



**Des Moines**  
WATERLAND CITY

**MINUTES  
DES MOINES AIRPORT ADVISORY COMMITTEE  
MEETING**

City Council Chambers  
21630 11th Avenue S, Suite C  
Des Moines, Washington  
Monday, February 9, 2026 - 4:00 PM

**CALL TO ORDER**

**AGENDA ITEMS**

Item 1. **Approval of Minutes**

**Motion:** "I move to approve the minutes from the Airport Advisory Committee meeting held on January 12, 2026."

**Direction/Action**

**Motion** made by Joe Dusenbury to approve the January 12, 2026 Airport Advisory Committee Meeting Minutes; seconded by Jeffrey Bogen.  
Motion passed 3-0.

Item 2. **Complaints/Communications**

- No report.

Item 3. **Sea-Tac Stakeholder Advisory Round Table (StART) Meeting Update**

- The Committee discussed the Sea-Tac Stakeholder Advisory Round Table Meeting and legislative efforts in Olympia.

Item 4. **Sustainable Airport Master Plan (SAMP) Update**

- No report.

**NEXT MEETING DATE**

March 09, 2026

## ADJOURNMENT

### POLICY WORKING GROUP

#### MEETING SUMMARY

JANUARY 5, 2026; 5:00 PM – 6:00 PM

VIA ZOOM VIDEOCONFERENCE

#### Meeting Objectives:

- Federal policy update and initial DC Fly-in planning
- StART Day on the Hill planning
- Understand final edits to the State Legislative Agenda

#### Meeting Summary:

- I. Welcome: Andrés Mantilla (Uncommon Bridges) opened the meeting. He acknowledged that this was a **special, out-of-cycle meeting** of the Policy Working Group, scheduled early in January due to time-sensitive legislative planning needs. Attendance was lighter than usual due to the holiday period. Ground rules and facilitation expectations were reviewed. Andrés also shared a staffing update from Uncommon Bridges, noting Cheryl Swab's transition to Deputy Chief of Staff for King County Executive Girmay Zahilay and that new team members may join future meetings.
- II. **State Day on the Hill – Olympia (February 3, 2026)**
  - Date & Time

Monday, February 3  
7:30 a.m. – 2:00 p.m.
  - Participants

All **StART members** (city staff and community representatives)  
**Elected officials** from StART cities are also encouraged to attend
  - Agenda & Structure

Morning arrival (7:30 a.m.) with coffee, light breakfast, and a brief lobbying orientation  
Scheduled legislative meetings throughout the morning  
Lunch convening with invited speakers (potentially including WSDOT Aviation leadership and the Governor's Office)  
Optional attendance at committee hearings during unscheduled time  
Meetings expected to conclude by 2:00 p.m.
  - Logistics
    - RSVP request forthcoming to confirm attendance and enable planning
    - Transportation will be provided (van or bus, depending on attendance)
    - Breakfast and lunch are covered
    - Lodging (the night before or after) is not covered and would be at the individual's expense.
  - Legislative Outreach
    - Meeting requests already submitted to legislators in airport-area districts (11th, 33rd, 34th, 37th)
    - Outreach was also initiated to the chairs of the Transportation and Environment committees.

- Legislative offices will receive the final attendee lists closer to the event to minimize the scheduling friction experienced last year.

III. Review Proposed State Policy Priorities, John Flanagan, Senior State Government Relations Manager, POS

- John reviewed proposed **format changes** to the State Legislative Agenda that clarify:
  - Items with **unanimous support** from StART members
  - Items where **consensus does not exist**, explicitly noting disagreement rather than excluding the issue entirely.
  - This approach responds to prior questions regarding StART's 100% consensus requirement and how to handle significant but divisive legislation.
- HB 5652 (Sen. Orwall)
  - **Agenda Format Clarification**
    - The updated language clarifies that, although the agenda reflects broad agreement, there is **no unanimous consensus** on all items.
    - Specifically, **SB 5652 (Sen. Orwall)** is noted as an area of disagreement.
    - This approach allows the agenda to move forward transparently despite differing views.
- **SB 5652 (Airport-Related Bill)**
  - The bill from the last session is still alive and is expected to be reheard in the Senate Environment Committee.
  - A significantly revised version is anticipated
  - Likely changes include:
    - Removal of SEPA restructuring elements
    - New focus on funding mechanisms tied to aviation-related tax revenue
    - Greater emphasis on noise mitigation and community impacts
  - Final bill language not yet available; group will review once released
- **Concerns Raised**
  - Some members expressed frustration that the current state agenda does not deliver **short-term relief** for impacted communities.
  - Noise insulation repair/replacement remains tied to federal standards and funding thresholds.
  - These concerns were acknowledged, and it was noted that cities could also use the day to advocate separately from the full StART group.

- **Proviso / Study Proposal Discussion**
  - Anthony Hemstad introduced draft proviso language proposing funding for a **city-led study** examining economic, health, and community impacts related to airport operations, similar in concept to the historic HOX study.
  - Estimated cost benchmark discussed (~\$1.5M), though acknowledged as likely aspirational.
  - Emphasis on city leadership, with consultation from UW and other experts.
  - John suggested simplifying the proviso structure, potentially routing funding through the Department of Commerce with broad scoping language and defined consultation partners.
  - Consensus that a detailed scope would ultimately be developed post-appropriation through agency processes.

*“\$1.5 million to the Department of Commerce to oversee a study on the socioeconomic and health impacts on the communities adjacent to Sea-Tac Airport from ongoing airport expansion. The Department of Commerce can outsource this study to appropriate experts. If UW does not pursue this contract, information that UW has gathered should be used in some of the analysis as appropriate. The cities adjacent to Sea-Tac airport will put together the parameters of this study and work with Commerce in overseeing the study.”*

- **Next Steps (State Agenda)**
  - Uncommon Bridges will circulate revised language to the Policy Working Group for **email-based feedback and approval**.
  - Edits will incorporate clarified consensus language and proviso refinements.

