile Descent (OPD)

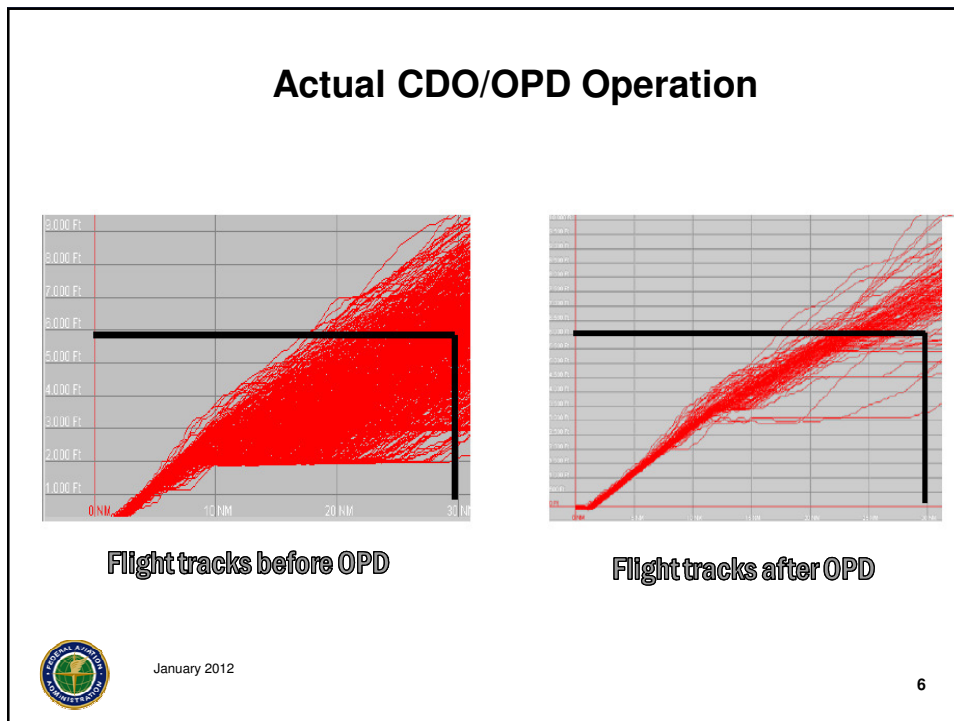
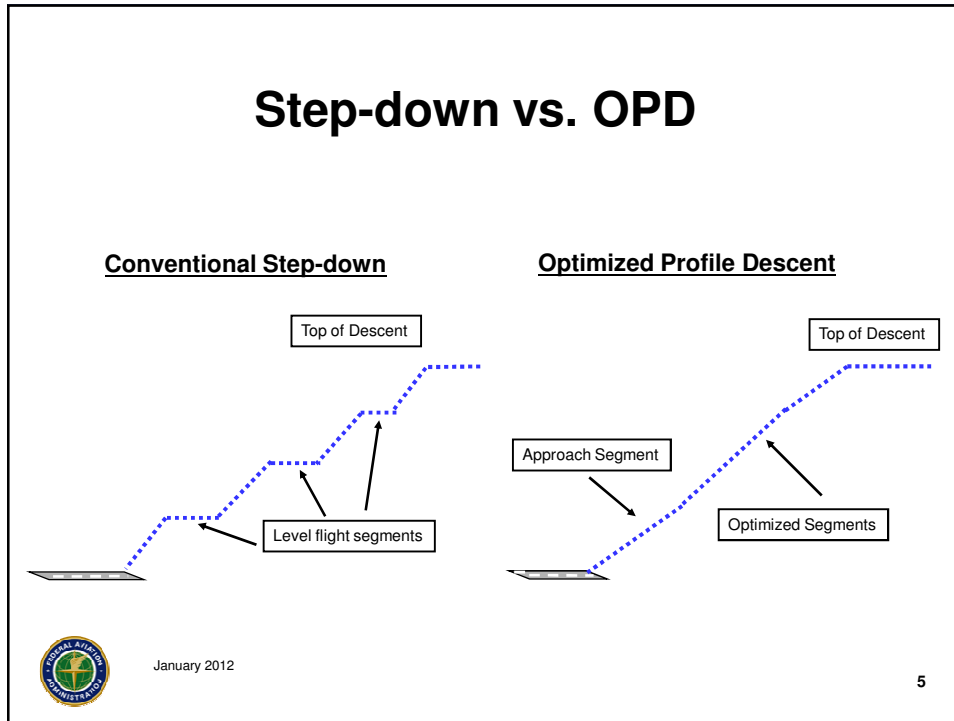
- Where the aircraft descends continuously to the extent possible
- Employing minimum engine thrust, in a low drag configuration
- An engine idle Descent



January 2012

3

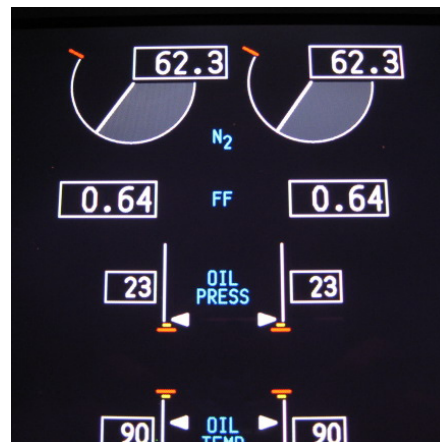






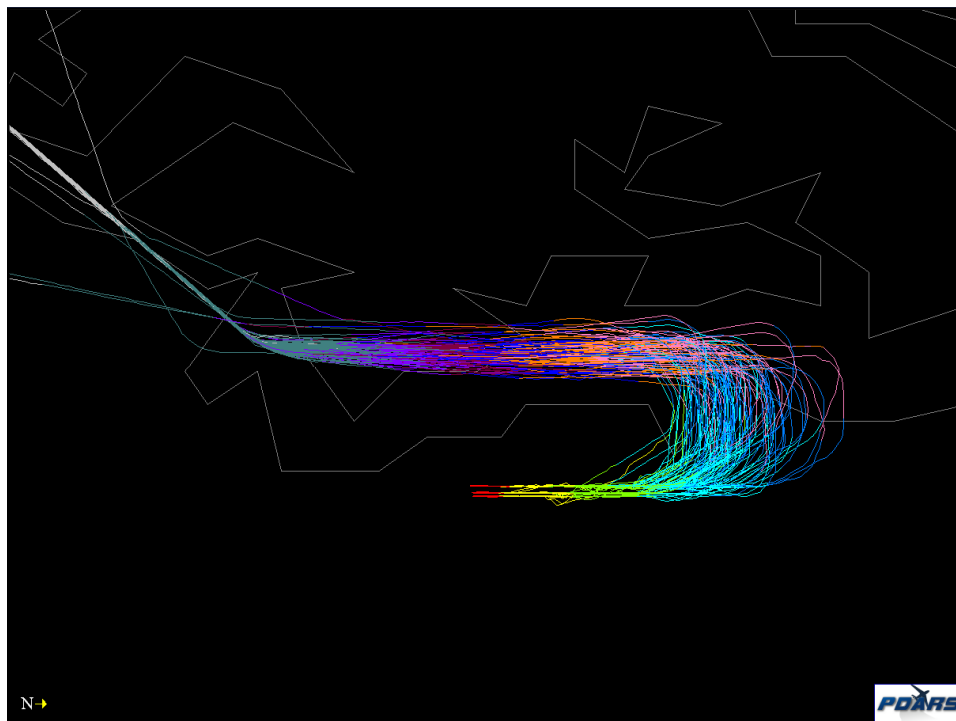
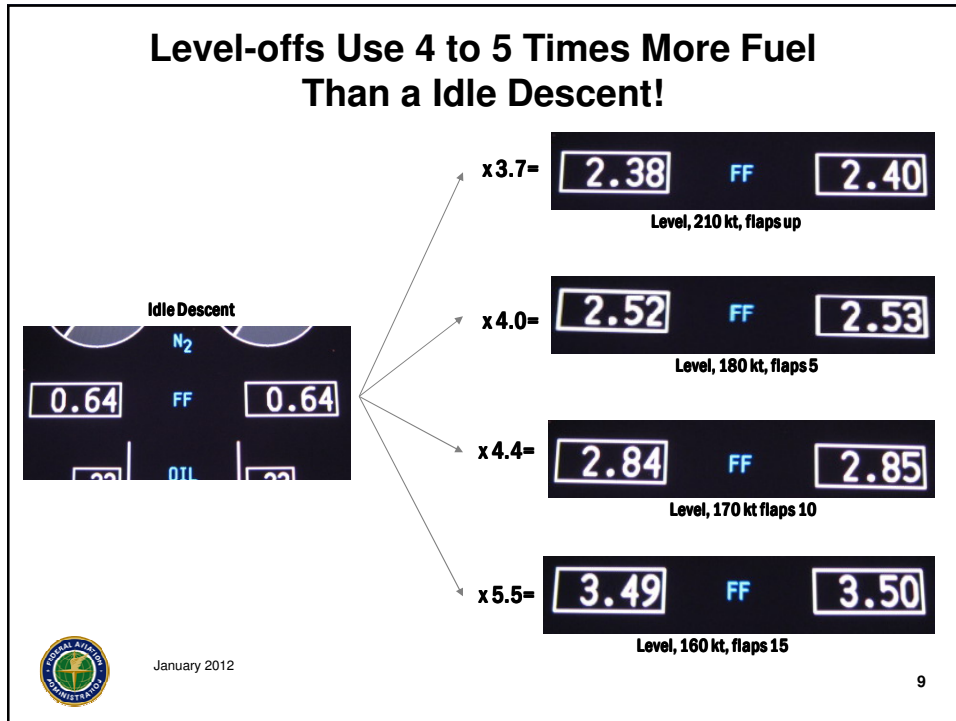
Importance of an Idle Descent

