

**ATTACHMENT 4e:
SCOPING COMMENTS RECEIVED**

Actual Comments with Assigned Topic Code

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9/28/2018 11:32:48 PM

S3-1 With this airport expansion, how will this affect the environment related to air quality and climate to affected residents who live in the direct air path of the airplanes such as Beacon Hill and other surrounding areas such as health including asthma and other health ailments. With the increase of airplane travel, how will this affect air quality related to forest fires, etc.? This year, we had several days of heavy smog where there was poor air quality where it was difficult breathing, etc. The smog was related to forest fires in surrounding areas. Can there be studies on how the airport expansion address the air quality especially to human lives including elderly, children, people of color and climate with the increase warm weather?

S How is the airport expansion address severe issues to the climate such as forest fires, drought, hot weather, etc..?
How will you address gas and other materials coming from airplanes that land in the neighborhoods especially on houses, etc.. ? My neighbor had tall hedge bushes where they would trim every year. These bushes were very tall over 10 feet plus. His hands were all black due to the gas emitted from the airplanes.

S5-1 I would like to see studies related to how airplane noise affect the health of children especially to studying in schools in the direct path of the airplanes routes. Also, I live in Beacon Hill where I don't see environmental justice especially to people of color. I would like to see the Port of Seattle do more outreach in the Beacon Hill and surrounding areas especially to communities where english is a second language. Can neighborhoods be given noise collecting machines to track the noise that airplanes make while crossing over fellow neighborhoods? Can there be a panel set up from communities affected to be a part of the study? Also, I would like to study the health of the residents who live in the airport path especially Beacon Hill and other surrounding areas.

S6-8 With the increase of construction projects such as the viaduct tunnel, I405, etc., how is this airport expansion going to address the severe traffic issues that King County and other counties experience? This will bring more people including cars, buses, etc.. that will lead to more traffic jams.

S12-31 I attended the Open House on September 12th at New Holly. I would have liked the open house to have been located more northern Beacon Hill so more residents who are affected could have attended. I was in attendance from 5:40 p.m. to 6:30 p.m. and I was disappointed of the low turnout. For future meetings, I would recommend that the Port of Seattle do more outreach especially in the areas who are affected by the airplanes.

At the Open House, I was disappointed at the following:
-I asked several people on how much \$\$\$ will this cost especially to the taxpayer with the increase in taxes when you fly and no one was able to answer. I found out that several people at the Open House were not Port of Seattle employees but consultants.

S12-7 N10-2 -That day, I just heard on the radio that the current airport project including cost overruns have increased to \$1B. I asked several people at the Open House about this issue but many people did not know what I was talking about which was puzzling to me. I asked if this airport expansion will be reduced due to the cost overruns of the current project but no one knew the answer. How can the taxpayers be ensured that Port of Seattle will keep the costs within budget and on time?

-I would like to see the Port of Seattle to do more outreach to discuss these projects regarding the updated status, impact to neighborhoods, etc..

S2-254-8 S1-3

My recommendations that I would like to see Port of Seattle do:

- At times in my neighborhoods, I see the airplanes every minutes (sometimes seconds) throughout the day. What will the pattern be after this airport expansion? The airplane noise can be very loud and disturbing.
- I would like to see a citizen panel (among the affected neighborhoods) to be established to address our concerns and be an oversight to the project.
- Purchase noise collecting machines for affected neighborhoods so we can collect noise data from airplane noise. Also, I encourage the Port of Seattle to work with these neighborhoods on addressing these issues.
- Change the flight path so airplanes do not have to go through the same routes but different routes.

Thank you for considering my comments.

Stephanie

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9/28/2018 10:20:08 PM

53-1 { Please seriously consider ALL issues of air quality. Many citizens are sensitive to various pollutants and jet fuel is no exception. I am sure some filters to the ground and leaches into our soil and water.

Citizens have a right to peaceful and undisturbed use of their property. Noise and fumes are disturbing.

Noise is a major complaint for many as the approaches have changed and the the planes come in closer together. Sometimes it feels like we hear them nonstop, even in the north end!

56-8 { The airport approach for either departure or picking up arrivals is chocked so much of the time now! Hope something is in the works to alleviate this terrible bottleneck. With the onset of the Lyft and Uber type rides in addition to the taxis and shuttles, it has overburdened the area for passengers now having longer waits to get out of the airport.

56-8 { All of the above points are important issues, but some impact passengers and residents of the region more than others. Priorities are important to establish and mitigations for those problems put in place.

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53-4 52-7
Air traffic is the greatest contributor to climate change. Instead of figuring out how to accommodate more passengers and more flights. We should be trying to reduce those flights with better alternatives (ie. high speed rail). micro particles need to be studied and not just in a five mile circumference around the airport. Planes are major polluters. I live 20 miles from the airport yet because of NextGen implementation I have been subject to loud low planes and their accompanying cancer inducing pollution.

Again the pollution by airplanes is raining down upon our Puget Sound, forests and water resources causing their degradation.

52-2
The routes taken by all of the increased flights to and from the airport are subjecting a narrow band of traditional neighborhoods to increased and unbearable noise and pollution. How will this be mitigated in the future?

54-3
Flights are currently landing at SeaTac with a frequency of one every 1 to 2 minutes. They are low and loud. Studies have shown that exposure to such noise can cause multiple health problems. How will the airport and airlines reduce the noise and pollution exposure to the surrounding inhabitants. These include communities farther out than the ridiculously small Noise impact area. Again I live 20 miles away and believe this has to be studied to at least 30 miles.

54-5
The noise from airplanes reduces learning and attention for children in schools. Additionally the pollution from the planes is unhealthy for young bodies and brains.

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9/28/2018 6:06:44 PM

5-2-2
Noise over Shoreline has become unacceptable. The airplanes have always turned at the end of the lake way up in the air. Now they come so low just above the tree tops, then they even go back up to go around downtown Seattle. This is non stop noise and unacceptable. Bad enough we have to deal with Paine field doing the same thing. More then 25 miles from Sea-Tac we should not be dealing with the noise of airplanes cutting speed like they are landing. It is not right. The airplanes should not come down and go back up - they should be way up in the sky like they use to be! Time to put it back to the way it was designed not some game playing.

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9/28/2018 5:26:35 PM

SeaTac currently pumps around 600 million gallons of jet fuel annually. When burned one gallon of Jet-A produces 21 pounds of carbon dioxide, so the aircraft using SeaTac is responsible for 6 million tons of carbon dioxide emissions annually. This is equivalent to a large coal-burning power plant. A carbon footprint assessment as affects our State's Greenhouse Gas emissions output, needs to be undertaken, using any accepted metrics by the scientific community, on the current set of airport operations, as well as for the proposed Master Airport Plan, before starting the scoping process. As much as any other fossil-fuel emitting industry, our airport operations need to be included as a responsibility and full accountability to our State's efforts to understand and reduce our Greenhouse Gas Emissions. As increased carbon-dioxide emissions are generally believed to be driving climate change, which we are seeing specifically manifested in our region in the past few years in the form of smoke from severe and unprecedented forest fires, adding to this effect needs to be addressed immediately.