#### IV. Federal Update, Eric Schinfeld, POS

- FY26 began October 1, 2025; Congress operating under continuing resolutions
- Deadline for long-term funding agreement: **January 30**
- Expected outcomes:
  - FAA and DOT funding likely finalized
  - TSA and CBP likely remain at prior-year funding levels
  - No anticipated government shutdown
- **Key Federal Policy Win**
  - **Secondary Noise Insulation Repair & Replacement legislation was passed and signed into law.**
    - Allows the FAA to pilot funding at up to two airports
    - Legislative criteria effectively limit eligibility to **SEA**
    - Next step: FAA implementation (expected focus of April DC Fly-In advocacy)
- **Broader Federal Context**
  - Difficult fiscal environment; limited prospects for new revenue
  - Federal earmarks remain a priority for local projects
  - Election-year dynamics and pending Supreme Court tariff rulings may shape the broader policy landscape

## V. Next Steps & Action Items

- Distribute the **RSVP invitation** for the February 3 Day on the Hill
- Circulate **draft proviso language** for Policy Working Group feedback
- Continue monitoring revised SB 5652 language upon release
- Prepare messaging and priorities for **April DC Fly-In**, particularly FAA implementation of secondary noise insulation authority

MEMBER	INTEREST REPRESENTED	PRESENT
ADOLFO BAILON	BURIEN	-
AMY ARRINGTON	NORMANDY PARK	✓
ANTHONY HEMSTAD	DES MOINES	✓
ARIF GHOUSE	PORT OF SEATTLE	-
BARTON DELACY	DES MOINES	✓
BILL VADINO	FEDERAL WAY	✓
BRANDON MILES	TUKWILA	-
JEFF HARBAUGH	BURIEN	✓
JOE DUSENBURY	DES MOINES	✓
KATHLEEN WILSON	TUKWILA	-
MIKE BRUGATO	FEDERAL WAY	✓
MOIRA BRADSHAW	NORMANDY PART	✓
REBECCA DEMING	DES MOINES	-
SKY LARON	FAA	✓
ROGER KADEG	SEATAC	-
<b>NON-MEMBER</b>		
LAURA SCHLADEZKY	OFFICE OF CONGRESSMAN ADAM SMITH	-
JOSIE MCKINLEY	OFFICE OF SENATOR MARIA CANTWELL	-
MARIELLE TRUMBAUER	OFFICE OF CONGRESSWOMAN JAYAPAL	-
MEGAN UTEMEI	OFFICE OF SEN. PATTY MURRAY	-
<b>RESOURCES</b>		
	<b>TITLE</b>	
CLARE GALLAGHER	PORT OF SEATTLE	-
DAVE KAPLAN	PORT OF SEATTLE	-
ERIC SCHINFELD	PORT OF SEATTLE	✓
JOHN FLANNAGAN	PORT OF SEATTLE	✓
MARCO MILANESE	PORT OF SEATTLE	✓
NATE CAMINOS	PORT OF SEATTLE	-
PARIS EDWARDS	PORT OF SEATTLE	-
TOM FAGERSTROM	PORT OF SEATTLE	✓
SARAH COX	PORT OF SEATTLE	-
<b>CONSULTANT</b>		
ANDRES MANTILLA	UNCOMMON BRIDGES	✓

NEXT MEETING: JANUARY 5, 2026, 5:00 PM - 6:00 PM

LOCATION: ZOOM VIDEOCONFERENCE



Seattle-Tacoma  
International  
Airport

# Aviation Near-Term Noise Action Agenda

February 9, 2026

# StART Noise Action Agenda Updates

- Late Night Noise Limitation Program Q4 Update
- Late Night Runway Usage update for 2026
- Aircraft Go-around update for December/January
- Noise Comment Report Summary for December

# Highest Number of Noise Exceedances in Q4

ATI (Amazon's Prime Air) – 68 exceedances

- Majority were landings

Asiana Airlines – 34 exceedances

- All were takeoffs

China Cargo Airlines – 29 exceedances

- All were landings



# Air Carriers That Exceeded Thresholds Q4 2025

12:00am to 5:00am

\*PAX = passenger

CRG = cargo

Airline Name	Type*	Total Late-Night Operations	Total Number of Exceedances	Percent of Exceeding Operations
ATL (Amazon Prime Air)	CRG	218	68	31%
Asiana Airlines	PAX	46	34	74%
China Cargo Airlines	CRG	61	29	48%
Cargolux	CRG	35	27	77%
FedEx Express	CRG	54	19	35%
China Airlines	PAX/CRG	111	19	17%
AirZeta	CRG	23	16	70%

## Late Night Noise & Ops Quarterly Comparison

12:00am to 5:00am

	Q4 2024	Q1 2025	Q2 2025	Q3 2025	Q4 2025
Total Late-Night Operations	3030 (22% Cargo)	2555 (21% Cargo)	3677 (12% Cargo)	3943 (12% Cargo)	<b>3482</b> <b>(18% Cargo)</b>
Total Late Night Ops Exceeding Thresholds	207 (87% Cargo)	180 (88% Cargo)	139 (71% Cargo)	141 (78% Cargo)	<b>271</b> <b>(75% Cargo)</b>
Percent of Total Ops Exceeding	7%	7%	4%	4%	<b>8%</b>

Increased operations during late night hours from ATI, Asiana and China Cargo Airlines in Q4

# Late Night Noise Exceedances by Aircraft Type Q4

A total of 271 noise exceedances in Q4 2025

Boeing 777 – 100 exceedances (cargo and passenger)

- *EVA Airways, Philippine Airlines, Asiana Airlines, China Cargo Airlines, China Airlines*

Boeing 767 – 83 exceedances (cargo and passenger)

- *ATI (Amazon), FedEx Express, Northern Air Cargo, ABX Air, Delta Air Lines*

Boeing 747 – 58 exceedances (all cargo)