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

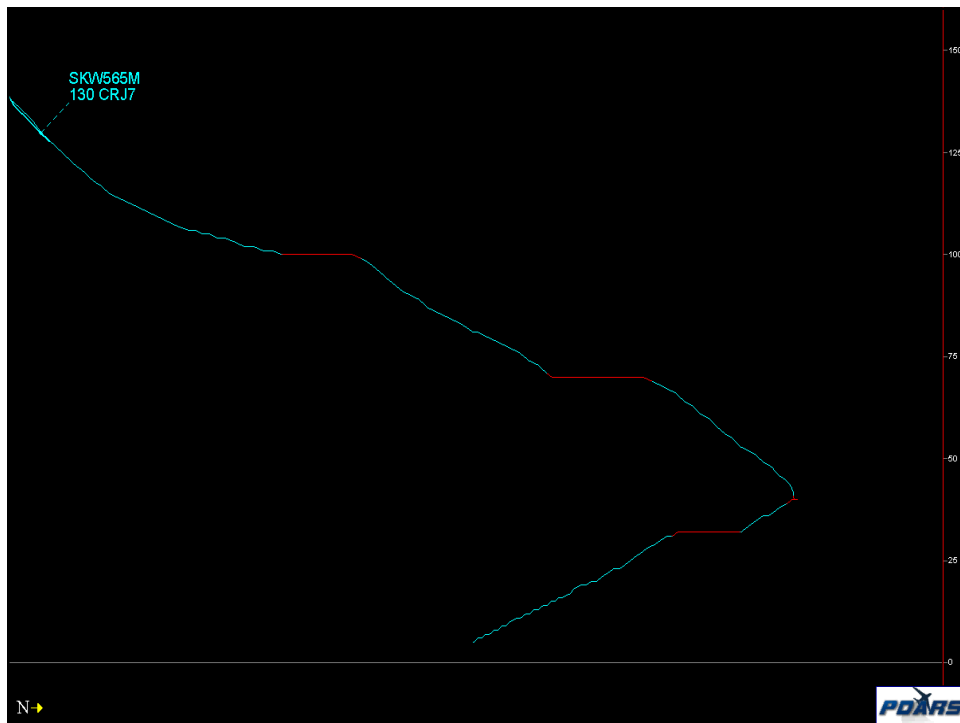
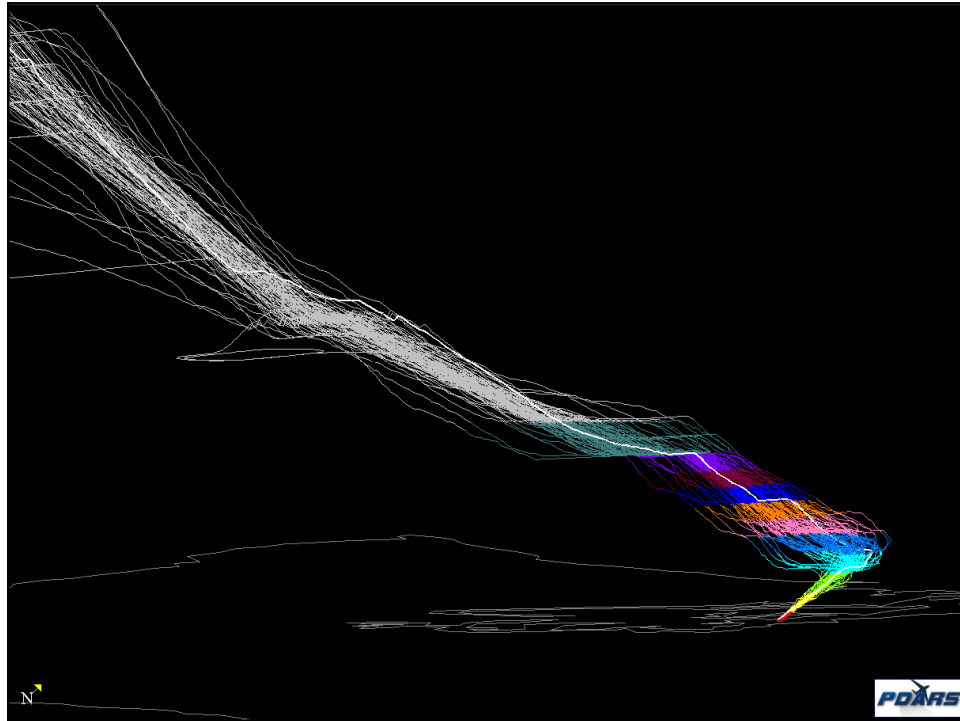