53-4

A carbon footprint assessment as affects our State's Greenhouse Gas emissions output, needs to be undertaken, using any accepted metrics by the scientific community, on the current set of airport operations, as well as for the proposed Master Airport Plan, before starting the scoping process. As much as any other fossil-fuel emitting industry, our airport operations need to be included as a responsibility and full accountability to our State's efforts to understand and reduce our Greenhouse Gas Emissions. As increased carbon-dioxide emissions are generally believed to be driving climate change, which we are seeing specifically manifested in our region in the past few years in the form of smoke from severe and unprecedented forest fires, adding to this effect needs to be addressed immediately.

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9/28/2018 2:55:42 PM

S11-2

The SAMP process should be delayed until the UW's microparticulate study, the Department of Commerce's airport impact study, the PSRC's regional aviation study, the Washington State Legislature's JTC cargo study, and the health impacts of airport noise study authorized by the 2018 FAA Reauthorization Act are all completed. Moving forward with the SAMP without the important information those studies will provide will do a massive disservice to the Puget Sound communities that are already over-burdened by airport noise and pollution. Having that information before making huge changes at Sea-Tac Airport will allow accommodations and improvements to be made pro-actively. Making changes without that information will simply perpetuate the current issues.

S2-7

The phrase "sustainable airport" is a laughable oxymoron. Air traffic is one of the, if not the, worst contributors to pollution and climate change. Before adding more and more aircraft to the problem, viable alternatives like regional rail need to be put into place to reduce the need for local flights.

S4-3

The Puget Sound region is already experiencing horrendous levels of aircraft noise day and night. The massive increases in air traffic that the SAMP projects will make things far worse. Our region is known for its clean air, beautiful scenery, and enjoyable outdoor experiences. But high levels of endless aircraft noise has ruined iconic Seattle experiences like walking around Green Lake, sitting outdoors at a restaurant, biking on the Burke Gilman Trail, even hiking in the Cascades. The last time I hiked Wallace Falls there was literally an aircraft overhead every minute or two, which completely destroyed the peace of the woods that I went there for. Even as far out as Gold Bar, aircraft noise is a continual noisy disturbance. Before too long, visitors who come to our area to enjoy these assets, the very reason Sea-Tac claims it needs to grow, will stop coming because visiting here will no longer be a pleasure. And you want to add more noise?

S4-4

~ The DNL metric is ridiculously useless, unless you're the FAA or the Port and are trying to make it impossible for citizens to complain about aircraft noise. We citizens experience every single plane that flies over, which is as often as 30 to 60 seconds without any break in-between, as a single noise event. Every single plane is a disruption to our lives, our sleep, our conversations, our peace and enjoyment of our homes. We do not experience aircraft noise as an "average" over a 24-hour period. The DNL needs to be replaced by a valid and actually useful metric like the Single Noise Event metric.

~ Aircraft noise is not just an "annoyance" as the Port and FAA are always telling us. Noise is a proven health hazard, causing cardiovascular damage, mental health issues, health issues related to lack of sleep, loss of work hours, increases in medical costs, loss of learning and development in our children, and huge increases in stress. The SAMP's plan for massively increased air traffic will also massively increase aircraft noise for citizens who are already over-burdened.

~ Aircraft noise destroys the peace and quiet in one's home that we citizens have a right to. We are forced to live with our windows closed, we cannot enjoy our yards and gardens and patios, we cannot play and exercise outdoors, we often cannot even carry on conversations inside our homes let alone outdoors. We are forced to upgrade windows and insulation without any compensation whatsoever.

~ The DNL "noise contour" ignores that aircraft traffic and noise have expanded to areas much, much farther from the airport than ever before. I live in Shoreline, 25 miles north of the airport, and my neighbors and I are inundated with aircraft noise day after day and night after night. Shoreline is central to where aircraft coming from all directions turn and join the south-bound arrivals queue, creating a virtual cloverleaf in the sky above our heads. Add to that traffic going into Paine Field and Boeing Field, traffic that is now flying lower than ever to accommodate the ever-increasing Sea-Tac traffic. Shoreline and other north-end communities are no longer the quiet places they were when I moved here 23 years ago. We might as well live next door to Sea-Tac. It certainly feels that way most days.

~ As noted above under "Noise Issues", aircraft and airport noise negatively affect our children's health, learning, and development by never allowing them any peace and quiet, instead subjecting them to constant, harmful levels of noise. But pollution from aircraft traffic is also extremely dangerous for our growing children, who are more vulnerable to pollution-caused illnesses such as cancers and immune-system disorders. Constant and close proximity of the noise and pollution caused by incessant air traffic is harming our most vulnerable, our children.

~ The recent re-routing of all arriving south-bound aircraft into a narrow "sacrificial corridor" has resulted in ALL the noise of arriving traffic being dumped onto a small swath of the community, namely along the I-5 corridor. Neighborhoods along the I-5 corridor are for the most part lower- to middle-class economically due to property values being lower near the highway. Dumping ALL aircraft noise onto this segment of our community, citizens who work hard and may not have the time or education to complain or fight, is an issue of environmental justice, especially when this burdened community receives none of the benefits of airport growth like jobs, tourist dollars, or infrastructure improvements. The FAA specifically avoided placing such condensed and noisy flight paths over the wealthier (and more powerful) Eastside communities, yet this same caution was nowhere to be seen when the "sacrificial corridor" was established over I-5.

~ Despite the incessant aircraft noise that tortures north-end neighbors day after day and night after night, the Port of Seattle has refused to set up a noise monitor any further north than the Maple Leaf Reservoir, a good five miles to the south of Shoreline. The FAA and Port of Seattle are dumping all of the noise of arriving south-bound aircraft on this lower-socioeconomic community while denying the community the ability to prove the subsequent results: endless, unbelievable, life-altering noise.

The Port of Seattle consistently responds to citizen complaints about aircraft noise and traffic with the excuse that "passenger demand is exceeding capacity and thus Sea-Tac must grow to keep up." The Port seems to think that "passenger demand" is some new law of physics, like gravity, that must be obeyed no matter the consequences. This, of course, is a falsity. Airport growth is a series of human decisions that should be made with a wide, big-picture view to the effects on the community that supports that airport. Passenger demand can easily be reduced by raising seat prices, adding on taxes that support services and infrastructure in airport-impacted communities, and simply offering fewer flights.

Instead, the Port and the airlines are actively encouraging MORE traffic into Sea-Tac by consistently offering "cheap seat" sales to passengers, by soliciting even MORE airlines to fly into Seattle, by promoting Sea-Tac as the "gateway to the East" and allowing even more international and wide-body carriers, and by actively promoting Sea-Tac as a 24/7, no curfew airport to giant cargo carriers. In other words, Sea-Tac and the Port of Seattle are tirelessly encouraging higher levels of the "passenger demand" that they say is to blame for the incessantly increasing noise and pollution that our Puget Sound communities are being burdened (and tortured) with. This ongoing promotion should be halted and a status quo established while the SAMP process determines, with the help of the community, the future of Sea-Tac Airport.