- *Korean Air Cargo, Cargolux, AirZeta, Atlas Air*

Boeing MD11 – 7 exceedances (all cargo)

- *FedEx Express*

Other aircraft types – 23 exceedances (all passenger)

# Late Night Noise Update for January

834 Total Late-Night Operations (takeoffs + landings) in January

- Average of 27 operations per late-night (20 passenger & 7 cargo)
- **265** operations using newest generation aircraft (32%) – Alaska, Delta, United, Southwest, EVA, Singapore, China Airlines, Starlux
- **44** operations using noisiest aircraft at SEA: 747 (5%) – Korean Air Cargo, Cargolux, AirZeta, Atlas Air

# Late Night 3<sup>rd</sup> Runway Use

12:00am to 5:00am

## 2025 Totals:

- Average of **4.3 third runway landings** per late night

## 2026 Totals: (thru 2/4)

- Average of **2.3 third runway landings** per late night
- 15 nights with no landings on third runway

# Go-around Report for December/January

## December

Total go-arounds: 179, avg 5.7 per day

Higher than normal days:

**12/5 (16), 12/8 (12), 12/10 (33)**

– Avg wind speed 17.3 mph, avg wind gust 28.3 mph

**12/12 (14)** Due to low visibility/fog

**12/18 (10)** Avg wind speed 18.5 mph, avg wind gust 33.1 mph

## January

Total go-arounds: 72, avg 2.3 per day

Higher than normal days:

**1/15 (7)** Due to high winds and cloudy conditions

**1/19 (8)** Due to low visibility/fog

# December 2025 Noise Comment Report Totals



NOISE PROGRAMS OFFICE COMMENT REPORT

DEC 2025

## Monthly Totals & Trends

**161**

District Households

**7,283**

Comments

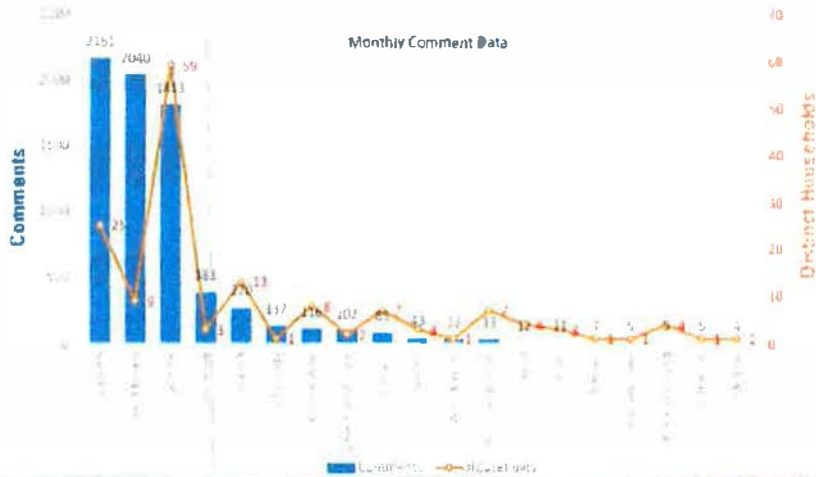
**137,178**

Comments YTD

**806**

District Households YTD

## Monthly Totals & Trends: By City



CITY	COMMENTS	DISTINCT HOUSEHOLDS	AVG COMMENTS/ HOUSEHOLD
Vashon	2,161	25	86.4
Des Moines	2,040	9	226.7
Seattle	1,813	59	30.7
Shoreline	383	3	127.7
Burien	270	13	20.8
Edmonds	137	1	137.0
Federal Way	116	8	14.5
Lake Forest Park	102	2	51.0
Auburn	85	7	12.1
Seatac	43	3	14.3
Woodinville	37	1	37.0
Normandy Park	33	7	4.7
Kent	12	4	3.0
Brier	11	3	3.7
Bothell	9	1	9.0
Black Diamond	5	4	1.3
Gig Harbor	5	1	5.0
Bonney Lake	5	1	5.0
Medina	4	1	4.0
Tukwila	4	1	4.0
OTHER	8	7	1.1
<b>Totals</b>	<b>7,283</b>	<b>161</b>	<b>45.2</b>



# Comments Report Totals from 2020 to Present

## Comments 2020 - Present

Month	2020	2021	2022	2023	2024	2025
Jan	36,142	20,509	23,897	8,285	17,557	10,385
Feb	26,610	18,082	19,338	6,903	16,557	11,374
Mar	26,194	25,574	22,169	8,405	16,518	13,750
Apr	11,274	21,742	20,027	8,733	14,221	11,209
May	13,936	19,873	22,365	7,674	15,745	13,816
Jun	20,991	23,461	20,405	7,743	17,176	15,187
Jul	21,896	25,002	15,893	6,777	17,817	14,758
Aug	22,954	25,944	15,321	8,336	19,629	13,473
Sep	17,261	24,123	17,272	14,598	15,987	11,181
Oct	17,577	24,979	16,449	14,854	14,796	7,794
Nov	19,023	23,974	8,423	17,502	12,926	6,971
Dec	20,635	17,052	8,327	20,665	14,404	7,283
<b>TOTAL</b>	<b>254,493</b>	<b>270,315</b>	<b>209,886</b>	<b>130,475</b>	<b>193,333</b>	<b>137,181</b>