January 2012

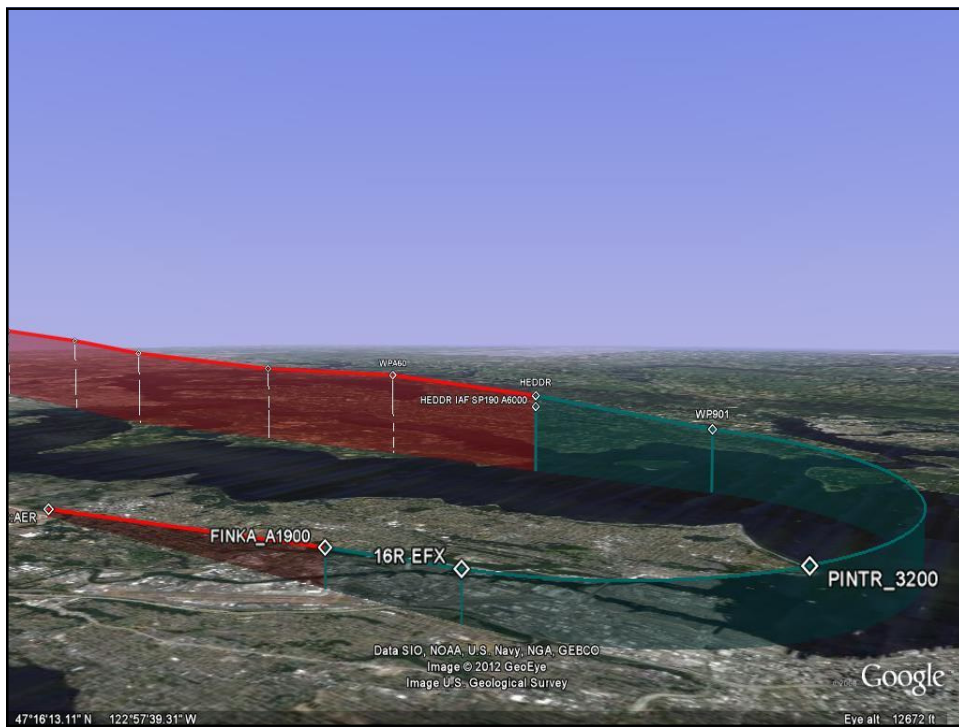
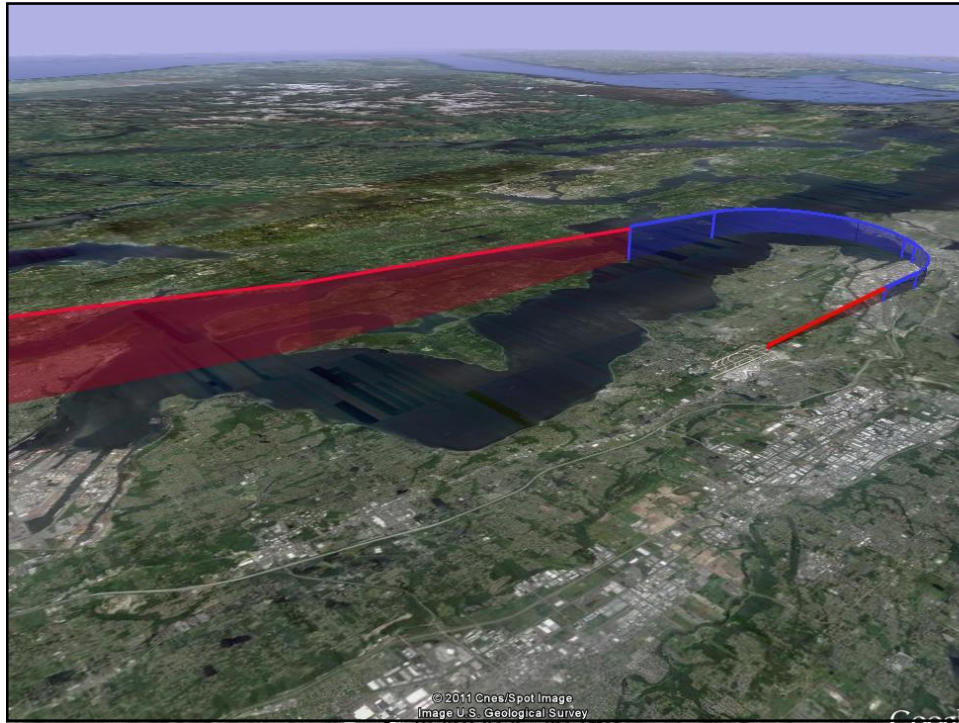
8



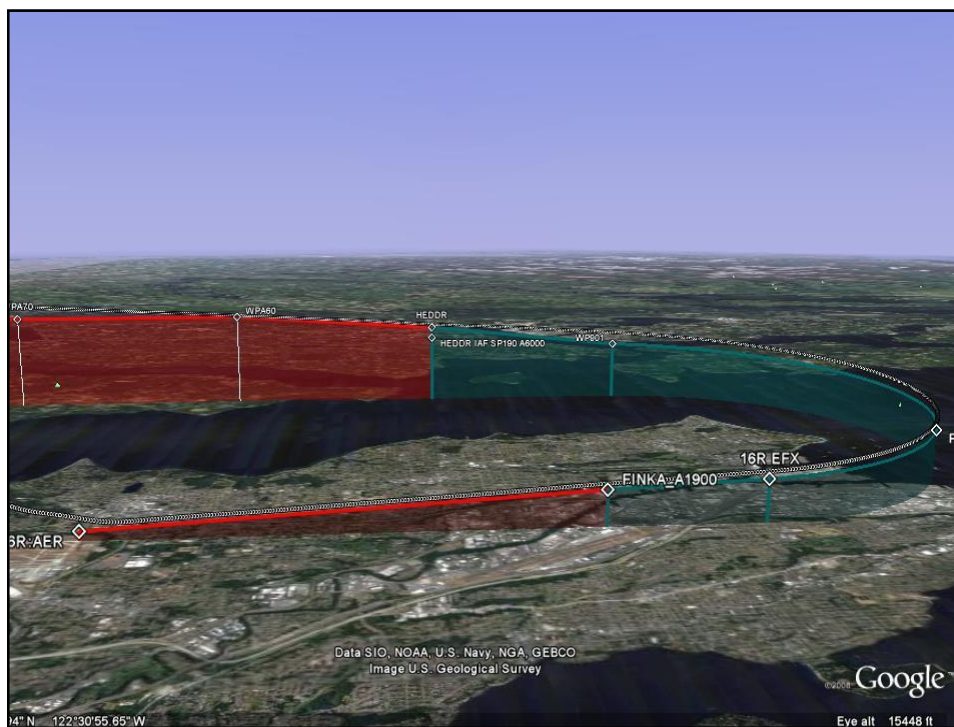
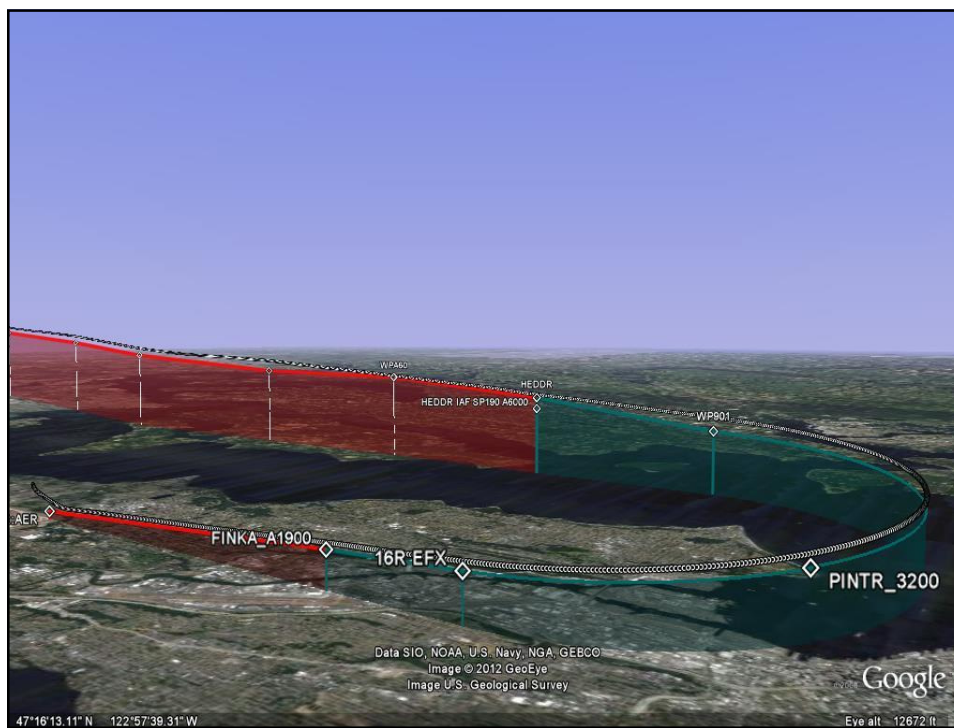
Appendix L - Scoping Meeting
Presentation - Marek