54-4

54-5

52-25

54-8

51-9

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9/28/2018 2:11:21 PM

- S3-1 How will air pollution in flight paths be offset? What is the impact of emissions on lower income communities? What will be required of airlines, in terms of lowering emissions?
- S4-1 What impact will these changes have on migratory birds and nesting patterns of birds and animals in the affected areas?
- S3-4 Carbon offset?
- S11-2 I would like LONG TERM effects to be studied. Not just for the next 20 years.
- S3-3 How can solar impact this and what will you do to make sure that solar plays a large part in this operation?
- S0-1 What is the impact of the increase in number of planes and therefore the noise on lower income neighborhoods? Does the increase in noise affect both higher and lower income neighborhoods equally?
- S4-5 What about pollution affecting gardens and children playing in schoolyards?
- S6-2 How will the transit options to the airport be increased?

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NOTE, the below apply to air quality and climate and not just noise since NextGen has directly *increased* level flying instead of decreasing it as expected. AEDT can compute greenhouse gas emission more accurately than noise since the former does just depend on engine output.

- 54-1 1) Include All Geographies With Significant Impact
The recent creation and implementation of NextGen RNP and precise RNAVs for Westside arrivals has created new impacts far from the airport (in track miles) that used to only exist close to the airport. In effect, distant communities have been pulled in by NextGen to become immediately neighboring communities. The SAMP must include in its geographical scope of study, any Hectare (100m x 100m) of land in the Puget Sound area that has more than 100 overflights a day, averaged over a year, at less than 10,000 feet with the same scope and level of detail as the cities immediately neighboring the airport.
- 511-7 2) Study the Actual Impact of NextGen Procedures As Implemented Compared to "No Change"
David Suomi (FAA Northwest Mountain Region Regional Administrator) has accurately characterized the NextGen changes at SeaTac as the most significant procedural changes since the introduction of civilian radar over 50 years ago, yet there have been no studies of its actual impacts as implemented vs. as modeled in the 2012 "Greener Skies" EA before implantation. The SAMP, with the benefit of 20/20 hindsight, the latest generation of the FAA's AEDT software, and real historical before and after flight track data – with their all important level-offs -- must repeat the NextGen vs. NoChange calculation of fuel use, greenhouse gas emissions, and noise using real historical NextGen track data. There is no need to model it since it's now historical data.

NOTE, the below applies climate and not just noise since NextGen has directly *increased* level flying instead of decreasing it as expected. AEDT can compute greenhouse gas emission more accurately than noise since the former does just depend on engine output.

511-6 The new NextGen RNP HAWKZ and MARNR pass directly over the Muckleshoot tribal lands on Vashon Island, which they use for traditional shell fish harvesting and other cultural activities. A full analysis of the effects, both immediate and cumulative, of ~250 (in Southflow) precise overflights a day on these activities must be studied.

54-2 3) Augment the FAA's AEDT Software When it is Deficient in Modeling Airframe Generated Noise
On arrival, when a large part, if not a majority, of plane noise is due to airflow over the airframe itself, and control surfaces that are extended, identify where AEDT is not modeling this noise accurately and engage with the Volpe Center (volpe.dot.gov: principal AEDT noise model contributors) on solutions to account for and correct these deficiencies.

511-7 The affect of NextGen ***AS IMPLEMENTED*** must be studied as the Greener Skies EA projections bear no resemblance to what was actually implemented.

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9/28/2018 9:09:34 AM

3-2
The HUGE increase of pollution from exhaust fallout from all these additional aircraft. Particularly over Beacon Hill.
NONE of the goals stated in the new plan address air and noise impacts to communities under the flight path.

None of the goals in the new plan address impacts of air and noise pollution to communities affected with the 150% in passenger and international flights.

With the advent of NEXT GEN we've seen the air space compressed over Beacon Hill. As I write this there are aircraft overhead from Sea Tac take offs every 20 to 45 seconds FOR HOURS.

5-11-7
The Port and FAA need to spread out take offs and landings in a fair and equitable way for ALL of Seattle. The amount of air traffic over Beacon Hill is already at intolerable level and gets exponentially worse each year. Passengers and international flights are to increase by 150%.

NONE of the goals in the new plan address impacts of air quality and noise pollution to communities directly under the flight path. The port needs to address these issues and spread out take offs and landings in a fair and equitable manner.

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S11-20 With members from the business, labor and environmental communities, the Tomorrow @ Sea-Tac Coalition was formed to help ensure that Sea-Tac Airport is able to meet customer demand and provide an efficient, reliable and comfortable experience for the next 20 years and beyond. Our Coalition believes that the environmental review of the Port's SAMP will provide ample opportunities for meaningful public engagement on a wide variety of issues.

S11-2 While we recognize that the environmental review process must address legitimate concerns about how the continued growth of the airport will impact some segments of our community, we believe it must also recognize the critical role that the airport plays in the economic and social health of the Puget Sound region and the entire state of Washington. We strongly support a planning approach that will scale facilities and services to meet the projected passenger volume and demand at the end of the planning horizon. We believe this approach will ultimately allow the airport to more effectively mitigate impacts than planning and building to sequentially meet interim levels of demand and being forced to manage additional incremental construction phases as growth continues throughout the planning period.

S6-3 The environmental review process should reflect the important role Sea-Tac plays in serving both passenger and cargo traffic, and it should carefully analyze ground transportation requirements because decisions by other public entities will play a major role in determining the total impact of the necessary expansion of Sea-Tac to meet the needs of the region.

S12-37 From the Port Commission on down, the Port and airport leadership have demonstrated a firm commitment to reducing the environmental impact and improving the sustainability of Sea-Tac's operations. This commitment should be recognized and the expectation of continued progress in this arena should be incorporated into the environmental review process. Care must be taken to limit the environmental review to those impacts that are directly related to the planned expansion of airport facilities.

S11-8 Finally, the environmental review must realistically assess the impacts of no action, such as increased congestion and additional emissions resulting from longer waits to enter or exit the airport property and parking garage, or the longer commutes that residents of neighboring communities may face if the expansion of Sea-Tac and the jobs it will bring to the airport and surrounding area does not move forward.

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9/28/2018 10:18:29 AM

At present, on several days each month, there is an odor of Kerosene in the air over the Rainier Valley. The source is Sea-tac air traffic from air corridors which have migrated into and above the Rainier Valley.

I want to know the long-term impact to humans and plants beneath the flight corridor, from the daily dosing of aircraft exhaust particulate, and occasional exposure to raw jet fuel.

1-55-1 How many tons of additional pollutants will be created by this proposed expansion on an annual basis? How will this additional volume of pollutants affect the larger global climate, but also the micro-climate in the Rainier Valley, which is a bowl, and where pollutants will be trapped and concentrated.

Is there an increased public health threat, or higher cancer risk to those located beneath Sea-Tac's flight corridor? What is the community health data for 98108 & 98118 in 2018? What will an expansion of air traffic do to public health beneath the flight corridor in the future? Is there baseline information today on the health of children, and cancer rates, and asthma rates?

5-01-5 What impacts will an expansion of air traffic into 98118 have on the historic district of Columbia City, on the National Historic Register? Will added noise (low-frequency) and pollution harm vintage buildings? Will added noise and pollution reduce quality of life? Will the expansion of commercial flights affect property values?