# Comments Report Totals 2020 - Present

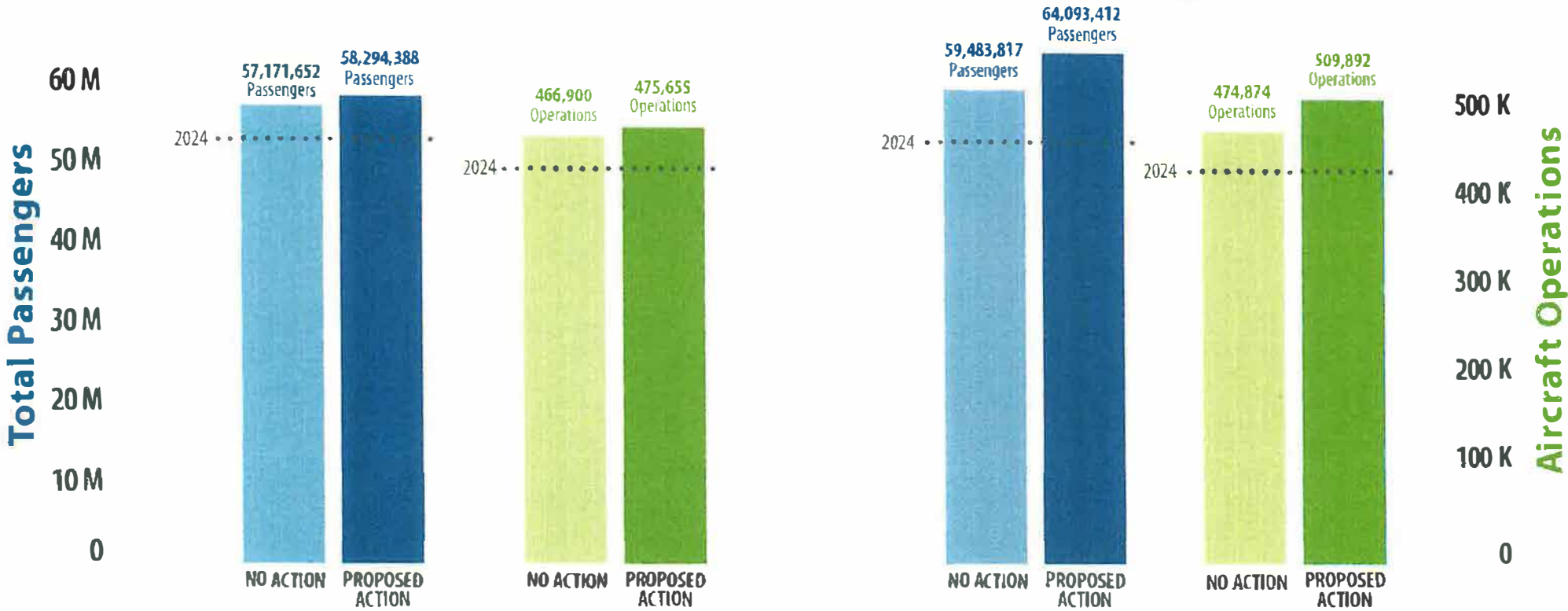
## Households

Month	2020	2021	2022	2023	2024	2025
Jan	339	237	223	173	219	138
Feb	335	258	224	230	307	191
Mar	297	275	246	281	245	263
Apr	256	291	227	319	190	318
May	286	291	232	380	235	155
Jun	326	391	238	442	298	169
Jul	341	424	252	521	260	230
Aug	370	353	289	604	278	205
Sep	272	312	235	673	192	190
Oct	241	246	265	711	193	173
Nov	222	251	202	762	153	147
Dec	239	222	169	796	164	161
<b>TOTAL</b>	<b>3,524</b>	<b>3,551</b>	<b>2,802</b>	<b>5,892</b>	<b>2,734</b>	<b>2,340</b>

# Key to the Analysis is that Air Travel Demand Will Increase Regardless

## 2032 (Opening)

## 2037 (Opening + 5 Years)



..... 2024 Actuals: 52,640,716 Total Passengers | 428,915 Aircraft Operations



# 2024 By the Numbers

## Airport Traffic



Avg % Increase \* 2024 vs 2023

2024 - 2023

$$\begin{aligned} & \text{OPS} \\ & \frac{475,655 - 428,915}{428,915} \div 8 \\ & = 11\% / 8 \\ & = 1.38\% \end{aligned}$$