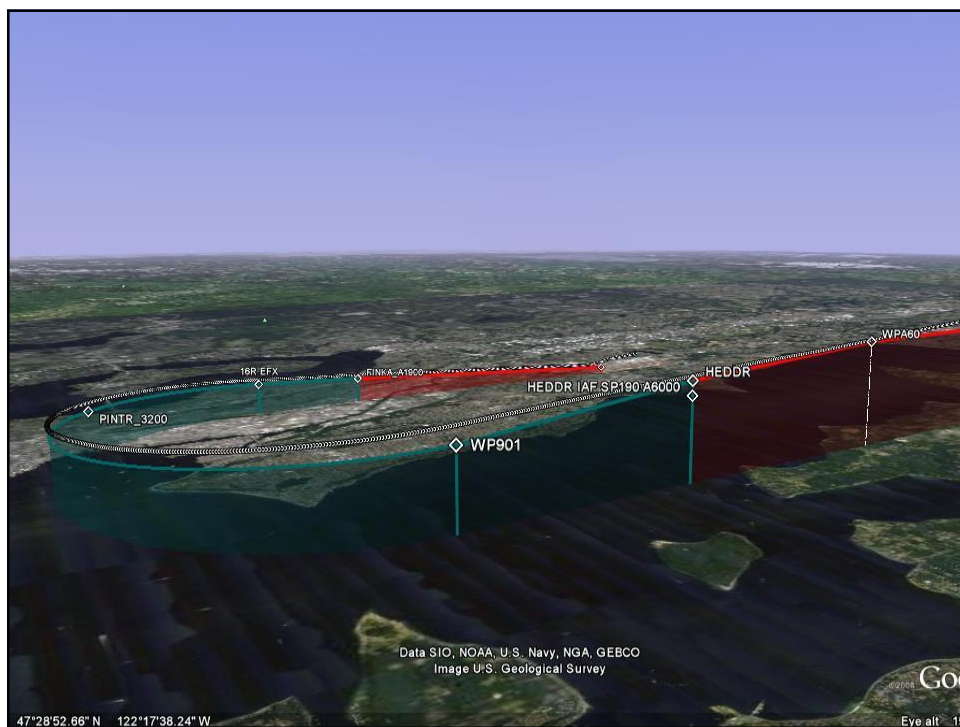
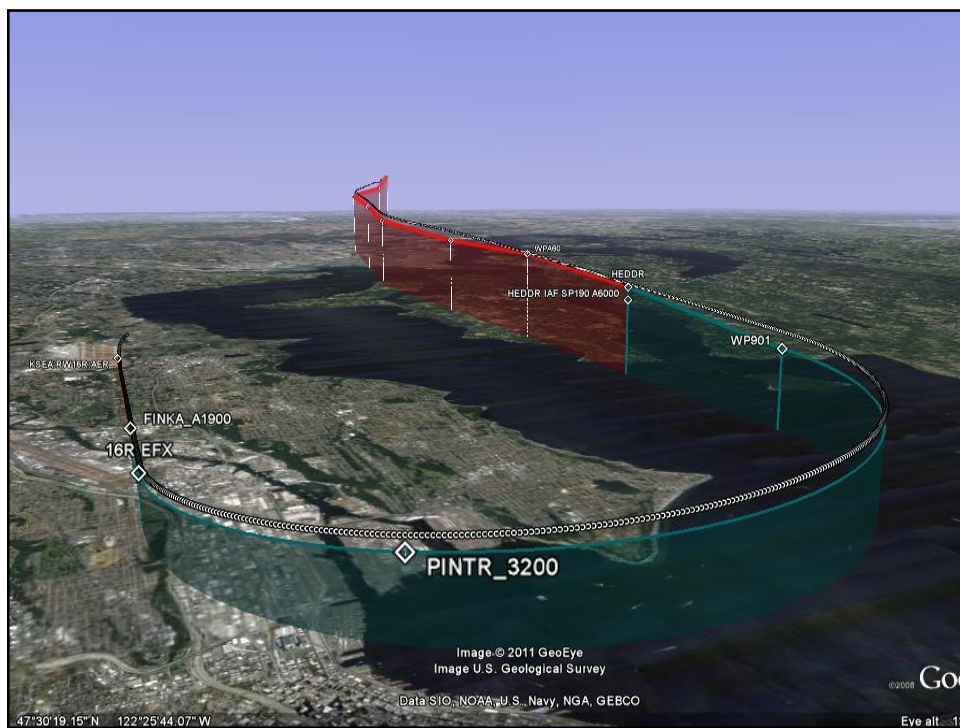
Appendix L - Scoping Meeting
Presentation - Marek



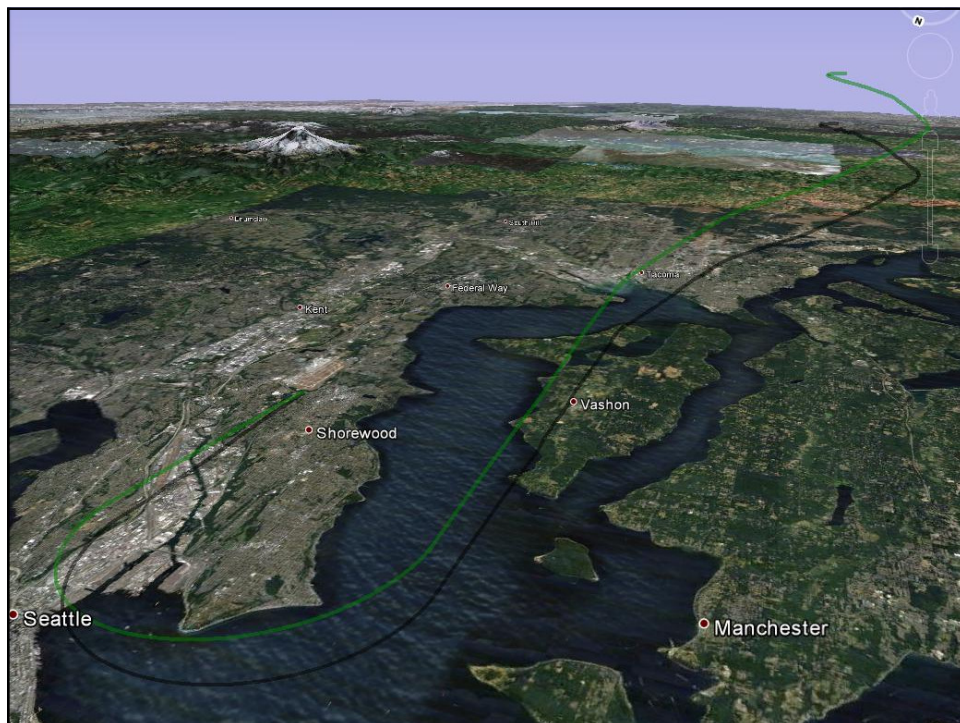
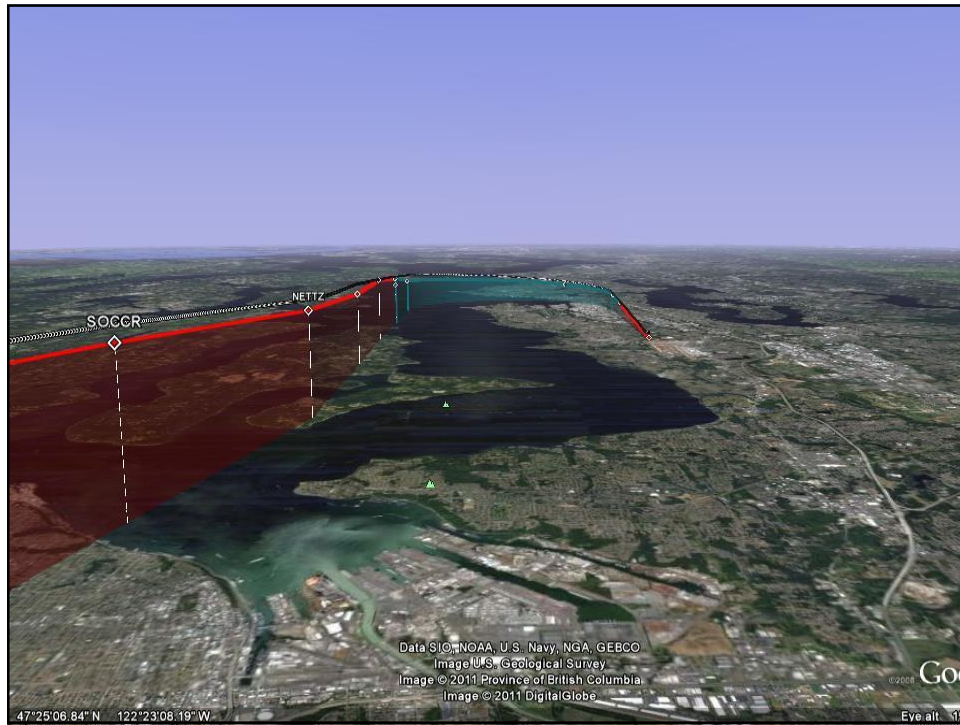
Appendix L - Scoping Meeting
Presentation - Marek