5-1-12 How are demographics being evaluated? 98118 & 98108 are increasing in density, per Seattle's efforts to accommodate a growing population. 98118 & 98108 are already the most densely-populated zip codes in the city, outside of downtown. Will the expansion of Sea-Tac air traffic result in an increased negative impact on a greater number of people? Require more homes to be insulated? Threaten single-family neighborhoods by reducing property values and neighborhood cohesion?

112-4 Will the Port of Seattle pay for expansion of public utilities? Will local ratepayers have any future costs as a result of Sea-Tac's expansion here. What about water and sewer capacity? Will King County have any additional costs which will be transferred to taxpayers? Will the Port of Seattle have any additional utility surcharges or increased costs due to expansion which will be passed on to taxpayers?

54-8 At present 98118 & 98108 lack adequate on-ground noise monitors to accurately record and compile the cumulative impact of noise events created by Sea-Tac Airport. Repeated requests for on-ground noise monitoring stations have been ignored by FAA & Port of Seattle. Current noise mapping (by computer modeling & limited on-ground noise monitors) does not accurately reflect the true impact. Residents report closing windows and wearing earplugs in order to sleep. Current noise numbers do not suggest the need for earplugs. The entire zip codes of 98108 and 98118 must have much more detailed analysis, including a dozen or more on-ground noise monitors to capture and document the wide range of noise impacts over this very unique community with varied topography, including a valley. (FAA staff, retired, have stated that prior to the 1990's, Sea-Tac air traffic were kept away from the Rainier Valley because sound reverberates in a valley. FAA staff admit this policy is no longer in practice.)

54-5 98108 & 98118 have the highest populations of children, the elderly, and minority populations. The most-vulnerable populations are currently subject to among the highest burdens for noise and pollutants associated with air traffic operations emanating from Sea-Tac Airport. What measures will be taken to ensure the ever-growing burden will not continue in the future? How is "Environmental Justice" being evaluated in 2018? How will the socioeconomic and environmental justice be preserved and protected from future impacts?

- 9-85 } What will expanded operations at Sea-Tac do to negatively impact 'visual effects' in 98108 & 98118? What is defined by "visual effects"? Is seeing & hearing a departing jet each 20-40 seconds acceptable? What will be the visual effect of increasing air traffic 150%?
- 57-1 } Is the ground and ground water currently being tested in 98108 & 98118? Is there a baseline? Local streams and drainage from 98108 and 98118 run into Lake Washington and Puget Sound. How much additional particulate and pollutants from aircraft exhaust will be concentrated over 98108 & 98118, resulting in increased toxins flowing into Lake Washington, for example?
- 56-3 } Will the expansion of Sea-Tac result in any additional cost burden on taxpayers in the form of new roads? What about the additional traffic created by increased freight and passenger activity at Sea-Tac? Current studies document that local roadways are over-capacity already. Should Sea-Tac be allowed to increase operations, further impacting area roadways, when state and federal highways are over-capacity? Is any amount of increased traffic volume allowed under these conditions of over-capacity?
- 52-1 } Sea-Tac Airport is too small for the future. Sea-Tac Airport is too large for the community. The solution is one or more regional airports. Paine Field expansion is appropriate. But, a new, large regional airport is what is called for. The Centralia/Chehalis area or the Arlington/Mt. Vernon areas are the logical place to locate a new regional airport. Sea-Tac's current environmental and socioeconomic burden is too heavy upon current populations. Further expansion of Sea-Tac could not be justified if current data was available to document current impacts.

Gail Labanara

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S3- Any flights redirected to the west and east and out of the normal flight path impact residential communities. This will have a direct impact on our air quality.

S4-3 Any flights redirected to the west and east and out of the normal flight path impact residential communities. This will have a direct impact on our quality of life due to excessive noise. The noise from the third runway is excessive from my house with no mitigation.

Jenn Ross

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9/27/2018 9:52:33 PM

- S3-1 | Air quality in the Duwamish Valley has already been documented as poor. South Park cannot bear the burden of increased flight traffic over our neighborhood as it will only WORSEN the already bad air quality.
- N10-1 | There is already a major decrease in tree canopy around the airport. Over the last few years it has gotten even worse. This is not okay! We need more trees not less.
- S3-1 | Increased use of fossil fuel polluting a neighborhood that bears the burden of bad air quality, a Superfund site, decreasing tree canopy. How is using more fossil fuel better for our environment? How is removing trees improving our environment?!
- S3-1 | Jets flying over my house day and night leaves a film of dirt on everything. This is hazardous, this is gross and we definitely do not need more of it.
- S4-3 N3-19 | An easement was granted in the 1980s, since that time the "port package" upgraded windows have failed. The original plan was that the third runway was overflow only. Now there are jets flying over my house every 30 seconds to 1 minute apart. The planes are extremely loud and extremely low, which causes my house to shake. I cannot talk on the phone, I cannot have a conversation outside without yelling. This is already bad and we can not tolerate more air traffic and noise pollution. The planes are so loud.
- S8-1 | All of these items need to be closely studied as it is no coincidence that the neighborhood that has 24/7 airplane noise pollution is also historically a lower income neighborhood. The Duwamish Valley already has shortened life expectancy due to pollution and air quality in this area. South Park neighborhood also has many children living here who shouldn't have to suffer their health for someone's profits.

Misty

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9/27/2018 8:14:08 PM

52-1 [I don't think we should keep expanding sea-tac. But instead look into expanding to different areas within the state. Like Alaska flying out of Paine field. Or maybe small planes like horizon could start flying out of Renton municipal airport/Boeing or Olympia. Seattle is growing at a rapid speed and one airport is not the answer. One airport will not work with the growth of this city. Look into high populated areas like California which has many airports to accommodate.

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9/27/2018 7:23:37 PM

53-1

The increased air traffic has caused considerable impact on the air quality, I've noticed that when outside in the garden I cough more, I cannot leave the windows open not just because of the worsening air but also because of the noise from both the highway AND the airport. I had childhood asthma due to environmental issues, I really do NOT want it to reoccur.

7-25

Is it really necessary to fly in so much when we have working railroads, which use less fuel?

53-1

The Duwamish river is already a superfund site, we do not need to add more jet fuel to it's problems.

58-1

How hard will this affect those minority populations who have been living here? Will it continue to price people out? All for more noise?

1-85

Already the increase in traffic has worsened the already loud climate from both Boeing Field and the 3rd runway at SeaTac. Add in the 509 there is a constant, stressful din that will only increase. We don't need this.

8-8

How many more South Park resident will be priced out? How many children will have lasting complications from the jet fuel? How much woodland will this take from native wildlife and flora? Can we REALLY afford to lose yet more land to commercial activity if the people *who are already here* get left behind in dirt and in illness just for more "tax dollars" that none of us will actually see? Will any of this new revenue help the homeless population? I highly doubt it, you'll just give tax breaks to the rich instead.

8-95

We need useable public transportation, not this.

Amanda Hodges

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9/27/2018 6:28:44 PM

N3-7 54-3

The noise pollution is already horrible. You can't talk when planes are flying by and they fly lower all the time. The homes in our neighborhood are old and not insulated well enough. The noise is detrimental to children and families.

We need to update the windows and insulation in neighboring homes if we're going to put more stress on the people who live here.