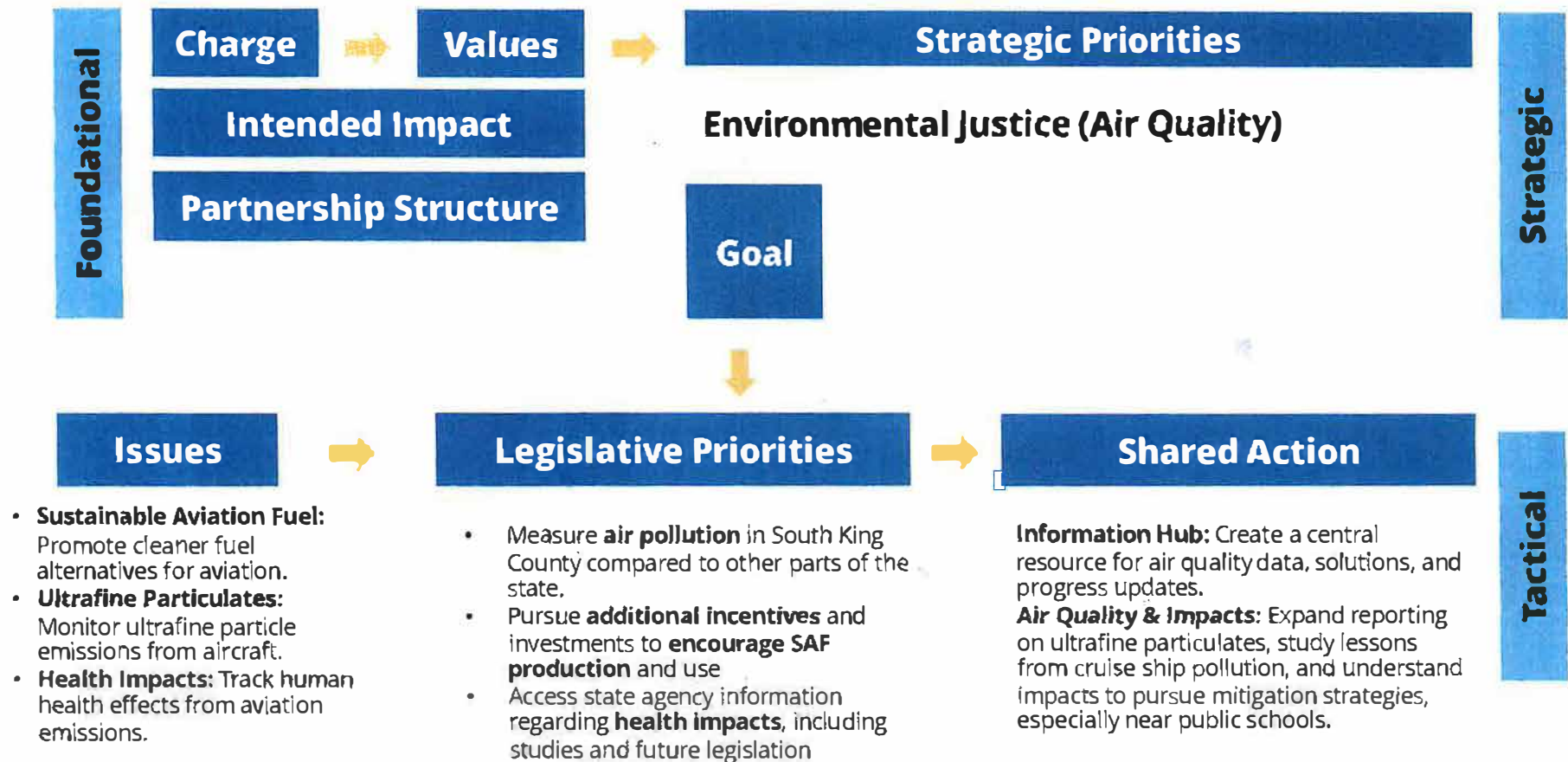
$$\begin{aligned} & \text{PAX} \\ & \frac{58,294,388 - 52,640,716}{52,640,716} \div 8 \\ & = 11\% / 8 \\ & = 1.38\% \end{aligned}$$

2032 - 2037

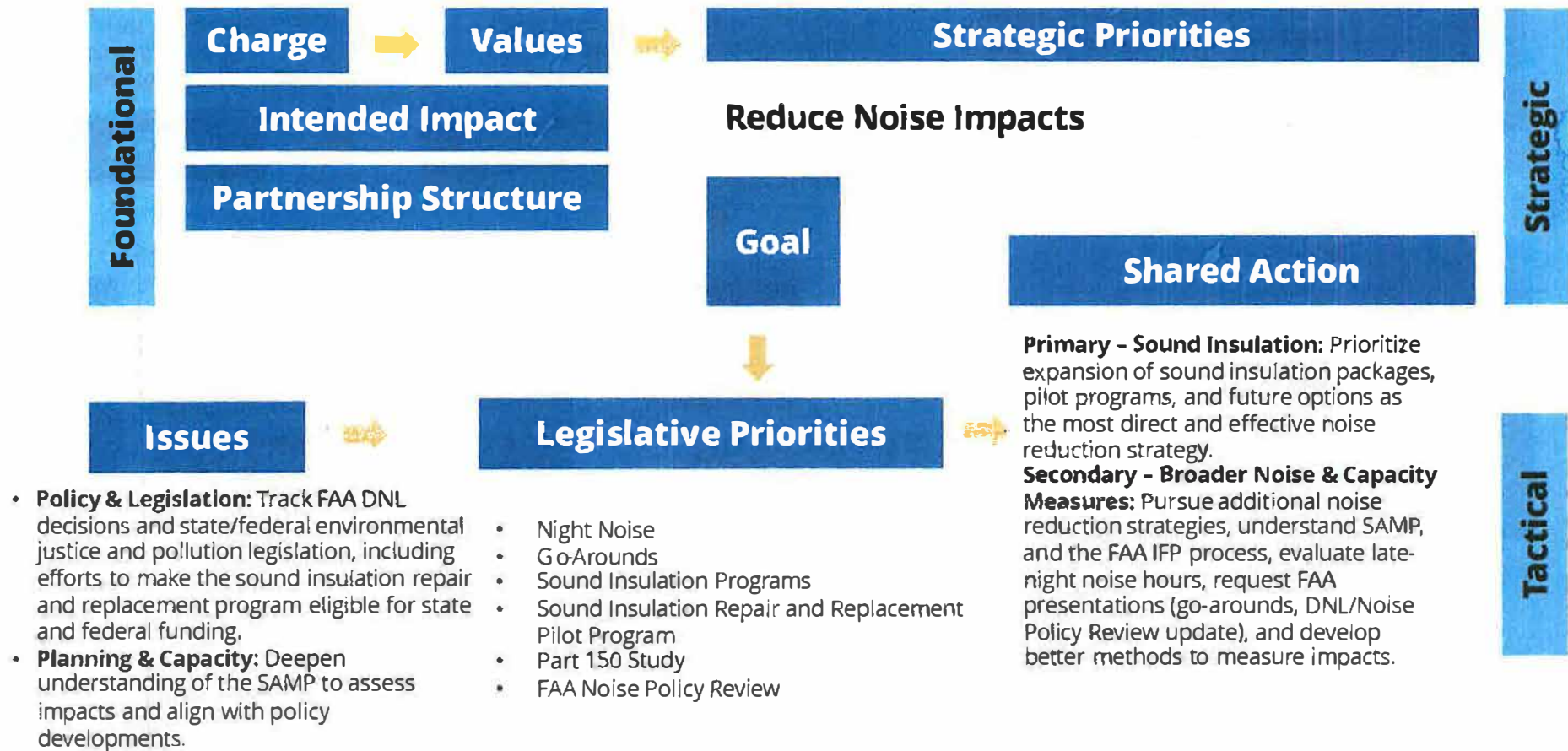
$$\begin{aligned} & \frac{509,892 - 475,655}{475,655} \div 5 \\ & = 7\% \div 5 = 1.40\% \end{aligned}$$

$$\begin{aligned} & \frac{64,093,412 - 58,294,388}{58,294,388} \div 5 \\ & = 11\% \div 5 = 2.2\% \end{aligned}$$