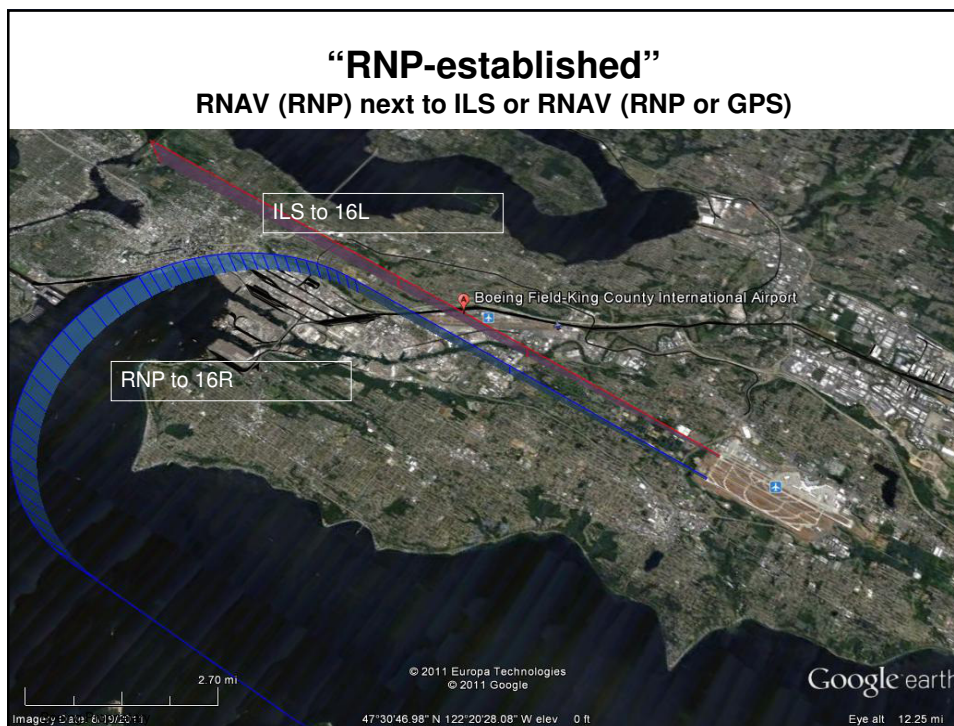


Appendix L - Scoping Meeting Presentation - Marek



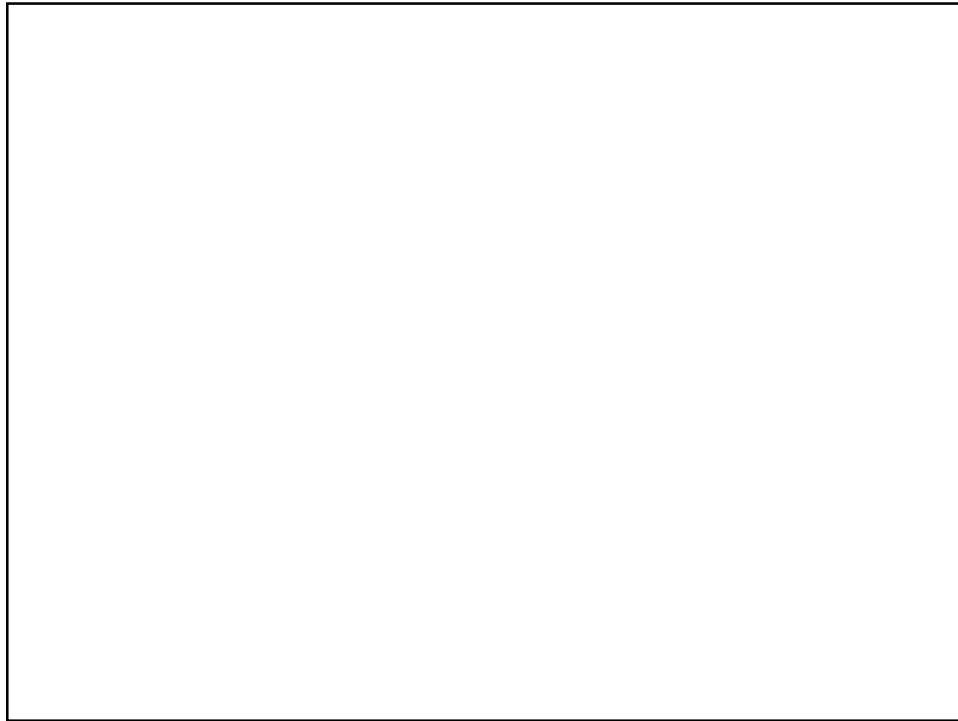
Appendix L - Scoping Meeting
Presentation - Marek





Thank You
Questions??

The slide features the Federal Aviation Administration (FAA) 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, transitioning from a lighter blue at the top to a darker blue at the bottom.