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9/27/2018 6:24:59 PM

S3-1

Increased air traffic will mean an increase in already poor air quality in neighborhoods directly under the flight path. Any increase in flights should only, and I mean ONLY come with an increase in regulations of fuel used and fuel efficiency of aircraft. Science has backed nearly unanimously that, not just those living directly under flight paths, but even those living withing miles of airports have a significantly higher proportion of respiratory ailments and other health issues stemming from fine particulates. Along with stricter regulations (that must actually be enforced), those planes that 'must' land that do not meet stricter regulations should be fined to provide high quality air filters, and replacements as needed, to neighborhoods such as my own that are most affected by poor air quality caused largely by air traffic.

Fine particles get into soils too. People have gardens. See comments on air quality.

See comment on Air Quality and Climate

See comments on Air Quality.

S10-5

If the airport expands, historians and archeologists should be consulted and allowed access to the site of expansion for research should they deem anything in the area worthy of investigation.

S8-2

If homes or businesses must be destroyed due to Eminent Domain, those displaced should receive at least 20% above market value + relocation costs. (In most cases, those forced out don't even get market value)

S4-3

I have a lot to say about this, and Noise is my greatest concern (only slightly more than air pollution). When I moved into my home 3 years ago, I used to be able to have a conversation on the phone while sitting outside, even if I had to raise my voice a bit when the planes flew over. Likewise, I hardly ever noticed airplane noise while in my house. More and more, if I have a conversation on the phone while outside, I have to pause the conversation while a plane flies over. Not only to the planes seem more noisy, they are also much more frequent!!! Even the noise level from inside my house has increased to a point where I regularly notice the planes flying over. Despite traffic being lighter at night, in more recent months, I have even been woken up by unusually noisy aircraft. I don't live right next to the air port. I live about 6 miles as the crow flies from Sea-tac (directly under the flight path). It is my understanding that take offs and landings used to occur over less residential areas, such as waterways to minimize noise, but that this has changed recently. This is entirely unacceptable. What's more, the planes are flying lower than before. Previously, planes flew at such a height that it was very difficult to make out any details of the aircraft, and at that height the noise was noticeable, but bearable. More and more, planes seem to be flying lower overall, and also at a greater frequency. Now, many planes fly so low that I can make out details of the aircraft, even being able to discern easily the airlines used, and some fly so low that I can even make out windows!! When and why were airplanes permitted to fly (and even take off) so low? Again, three years ago, the planes rarely flew so low, but now it happens on a very regular basis. With an increase in traffic, the noise pollution will only get worse. Any plans to increase air traffic should ONLY come with stricter (even more strict than we have now), and ENFORCED, regulations and restraints on type of aircraft permitted to make use of (and thus profit from) the airport, changing flight paths to minimize impact on neighborhoods under the flight path. Additionally, funds should be put aside to compensate residencies under the flight path for noise abatement windows to be installed by quality professionals. Those living under the flight path should also have a reasonable expectation to enjoy time outside. As I mentioned, when I first bought my house, I was aware of the airport noise. I spent some time outside, carefully listening to the noise level, and decided it was a level I could live with. However, as outlined above, the noise level has increased SIGNIFICANTLY since I bought my home. Had I known the noise level would be at what it now is, (and that it will likely only get worse with the airport expansion plans), I would have searched in a different area with less noise pollution. Should I decide to sell my house, I'm sure potential buyers would also be turned off, decreasing the value of my home for no other fault other than the most recent noise increases, and future airport development. This is unacceptable.

N3-1

Jill-Morgan Fisher

52-2

Again, regulate aircraft allowed, require higher flight paths, different flight paths, and noise abatement windows. ALL OF THE ABOVE. Preferably, the above would be orchestrated effectively so that noise abatement windows wouldn't even be necessary.

58-1

Don't be a**h***s and ignore noise/pollution impacts on lower-income neighborhoods to appease the wealthy who are more likely to make the most noise. Please don't do that.

I kind of like 'seeing' the planes if they are up high enough. I just really don't like the pollution and increased noise. If they are up high like they used to be... fine. Low like they are now... no.

57-1

Any plan must have proper run-off and water treatment facilities not dependent on city infrastructure.

56-8

Better public transportation city-wide would encourage more people to use the public transport to the airport.

However, I am aware that that is a different animal.

Also, the fact that one taxi-service pretty much has a monopoly on taxi service, and the the Port charges such ridiculous fees is outrageous.

51-3

I understand that Seattle is growing and that our airport must also grow with the times. However, as we move forward we must not just think of the 'now' but the future. An airport is a public facility that serves the public, not just the airlines that profit from its use. However, any and all plans MUST take into account the communities and neighborhoods that will be affected most by the airport, even if those that live there are not frequent visitors to the airport. It is the responsibility of Sea-Tac and the Port of Seattle to weigh in on, respect, and not just 'try to', but to ACTUALLY include in any and all plans, plans to reduce negative impacts on neighborhoods and communities most effected by the the airport. Not just limit, but reduce negative impacts.

In this day and age, we have the means and the technology. Don't just take the easiest path that dumps on those that have to live with the short and long-term effects of living under the flight path of this airport EVERY SINGLE DAY and nearly every moment of their life. Your responsibility to these people is just as strong as it is to the general public that uses the airport, (but doesn't have to live with it EVERY SINGLE DAY), and to to the airlines that profit from use of the airport at the expense of neighborhoods most effected by it. The goal should be to reduce air pollution and noise pollution from current levels, even as the airport expands.

Thank you for your time and consideration!

Buzzadragon@gmail.com
Seattle
9/27/2018 5:49:32 PM

The fallout from the planes, gross stuff falling from the sky in my summer pool and I can not hang laundry. The asphalt Factory's piles of dirt?? Blowing particles of whatever they use all over our neighborhoods. It's never covered plus the smell of fuel and tar..

What is in the air

How much is the air ,water being effected

Why is so much waste being left on barges in the duwamish River

The Asfaut company is making air dirty.

There is noise at all times not only is there the noise from the Sea-Tac Airport there is the noise from the Airport at the bottom of the hill. Also from the building of airplanes and the testing of engines they can go off at any time and now that they have changed the property down there there are no backdrops to stop the engine noise it is just plain noisy here .Airplanes are waking me up in the morning and there stopping me from sleeping at night.

I'm not sure what the environment and health issues are but on 100th Street South there have been at least five people with brain tumors over the last 30 years plus My Neighbor Next Door had one and then across the street another one was had by my neighbor there's something wrong here

Visual effects in South Park with all the industrial businesses is as in some instances very unsavory ...trees were planted along Marginal Way they help filter the air if you look at them you can see there's nothing but a bunch of junk around them all their boxes have fallen apart and they haven't been taken care of they were planted there for a reason and they should be taken care of to help clean the air but they're totally neglected

Where the duwamish river is beautiful at night I don't think people should be eating the food out of it I think the fish are tainted the river looks very dirty Is our drinking water clean

Where there is a bus line down Marginal Way way 98th South there is no way for anybody to catch a bus you can't catch a bus from the top of 8th Avenue to the bottom you have to go clear over to Des Moines Memorial Drive that leaves no one able to catch a bus you have to walk clear down to Dominic from the Park South Apartments. Heavy trucks drive down 100 South Street and it not an industrial Street..