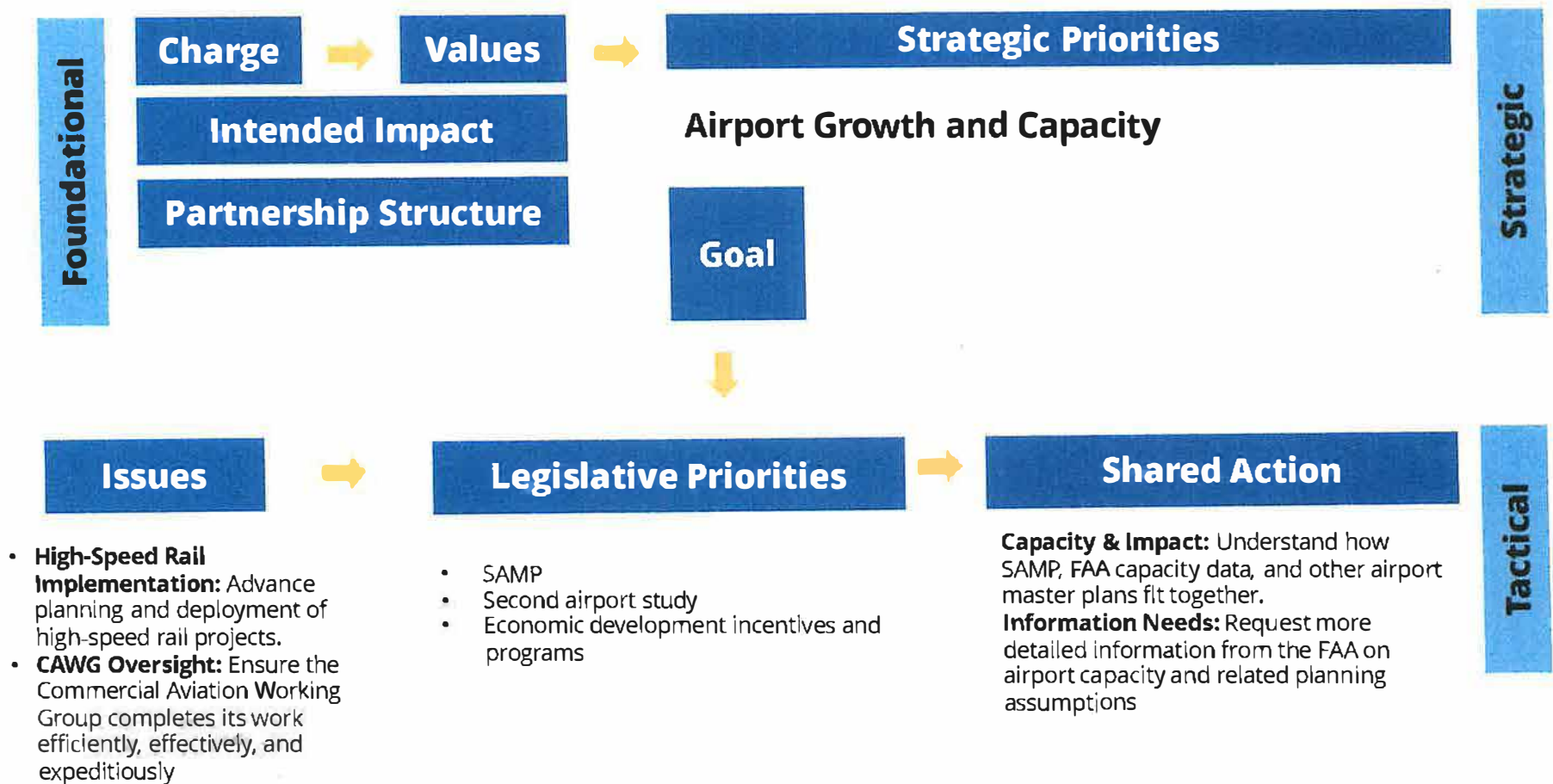
# 2025 – 2026 Priority Framework



# 2025 – 2026 Priority Framework



# 2025 – 2026 Priority Framework



## Air Cargo



### Total Air Cargo

2024:	460,062	+10.3%
2023:	417,124	-8.6%
2022:	456,289	-8.5%



### Domestic

2024:	345,183	+13.1%
2023:	305,141	-9.1%
2022:	335,512	-8.4%



### International

2024:	114,881	+2.6%
2023:	111,983	-7.3%
2022:	120,776	-8.8%

compared to 2023 totals



### Freighter Cargo



### Belly Cargo



## Cargo Operations



### Freighters

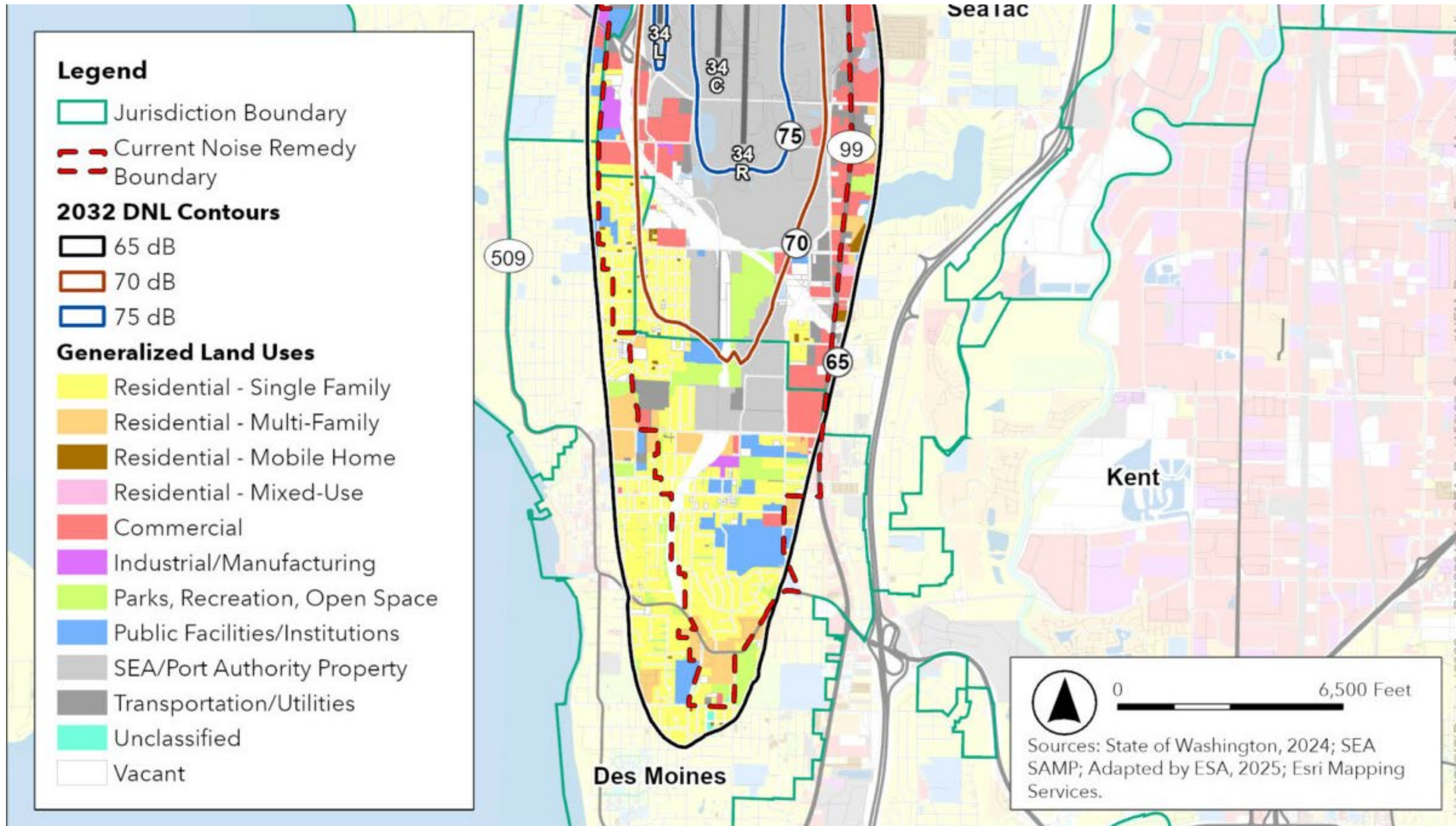
2024:	16,784	+1.6%
2023:	16,518	-0.8%
2022:	16,650	-6.5%



### All other aircraft

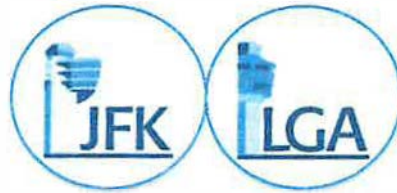
2024:	412,131	+2.8%
2023:	400,828	+5.4%
2022:	380,660	+7.9%

# SEA Airport Part 150



## NEW YORK COMMUNITY AVIATION ROUNDTABLE (NYCAR)

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***Barbara E. Brown, Co-Chair  
Chair, JFK Airport Committee***

***Maria Becce, Co-Chair  
Chair, LGA Airport Committee***

September 29, 2023

Re: Docket No. FAA-2023-0855  
Request for Comments  
Federal Aviation Administration's Review  
Civil Aviation Noise Policy

As Co-Chairs of the New York Community Aviation Roundtable (NYCAR), we are submitting these comments re: the national Noise Policy Review currently underway at the Federal Aviation Administration (FAA).

**Who We Are:** The New York Community Aviation Roundtable (NYCAR) is a voluntary working group comprised of stakeholders affected by John F. Kennedy International Airport (JFK) and LaGuardia Airport (LGA) operations. The main purpose of the NYCAR is to establish a meaningful dialogue between the airport community and the residential communities. The primary goal of NYCAR is to work collaboratively with the airport management and Federal Aviation Administration in an effort to enhance the quality of life of the residents of local communities while ensuring the continued efficient operation of the airport.

NYCAR members include representatives from the surrounding communities, relevant federal/state/city agencies, elected and appointed officials, relevant airlines, and the airport operator. NYCAR is divided into two committees, one for each airport, that focus on issues specific to communities located near them.