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

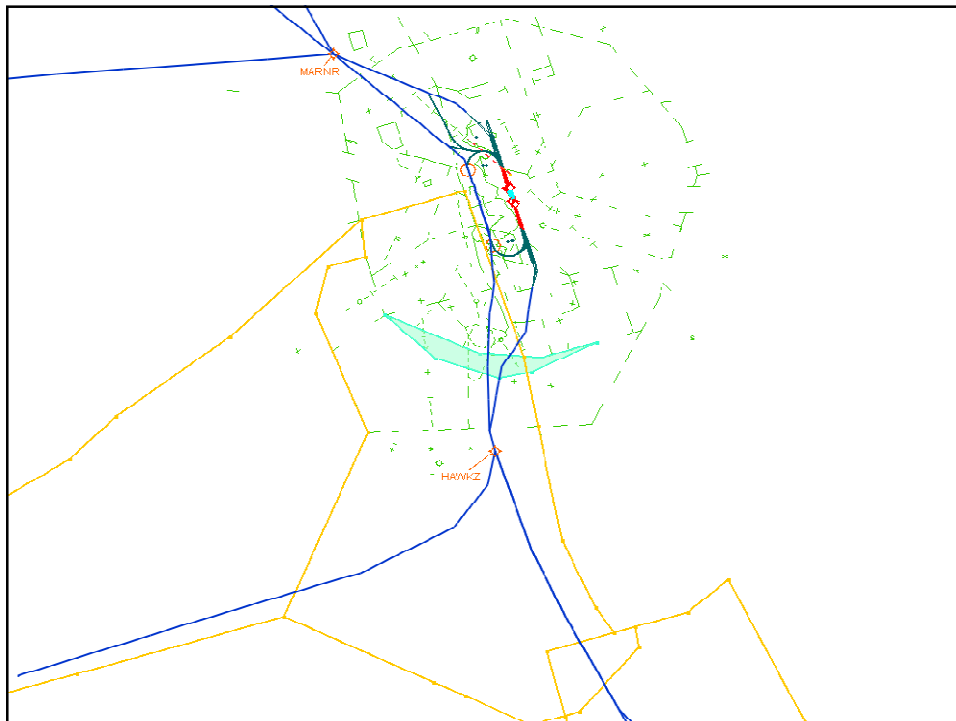
- Descend via the HAWKZ landing South
- After HEDDR cleared RNAV Z 16R
- 2 Radio transmissions*
 - 0 vectors
 - 0 altitudes
- Fuel used XXX pounds
- XXX pounds of fuel saved*

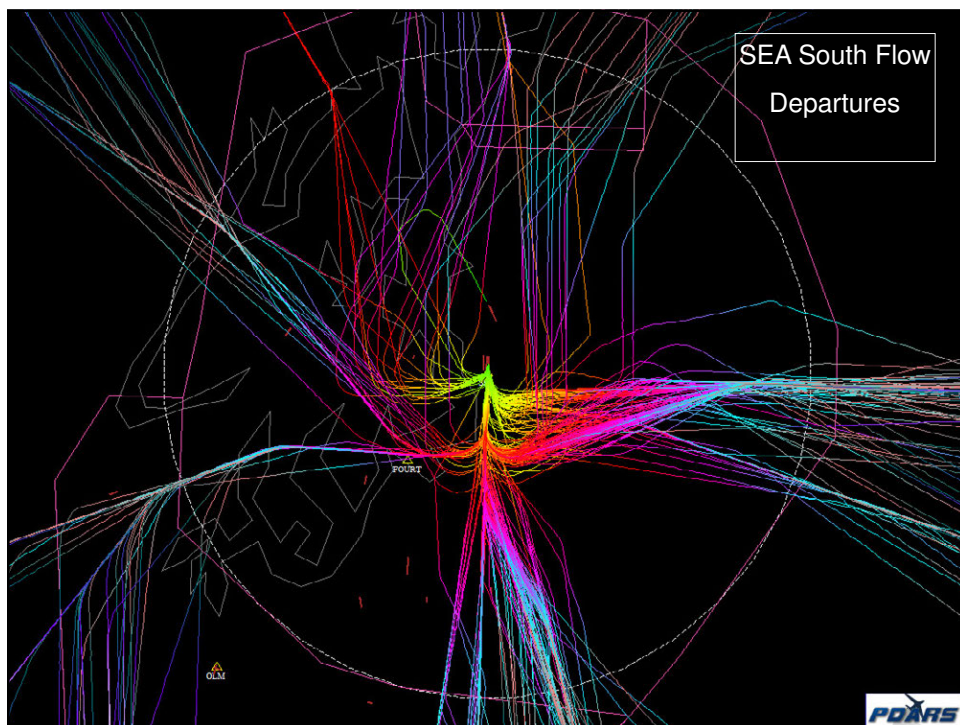
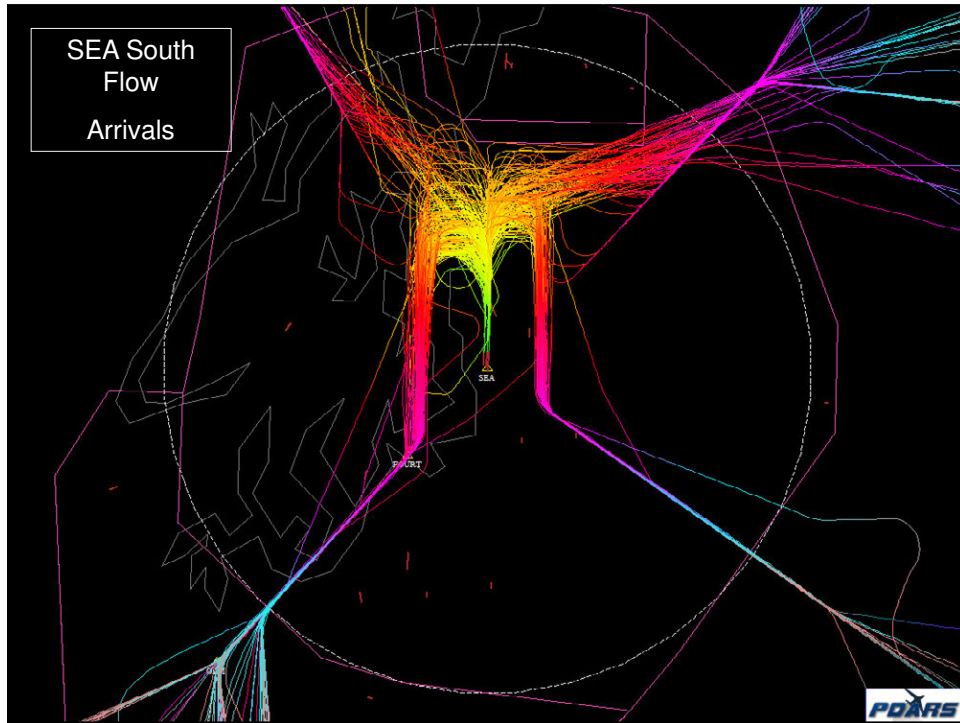
*Data from a single simulation, gathered manually