They need to do sound reviews, air water they need to do more for sound abatement. .the air is filthy The noise is becoming unliveable..I'm terrible with words and wish I could have expressed the problems better... there is lots of them

..on top of that the lack of conern for the residents of South Park and Southern Hts area..

Lynette Andrews

lyn@tangiblesystems.com
Des Moines
9/27/2018 5:48:42 PM

53-1 Studies on the air quality in the adjacent communities affected by the increase in traffic current and projected.
I live in the City of Des Moines and there is film on our house and windows from the flights.

55-2 A study needs to be completed on the effect of the current air traffic noise as well as the planned increase. This should include a review on the amount of noise from low-flying planes on the neighborhoods affected by the third runway. This has not been done for years and certainly not since the increased traffic of the last 2 - 3 years. This runway was promised and designed to be a part-time, back-up runway and it is now becoming a full-time option. A study is past overdue and should be completed now. Until then the runway should revert back to it's original part-time plan and purpose.

52-2 Explore and study alternative flight paths and ways other cities have worked to minimize noise. Can flights be routed differently at times?

52-2 The ongoing roar from the planes day and night greatly affects quality of life.

58-2 How the noise and air pollution affects communities (Des Moines) economically: Study how this has and will affect housing values.

54-5 Study and/or review research on noise and air pollution on young children living in theses communities.

56-7 Comment:

The direct route to the airport from the south was taken away and it has added miles (and dollars if you take a taxi or Uber) to arrivals or departures. Return access to cut back on time and money spent by customers.

Environment review should include studies on how the current and projected growth of air traffic affects the communities adjacent to the airport:

55-1 Has the area around the airport that is affected by noise and pollution expanded?

What is the level of air pollution currently and how will it change with more growth? What is an acceptable level for the Port's fellow community citizens, including children? Noise pollution: review studies on how noise affects people. Do a thorough study of the noise level and frequency, now and projected. What is an acceptable level for anyone in our community? The communities were here long before the addition of the third runway. It is already loud, how much louder will it get?

58-2 Study the economic impact the ever increasing noise level has on house values.

Study the affects of not expanding. If you build it they will come?

55-1/511-8 It's hard not to be cynical because when I attended the Port's meeting in Burien last spring, the issues with noise and the surrounding communities seemed to be at best an afterthought. There were boards up with lots of plans and solutions but not so for addressing the noise and other negative affects of the increased traffic. I've seen no plans to actually address the pollution or noise issue. Where are the solutions or ideas the Port of SEATTLE staff and Board are offering for those of us who live here (Des Moines) that will improve the current (not to mention future) situation?

55-1 Thank you for your consideration of these comments,
Lyn Andrews

Margaret Jeffers

lmdragon2u@juno.com
Seattle
9/27/2018 5:39:41 PM

The fallout from the planes, gross stuff falling from the sky in my summer pool and I can not hang laundry. The asphalt Factory's piles of dirt?? Blowing particles of whatever they use all over our neighborhoods. It's never covered plus the smell of fuel and tar..

53-1
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57-2
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..on top of that the lack of conern for the residents of South Park and Southern Hts area..

Gordon Gray

gordongray80@gmail.com
725 9th Ave., Apartment 1003
9/27/2018 4:44:09 PM

21 [At what point in your review will you consider Paine Field's growing commercial aviation program? How are we encouraging its development and where will it fit in the regional transportation picture?

Norma Jeanne O'Malley

normajomalley@gmail.com
32213 7TH AVE SW
9/27/2018 4:39:19 PM

52-2

Modifications in scheduling and flight patterns should be made to preserve quiet in residential neighborhoods of Federal Way. Being outside in my garden is no longer pleasant with all the air traffic, and sleep has been interrupted frequently with low flying aircraft during the night/early morning hours. Fuel and waste dumping should not be allowed - it is hazardous to human health.

N10-8

Fuel and waste dumping should not be allowed - it is hazardous to human health. Air quality monitoring equipment should be placed along the flight patterns and measurement data should be made public in real time to the public on the internet.

53-1

The noise levels in Federal Way have significantly increased, as air traffic patterns are going directly over residential neighborhoods at most hours of the day and night. Routes should be adjusted to fly over major highways (I-5, 405, and Hwy 99). Aircraft are flying too low over residential neighborhoods, especially at night when people are trying to sleep. My husband and I have both suffered from disturbed sleep as a result of the increased air traffic from SeaTac airport. Air quality has also been negatively impacted - I can sometimes smell aircraft fuel that has been "dumped" by aircraft as they approach the seatac airport. I know they do this sometimes to reduce fire risk if they have to make an unplanned or tricky landing.

56-4

There should be dedicated airport shuttle buses that tie into the main Metro bus service connecting Federal Way and Tacoma with SeaTac airport. They can use the Park and Ride facilities for pick up and drop off points. Existing private and shuttle express services are inefficient and too costly.

Ian D Curry

ian@dasein.me
2121 17th Ave S
9/27/2018 2:33:45 PM

SI-14

As a resident of Beacon Hill, noise pollution from the airport is a fact of life. Although I have gotten used to the daytime and evening patterns (disturbing as they may be), it's the early morning and late night cargo flights that are truly disruptive. Not only are these flights at times of day when people are sleeping, they are often older, larger planes that fly significantly lower. A 767 at 2000 feet over the house at 5am is almost impossible to sleep through. I don't see how you'll be able to stay within the 65dB DNL if you expand cargo flights, as is planned. Certainly not without distributing the air traffic more equitably and not sending all flights in the "Greener Skies" route over Beacon Hill. It's hard not to feel like the port simply does not care about its health and livability effects, on Beacon Hill in particular, though overflights effect the entirety of eastern Seattle. Doing things carelessly has a way of catching up to you in the long run. Consider the communities you effect and do right by the city when you have this opportunity to plan.

Megan Campbell

megancampbell.seattle@gmail.com
8716 10th Ave South
9/27/2018 12:34:18 PM

58-1 / NS-2

The increase in noise in the South Park neighborhood with the newest runway has been extreme with no assistance in some parts of the direct path with noise abatement. I live in that path and have found the increase in the late night to be the most impactful.

The increase in noise in the South Park neighborhood with the newest runway has been extreme with no assistance in some parts of the direct path with noise abatement. I live in that path and have found the increase in the late night to be the most impactful. This continues to negatively affect the land values for homeowners in a diverse neighborhood. Taxes are being raised without taking into account the increase in noise. In fact, the tax assessments do not even list airplane noise on some assessments that have increased as much as 30% THIS year alone.

Samantha Good

Samanthagood@gmail.com
807 s thistle st
9/27/2018 11:57:31 AM

54-6 53-2
Impact of jet flights on climate change/carbon emissions. Effect of jet flights on air quality
Noise pollution is excessive in South Park neighborhood of Seattle. Impacting health of residents.

Lacey Swain

laceys@subpop.com
1208 S Donovan St
9/27/2018 11:53:41 AM

9-4-6 } How much will South Park's already poor air quality be impacted by increased flights over the neighborhood?