NYCAR appreciates the FAA is conducting a Noise Policy Review as part of your ongoing commitment to address aircraft NOISE and that you are engaging with the public and other stakeholders. The FAA Webinars were very helpful in understanding the goals of the Noise Policy Review in order to improve systems and metrics going forward. Upon completion, we hope that the Review will allow you to understand the negative impact of repetitive aircraft noise on communities immediately adjacent to airports and overflight under flight paths.

### **Comments Re: FAA Noise Policy Review**

1. **Vehicle Type:** The Civil Aviation Noise Policy should include the impacts of all air vehicle activity in, around, departing and arriving at airports.
2. **Operations of Air Vehicles:** The noise metrics should evaluate and disclose all noise metrics related to aircraft operations pertaining to airports. However, we are particularly concerned that the metrics include accurate, real-life experiences of stakeholders on the ground in proximity to local airports and under the

flight paths of arriving and departing aircraft. These operations are particularly important because, in many cases, the aircraft are flying under 3000 feet as they approach the airport and very much under 1000 feet just before landing. Communities under that last narrow pattern of descent are acutely impacted under unrelenting noise. Those before that final pattern are also very impacted because the possibilities for dispersal are fewer and fewer so that there is confluence of arriving aircraft over communities relatively close to the airport. Regarding departures, aircraft are particularly noisy as thrust is at a maximum during departure and as the aircraft turn over local communities in tightly confined flight patterns until they can clear the airspace around very busy areas such as in the New York/New Jersey Corridors. In addition to noise from flight, communities close to an airport are also impacted by ground level noise which needs to be evaluated. For example, those near JFK airport report a constant din across the neighborhood caused by idling aircraft and those preparing to take off. This is particularly noticeable in the evening and at night when residents are trying to rest or sleep.

