

VMICC Aviation Noise Committee Meeting Minutes

September 15, 2020

3:30pm-4:10pm
Online, using Zoom

Meeting Chair: David Goebel

Participants:

1. David Goebel
2. Dean Richardson
3. Gene Kuhns
4. Kari Ulatoski
5. Will Lockwood

Minutes

Agenda Item:

1. Introduction of committee members
 - a. David recounted some of the history behind the recent NextGen flight path/procedure changes over Vashon, and the 2018 petition for two noise monitors as a result of those changes.
 - b. Dean concurred with the stark nature of the NextGen change. He has a special perspective with decades as a military and commercially licensed pilot who currently flies primarily non-passenger planes out of Boeing Field for the Air Force as a civilian.
 - c. Gene agreed on the stark change and expressed frustrations with the noise's negative impact on fledging B&B business pursuits.
 - d. Kari, a long term resident near the North tip of Vashon also agreed with the extreme noise change due to NextGen. As an aside, she was a participant in the previous incarnation of the VMICC and is hopeful it will prove valuable again.
 - e. In contrast to the other four participants who live near the NextGen HAWKZ/MARNR line, Will lives on Maury Island close enough to the airport that its continual ground noise presents substantially more noise than overflights.
2. Discussion of the scope of topics the committee will cover and suggestions for committee charter themes.
 - a. The negative impacts wrought by NextGen are the current primary focus, especially as it involves the impending noise monitor, and hopefully expanded monitoring in the future.
 - b. As the FAA, and not the Port, directly controls flight paths and procedures, engage with our county, state and federal representatives for help on influencing the FAA. We should try and identify Island residents who have good working relationships or other connections with our elected representatives for help on this front.
 - c. By the same token, if there are any Island residents with direct connections to the FAA, we should ask if there is any way they could help.
 - d. Other topics, in no particular order, for investigation and engagement were also suggested.
 - i. Analysis of the impact of the third runway on Island noise.

- ii. Creating a more formal engagement with other Puget Sound community groups also working to mitigate the environmental impacts of the airport, especially in the realm of noise.
 - iii. David, as the main contact for Vashon Island Fair Skies, has also received inquiries about General Aviation plane noise, helicopters, and military overflights. There's a lot less we can do about these, but people's concerns about them should still be acknowledged.
 - iv. Considering these various concerns, the Committee's name should not be limited to just overflights, thus the suggested name of "Aviation Noise".
3. Discussion of possible locations for a Port of Seattle plane noise monitor, including Port legal requirements and the guiding technical principles for selecting the optimal location.
- a. This discussion was led by David and covered several key principals:
 - i. The monitor must be located on public property.
 - ii. The monitor should be located as close as practical to the location with the lowest slant distance to the most number of overflights. In Southflow this will be the North tip of Vashon and in Northflow, the South tip of Maury. As Southflow is both more common (~75% of the time) and generates many more Vashon overflights (~3x), our first monitor should be optimized for Southflow.
 - iii. The location should be absent of other man-made noise, which would be atypical of the environment of most people's homes on Vashon. For example, locations on buildings in town would satisfy the public property requirement and have ready power, but would suffer from unusually high background noise, as well as being far from the point of closest approach of the overflights.
 - iv. The site requires 5 Watts of continuous power and adequate Verizon Wireless coverage for the monitor's cellular modem.
 - b. After considering potential noise monitor sites for years, an upper shelf section Wingehaven Park was presented as the best option.
 - i. The Vashon Park district passed a resolution last year allowing the siting of a noise monitor on their property subject to several common sense liability conditions.
 - ii. This section of Wingehaven Park is inaccessible from the lower trail and due to surrounding topology is protected from highway and ferry noise.
 - iii. It has Verizon Wireless coverage.
 - iv. Three different options for adequate power have been investigated.
 - c. Kari expressed relief it was not the lower section of Wingehaven that we're all familiar with, but rather an inaccessible upper shelf on the North end of the park. She was still concerned about its suitability in Northflow.
4. Vote on the proposed location in Wingehaven Park for the plane noise monitor.
- a. A vote was taken and it passed unanimously.
5. Meeting Adjourned