6-3-7 } Flights in and out of SeaTac have increased by 40% in the past five years and will continue to increase. The planes are bigger and noisier, and they now regularly use that third runway which flies right over South Park. I believe that residents should be contacted about increased noise pollution and that perhaps another round of Port Package windows/insulation is in order.

Laurel Anne Bettridge

lauriebettridge@comcast.net
21231 14th Ave S
9/26/2018 3:14:02 PM

S3-1/S3-2

What is the air quality at our address related to aircraft flying overhead up to every 30 seconds? The odor is now noticeable and has kept us from using our back deck or back yard this summer. This is a change from previous years. What particles we are breathing and what health effects are we risking? How much will emissions increase with the expansion?

What is the airport going to do to reduce air pollution from increased air traffic over our residence?

S8-2

Is a buyout being discussed? Our residence is sandwiched between the flight path to the west of our property, flying over Des Moines Creek, and the other flight path to the east directly over the warehouse/post office area. These flights are migrating much closer to our house than before.

N3-7

Is there a noise prevention package to upgrade the dated windows and doors installed in the initial package? Our windows are beginning to fail. We sleep with ear plugs and cannot invite overnight guests because they cannot sleep. Aircraft used to halt during the night, but now they are flying throughout the night. How much will traffic increase at night with the expansion and how is the airport going to reduce noise?

N10-4

What is our risk if a flight goes down and how is the airport going protect the houses on our street? Flights are closer to our house than ever before, both to the west and east of our house. Aircraft are straying or intentionally flying over the yard to the west and over 15th to the east.

Dan

DanLincoln1@gmail.com
9160 7th Ave South Seattle WA
9/26/2018 12:45:04 PM

- 55-1 [The particles from the jets coming in and out of SeaTac that land where my kid plays.
- See above
- The noise
- The stuff gets everywhere
- 58-2 [Property value going down
- 54-3 [The jets have gotten much louder
- So many planes

Tamara

tamaralynmyers@gmail.com

9/25/2018 8:21:47 PM

54-4

I have lots of concerns about impacts of the airport, but noise is the one that's impacting us most negatively right now. I moved to Beacon Hill with my partner after living in many other areas of Seattle since 1993. In no other area did I have trouble sleeping because of airplane noise. At our place on north east Beacon Hill, my partner and I wake up around 5:00 am nearly every morning and have tremendous difficulty going back to sleep for our usual wake up times of around 7:30 due to consistent airplane noise. We use earplugs and a white noise machine turned on a fairly loud setting and the plane noise is still disruptive. Decent sleep is necessary for people of all ages, and we are definitely feeling the impacts of inadequate sleep. I also particularly worry about kids in our area getting enough sleep.

deedecurle@hotmail.com
Seattle
9/25/2018 7:53:09 PM

- 53-2 Measure the quality of air in the flight paths, compared to the quality outside the flight paths.
- 54-4 The levels of noise not only over the SeaTac area, but also over Beacon Hill and other parts of Seattle or Puget Sound region. Not only should the average level of noise be calculated, but also the decibel of each plane passing, and the number of noise events. As I am typing this, 3 planes have flown over my house.
- 53-1 The level of air pollution and noise pollution affecting children and adults who live or attend school under the flight paths.
- N3-1 Consider the quality of life for those under flight paths and near the airport as the airport expands and number of airplanes increases. I've lived on Beacon Hill for 17 years, and we did not have the noise levels from aircraft in 2001 that we do today. Decibel levels are 70-80 outside. I have trouble talking with family members and guests when we are standing outside.

Gregory Peters

dpeters@q.com
30906 5th Way S Federal Way
9/24/2018 5:38:07 PM

N3-2 [We live under a flight pattern, jet noise all day and all night, all year long, can't even keep our windows open because of the noise. I have to use earplugs to sleep at night, it is effecting our hearing because we have everything turned up so loud to override the jet noise. In July we have low flying jets over our house every 3 seconds, we can't even enjoy our yard during the summer months, or hear the birds sing, this is ruining our quality of life! Cant you evenly change flight patterns so not some people take the full brunt of this misery? Sincerely, Mr. and Mrs. Greg Peters

Matthew Mahoney

mateo831@gmail.com
Des Moines
9/21/2018 8:44:28 AM

- 53-4 | Impacts from Ultrafine Particulate to the Humans in Surrounding Area.
Science must be off signature elements of Jet Fuel vs. Fossil Fuels.
- 55-1 | Health impact to Humans, especially the elderly and youth.
Review cancer rates compared to non impacted areas, use of EPA research a must.
- Not sure how applies, other than jets contribute to global warming
- 53-1 | Dumping of fuel and it's effects to Humans, Animals and Water Sources.
Jet fuel burned and the exhaust falling upon surrounding communities
- 110-1 | Preservation of Trees and Protection of Cemeteries.
- 52-1 | Compare other airports land use per acre. Airport as busy as SeaTac have much bigger footprints. Evaluate a need for another airport.
- 510-3 | Concern about pipeline and storage of Jet Fuel and possibility of explosions, spills or other accidents
- 54-4 | Impact to Humans on Sleep Deprivation for surrounding communities.
Explore 12-5 quiet windows.
Explore policy on requiring quieter jet engine technology.
- 54-5 | Yes, Health of Elderly and Children.
Lower rent areas that cause poverty based families to suffer impacts.
Mitigation and Compensation related to all impacted residents surrounding airport
- NB | Esthetically the airport is ugly, ways to incorporate screening and sound buffer architecture needed.
- What flows into our stream and stormwater and the effect to those streams and inevitably the sound.
- 52-1 | Use of mass transit and South end flow to the airport
Consideration to site a second airport!!

Sharyn Parker

sparkerward@comcast.net
16920 22nd Ave SW, Burien, WA
9/20/2018 8:28:47 PM

51-2
"Sustaining" the current level of aircraft noise and particularly increasing same continues a history of under-estimating flight operations and resulting noise levels that have reached intolerable conditions. Despite the 2013-2018 Part 150 study with embarrassingly understated noise levels that were exceeded a couple years ago, the Port wants us to believe that its intentions are ethical. What could be ethical about using untruthful noise level projections contained in the latest Part 150 study, and past air quality analyses that do not reflect real science? How can the results of the SAMP be anything but based upon inaccurate conclusions?