3. **DNL**--It is NYCAR's position that the standard day-night average sound level (DNL) noise metric used for all FAA studies of aviation noise exposure in airport communities is an inadequate measure of the true impacts/effects of aviation-related noise levels from airport operations. DNL's are an average and do not reflect the true amount of noise experienced by stakeholders on the ground. As has been noted in many presentations to which we have been privy, 65 DNL's could be the result of one aircraft over a community for the day or the average of hundreds. The groundtruth for those of us in the New York City airspace is that 65 DNL's or above is due to hundred's of flights over a given neighborhood, flying very often at one-minute intervals over the course of a day. For most, this is an all-consuming soundscape of jet engine noise that seemingly never stops. Repetitive noise is not the same as the occasional interruption of noise. The noise we cite may go on for days on end, for example this week at JFK airport. The average of 65 means that many of the flights, especially for those close to the airport, flew at decibel levels in the 70's and sometimes 80's. There needs to be a metric which gives an accurate account of the true number of times a person has been exposed to a particular decibel within an hour, a day, a month or a year. There are real health impacts from repetitive noise over 55 decibels. Those evaluating impacts, those making policy regarding aircraft noise need to know what that impact actually is.
4. **Averaging**--Averaging DNL's does not give a true picture of aircraft noise exposure to communities near airports or under flight paths close to an airport. An *Average Annual Day (ADD)* is inappropriate. In effect, an ADD averages in quiet times or days over which perhaps there were no aircraft flying over head. It negates the actual barrage of incessant unhealthy noise experienced on a particular day or over a cluster of days. It is imperative that any noise policy provision consider the impact of aircraft on those bombarded with constant noise over 55 decibels in a day or cluster of days. Fifty-five decibels of repetitive noise is the threshold that the EPA has recognized as unhealthy. This type of noise has real health consequences as is cited by quite a body of research that currently exists. Constant repetitive noise is not well-tolerated; rather it creates stress, sleep interruption, loss of concentration, is all-consuming and totally interruptive with everyday life. We would recommend that the FAA consider "Noise Episodes" whether the episode is a day or multiple days of continuous aircraft noise in a row. Limits need to be set for "Noise Episodes." The FAA needs to be cognizant of this when decisions are made by air traffic control, the division generating these episodes. They need to make concerted efforts to reduce the the number of "Noise Episodes" over communities
5. **Decision-Making Noise Metrics**--Per No. 4 above, another metric other than DNL's should be used to assess actual noise exposure to neighboring communities and communities over which aircraft are flying. Again, we are suggesting "Noise Episodes," which would include an average of the decibels during which an episode lasted, as well as the length of time of the episodes. Any annual summary should speak to the number and length of episodes with an average of over 55 DB's. A standard needs to be set for number of episodes. Ten-point penalties in DBs need to continue to be added for evening and night flights.

6. **Communication and**
7. **NEPA and Land Use Noise Thresholds Established Using DNL or Another Cumulative Noise Metric --** NYCAR encourages everyone to file noise complaints with both the PANYNJ as well as the FAA concerning their "lived experience". Similarly, we are encouraging comments to this FAA's Docket concerning the National Noise Policy Review to assist the FAA with developing new and flexible noise metrics. It is imperative that the FAA communicate with stakeholders in a timely manner, before changes are made, i.e., NextGen, restructuring of runways or moving landing thresholds, etc., and give the impacted communities time to respond in the interest of true community involvement. Requests for explanations or information by roundtables, elected officials and other impacted entities about FAA procedures deserve timely, forthright response. Any changes in the noise metrics and how they will address the decision-making process should be spelled out in the NEPA guidelines. Any revisions in metrics, as well as how the FAA determines "significant impact" needs to be clearly communicated. The definition of "Significant impact" needs to be clarified. What was taken into account? Health impacts as well as annoyance? How was significance calculated? For example, what makes a 1.5 Db change significant vs. 1.4Db change? Aircraft noise should never be classified or evaluated just in terms of mainly an annoyance. It is a national public health problem. Noise is unwanted and causes physical and emotional harm. The impact must speak to physical, health-related impacts as well as annoyance, i.e., blood pressure, heart rate, etc.
8. **FAA Noise Thresholds Using Single-Event or Operational Metrics--**See Nos. 3, 4, 5 above. Definitely, EPA noise thresholds need to be honored as metrics are revised. 65 Db's is too high a threshold.

Overflight communities and those at the foothills of an airport cannot absorb the current concentration of repetitive noise. They must be protected from the negative physiological and psychological effects of incessant airport operations. These communities are bearing the burden of aircraft noise as the FAA touts claims that fewer people are impacted by aviation noise impacts than in the past. They are bearing environmental harms and risks so that an industry can flourish and grow, people on the ground be damned. This is an example of environmental injustice. Merely reducing the number of people exposed to aircraft noise, by exposing a smaller number of people to a higher concentration of noise is not fair or healthy to those over whom the flights are concentrated. It's not a viable solution. This must be addressed as FAA's Noise Policy is reviewed and revised. The economics and statistics of aviation cannot outweigh environmental impacts. There is no justification from a quality of life perspective and peaceful enjoyment of one's home.

Sincerely,



Barbara E. Brown, Chairperson  
JFK Airport Committee/NYCAR



Maria R. Becce, Chairperson  
LGA Airport Committee/NYCAR