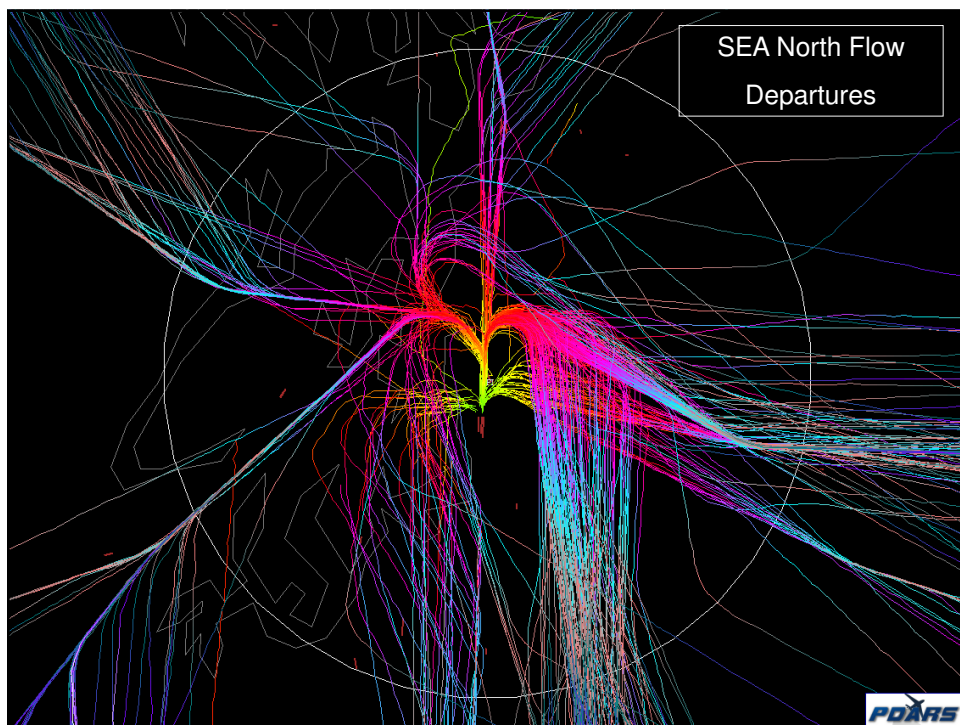
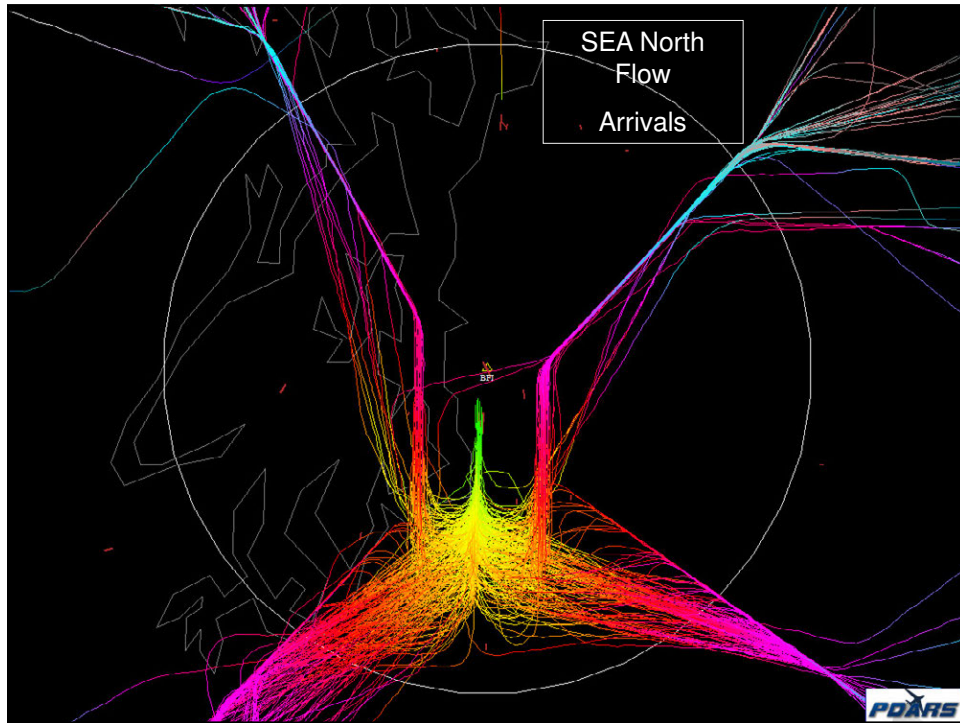


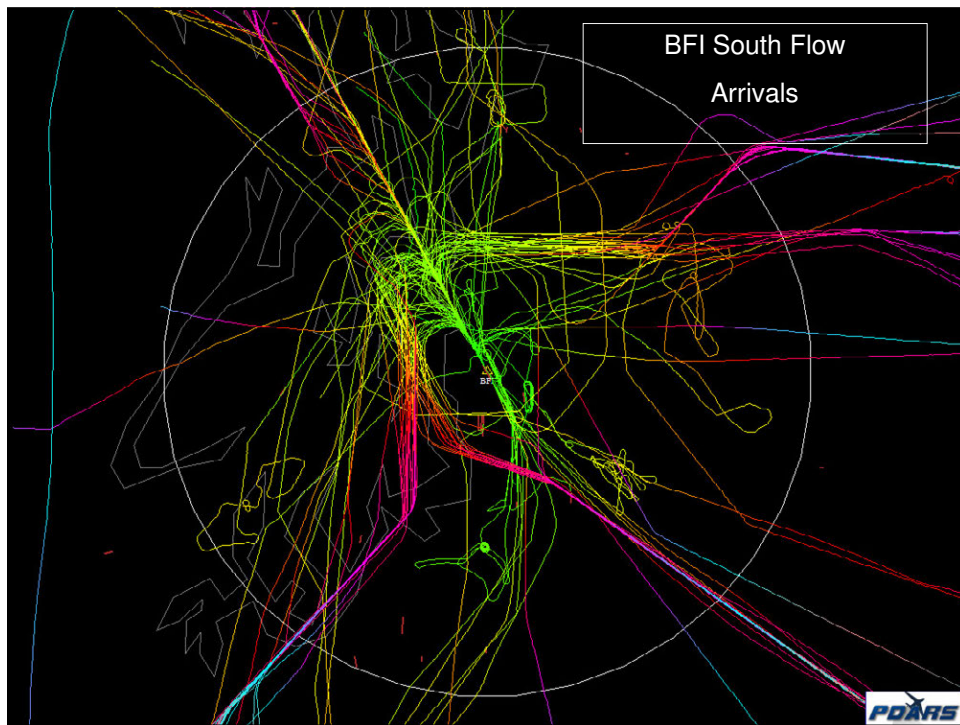
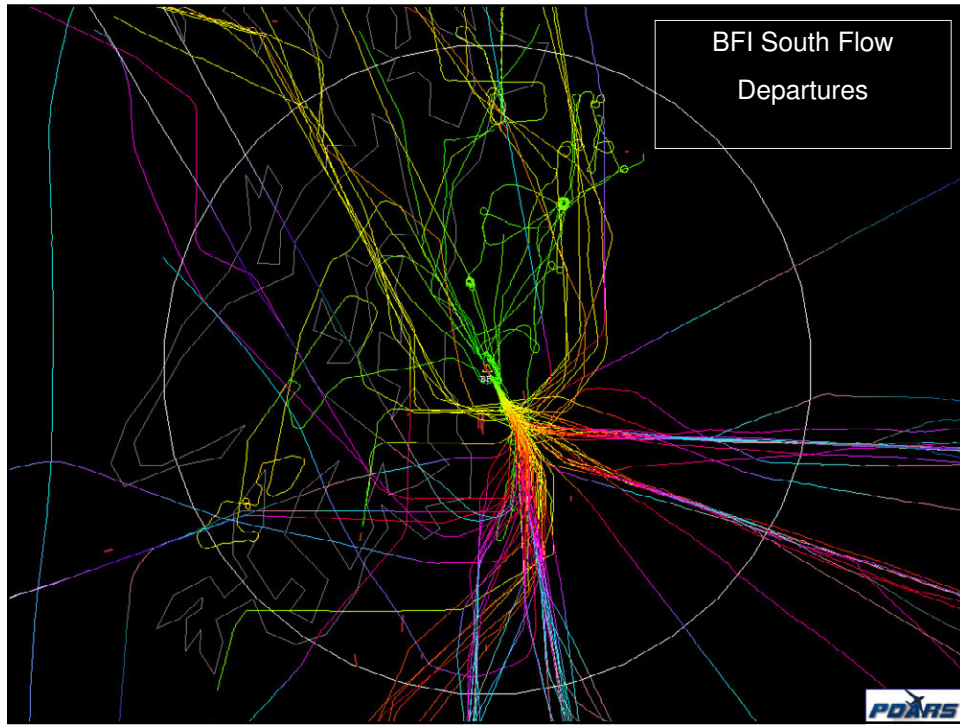
January 2012

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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



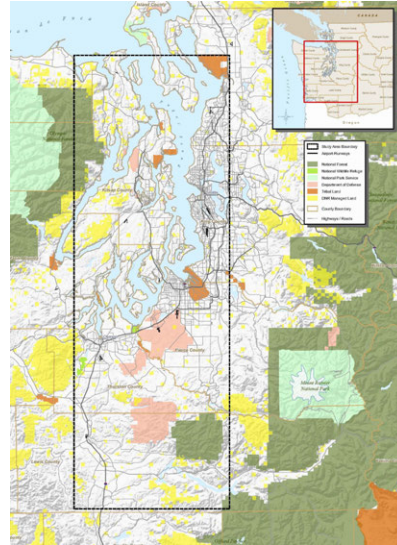
Study Area

- 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

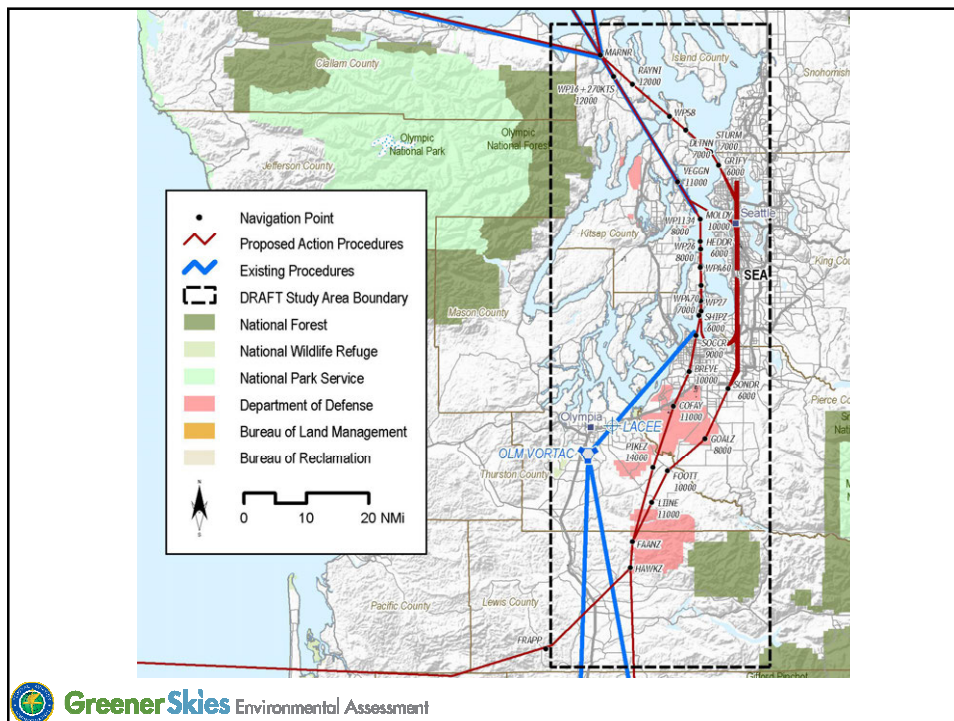


Study Area (Continued)

- 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



 Greener Skies Environmental Assessment



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**



K.11 Scoping Input

1 of 1

**Seattle Greener Skies Environmental Assessment
January 25 and 26, 2012**

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 Shep
Priest with the altitude information
on OPD

Thank you Jim Simpson

Input can also be provided at comments@greenskiesca.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.

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

1 of 3

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; wendyrotenau@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 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

2013

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" <bzddiving@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; bzddiving@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://greener skies sea.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.
2650 Cal Center Dr. Ste. 433
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 23 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.htm>

<http://www.greener skies.com/docs.htm>

<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.

2072

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

1 of 1

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 skiessea.com'

10/1

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@Greenskiesssea.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 Huggerton, Mayor
Jack Pace, Director

Sent via email to comments@Greenerskiesea.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

107-1

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

1074

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!

10/2

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-RKSOFF	8880 CALCTR DR. #430, SMC, 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 IDIE	SEA ATCT 640 WINE ST ALBUQUERQUE, VA	natalie.gore@FAA.gov DAVE.FORD@US.COM
Doug Marek - ASU/FAA	915 Keaney Villa Rd, San Diego CA	Doug.Marek@faa.gov
Minh Nguyen - ANG/FAA	800 Independence Ave, Washington, DC 20029	Minh.A.Nguyen@faa.gov
RHEA HANRAHAN PATRICK MORAN - FAA-ACE	HMMH - Sacramento 800 Independence Ave, WDC 20029	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 ARTCC 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 MCGREGOR CITY OF TOLUWA	6300 Southcenter Pkwy Toluwa 98188	STACY.MCGREGOR@TOLUWA.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 RS	"	Kikilu.R@portseattle.org
Russ Simonsen P.O. Seattle	"	Simonsen.R@portseattle.org
Rob Hodgman WSDOT - Aviation	918 Fifth 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

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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.

1 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.

- 2 • **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.

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Stephen Kiehl, Puget Sound Regional Council

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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 descent 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"

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Stephen Kiehl, Puget Sound Regional Council

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Greener Skies EA
Augustin Moses
September 12, 2012
Page 3

- 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

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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 6.4-1 was omitted from the Draft EA but now has been included in the Final EA.

Response to Comment 15

Table 6.4-1 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

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KCDOT Comments re: Greener Skies

KCDOT Comments re: Greener Skies

From: Taniguchi, Harold

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

To: comments@greenerkiesea.com

Cc: Burke, Robert

[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.greenerkiesea.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 2.3 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

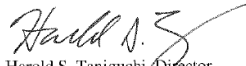
Page 3

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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@greener skiesea.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.greener skiesea.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 3¾ 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 6.12-1 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>

E-02

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<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=dd5c7ee0813bd37359...> 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

[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

E-3

Page 1 of 1

<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) 684-1000
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 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-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, 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

Letter E-4

Mike McGinn, Mayor of City of Seattle

Page 2

thirty-nine (39) days for comment (an extension of 9 days beyond the FAA's standard comment period).

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

Page 2

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. They have 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.

E-5

- 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 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-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, 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).

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, MikeO'Brien, Nick Lacata, Richard Conlin, Sally Bagshaw, Sally Clark, TimBurgess, 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, JeannieO'Brien, Kelvin Tran, Mariana Quarnstrom, NancyWagner, Nhan Thai, Pat Murakami, Patricia Paschal, Peter Holmes, Peter Steinbrueck, Ray Akers, RhondaSmith, Ron Momoda, SarahStanford, Shari Briggs, Sheri Day, Sue Harambe , Susan Pichereau, TamraSmilanich, Ted Grimes, Thomas Acker, Vay &Lam Lay, Yalonda Gill Masundine, Vu Le, Alexis Gallegos, almac001@hotmail.com, almanmf@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, TinaRay, 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, EricJyeji , Erik Stanford , Freda Leomiti, Heather Omalley, Jeff Wolfe, Joe Easterday , Ken Nicholas , Laurie Samuelson , Leslie Lowe, Monique Harris Jones, Nick Chicka, RaymondButler, Rhonda Smith, Sabranie Coyne , Samson Asfaw , Serena Heslop, StevenGorecki, Steven Sterling, Steven Wayne, SueHarambe , Susan Davidson, Susi Burdick, Ted Dietz , Virginia Calvin , Warren Farmer

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

Response to Comment 1

The FAA thanks you for your comment.

E-06

Page 1 of 3

Letter E-6

Adam Kline, State Senator

Page 2

Comments in the email to which Sen. Kline responded are addressed as
Comment Letter I-97.

E-06

Page 2 of 3

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; anne@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; hlowstunts@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

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:

1 [We favor adoption of the Greener Skies Over Seattle program. It assigns of 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

O-2

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 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

O-03

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: 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, and 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 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 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 skiesea.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

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, and 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 skiesea.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 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 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

<https://webmail.greener skiesea.com/versions/webmail/8.13.9-RC/popup.php?wsid=f28b95a315c60d3327...> 9/15/2012

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.

Furthermore, 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, 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).

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

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 a noise-sensitive area (such as residences) which is currently exposed to 65 dB or higher.

While there will be 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 an 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

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Tony Fragada, Alki Community Council

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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 --