M10-10 M3-7
Environmental justice would be to avoid a four-year delay to implement a sound insulation program in mid-2018 that was approved by FAA in 2014! Real environmental justice would be for the Port to participate in a window replacement program for all the homes that they insulated during the 80s-90s when they installed inferior acoustical products that have long since failed! The Port's history of not acting truthfully, delaying justice, and denying residents some RELIEF is, unfortunately, the foundation for launching this SAMP effort. SHAMEFUL behavior and shameful actions only equate to shameful results...residents deserve better!

gary.kriedt@kingcounty.gov
201 South Jackson St., MS KSC-TR-0431, Seattle
9/20/2018 7:53:10 AM

As a short background, the Port of Seattle has been conducting their master planning process for a couple of years. The latest technical paper defined the list of preferred projects to support the needs of aviation users in the future. The list of significant projects is quite substantial and creates a long-term vision for the airport. From a planning perspective, many of the capital projects in the list are not in a reasonably foreseeable timeframe. Even so, there are nearer term projects have been determined to have the potential for significant adverse environmental impacts on the airport and/or outside the airport boundary. Before the master plan can be accepted and completed, the Port of Seattle must:

- Quantify the impacts of its projects across the environmental and social spectrum
- Identify any opportunities to mitigate the adverse environmental and social impacts
- Compare alternate approaches to development projects that reduces the adverse effects while accomplishing the intent of the work

This open request for comment is to introduce ideas or work scope to the Port of Seattle related to the specific handful of projects. The comments can address a specific type of environmental impact that a project might have, or identify an alternative approach to development. From a King County International Airport perspective, our comments could include the following:

- S1-11 Airside Projects
 - A08 – Hardstand (North) – Please consider building one of the cargo hardstands for dual use for engine run-ups within a hush structure so that it can be used for both cargo and for engine maintenance testing as a secondary function.
- S2-1 Cargo Projects
 - C01 – Cargo 4 South Development – Please compare the proposed action to collaborating with King County International Airport / Boeing Field (KCIA) to meet the expected cargo demand. The building configuration is to stimulate demand for air cargo not just to meet latent demand for space. KBFI can support additional activity with reduced impacts.
 - C02 – Off-site Cargo Phase I – Please compare the proposed action to partnering with KCIA to meet the expected cargo demand. The off-site building configuration will stimulate demand for air cargo not just serve to meet latent demand for space. The building location near residential areas will substantially increase traffic noise. KCIA can support additional activity with reduced impacts.
 - C03 – Off-site Cargo Phase II – Please compare the proposed action to partnering with King County International Airport / Boeing Field (KCIA) to meet the expected cargo demand. The off-site building configuration will stimulate demand for air cargo not just serve to meet latent demand for space. The building location near residential areas will substantially increase traffic noise. KCIA can support additional activity with reduced impacts.
- S3-3 Landside Projects
 - L06 – Employee Parking Surface Lot – Please consider the mitigating effects of slow electric vehicle charging stations on localized air quality.

Airport/Airline Support Projects

5/2-28

S01 – Fuel Farm Expansion – Please consider the introduction of sustainable jet fuel blending station into the fuel farm for truck distribution to aircraft. Although not as efficient as hydrant fueling, the truck delivery provides for specific blending and enables certain air carriers to claim their exact percentage of sustainably derived fuel mix. King County International Airport / Boeing Field might also have users that are supportive of acquiring and using a blend of sustainable jet fuel.

Kevin Edy

kevin.edy206@gmail.com
5064 36th ST NE
9/20/2018 6:33:05 AM

Increase in airplane activity over NE Tacoma not warranted.

N3-1

Amie Rolfes

amiebydal@hotmail.com
9/19/2018 7:40:55 PM

MS-1 I use to live closer to the flight path. I moved to get away from it and now over the past couple years it seems they have really increased out here. It's really disheartening to know be forced to just deal with it because it's not like I can uproot my family and move again. Some people that decide this kind of stuff should try wearing other people's shoes for once

Kathy roeder

Roeder.k@portseattle.org
Seattle
9/19/2018 6:41:46 PM

Test

kate.of.seattle@gmail.com
9/19/2018 6:40:18 PM

Kate Hudson

test

David Burger

twoburgers1974@comcast.net
9/19/2018 6:24:23 PM

5/2-22
Rob Adams information at the 9/19/18 SAMP DEIS scoping open house that his firm has no current plan to meet with residents impacted by Sea-Tac overflights during its preparation of the draft SAMP DEIS, and to do would require additional direction from the Port and FAA. Thus, at Mr. Adam's suggestion, I am writing on behalf of the Marine Hills (Federal Way) neighborhood airport noise/health impacts steering committee, to request that such a meeting(s) be included in the DEIS preparation process. By obtaining informal input from the Marine Hills on the firm's preliminary findings and conclusions related to SAMP noise and health environmental impacts, the benefit to the Port and FAA would be the potential for saving considerable time and expense in responding to formal comments by Marine Hills following release of the draft EIS.

hudson.k@portseattle.org
9/19/2018 6:19:16 PM

Kate

test

Adunn198@comcast.net
4602 45th Ave NE, Apt 343, Tacoma
9/19/2018 5:10:51 PM

- S3-1 Air pollution from all the air traffic would make our air dirtier not better.
- S3-4 Issues for climate change: added air pollution would add to our already high carbon footprint,
S3-1 Air pollution would increase and be bad for every one.
- S3-2 Noneair pollution would increase
- S3-2 Land values will definitely go down.
- S4-3 This would create far more noise pollution especially at night. I'm a very light sleeper and it would interrupt my sleep,
S4-3 This would certainly put children at risk.
- S2-2 I don't want to see planes flying over us.
- S2-2 I recently moved here from Longview. I live on the border of Federal Way and Tacoma. I love this area but if I knew of the increased air traffic over this area I would not have moved here.

Aaron Virshup

avirshup@gmail.com
Seattle
9/19/2018 10:15:06 AM

54-5 N 3-1
The air traffic noise from Seatac and Boeing field have already increased substantially, making it unhealthy to be outside in huge swatches of South Seattle, including most of the Beacon Hill neighborhood.

Recess at South Seattle Schools now subjects children to unhealthy decibel levels from air traffic - in effect trading children's health for the convenience of air travelers.

Elizabeth Heidner

elizabeth.heidner@gmail.com
1421 32nd Ave s
9/19/2018 12:04:29 AM

There is plenty of research about the negative issues directly around airports, but can some more research be done for neighborhoods within a 30-40 mile radius? It has become

Clear that planes are flying lower and lower as they head into SeaTac and it's

Actually gotten to be challenging to get work done, sleep or do other life necessities some days. If it's impacting me, I have no doubt it is also negatively impacting the wildlife and those in our society with less damaged hearing.

1-45

Kelsie Maney

Kelsie.maney@highlineschools.org
Burien
9/18/2018 7:59:23 PM

N10-1 The port recently cut down a lot of trees for real estate and flight path safety and it needs to consider the importance of trees to the community and the beauty of the area in its SAMP. Loss of trees has in many projects has a cumulative impact.

Craig Newman

cnewman442@gmail.com
Federal Way
9/18/2018 7:41:28 PM

- SS-3 | With the increase in air traffic, and taking into consideration the narrow flight corridors defined for inbound and departing flights, health related illnesses due to exhaust needs to be fully understood. There are numerous schools within the designated flight corridors exposing these children to the air and noise pollution. We should understand how this exposure will potentially impact these people near term and over the course of their life. Just having low income people live in the area should not be considered a viable solution.
- SS-1 | land use studies should not be limited to areas immediately adjacent to the airport, but should extend out the region where communities are impacted by the increase noise and air pollution. There are many residential communities impacted by the airport, especially noise. Home values in these communities are adversely impacted by the noise pollution. Impact studies need to address these issues, including compensating owners for declining home values. Cities in this region are also negatively impacted, as the tax revenue they collect based on property value is diminished. Also it is documented that noise pollution has adverse effects on peoples emotional well being, which these cities also must provide resources to address.
- SS-6 | Any expansion should be done utilizing renewable resources. All building should be built using recycled materials, with energy coming from renewable resources (wind, solar, tidal, etc.). The airport needs to implement a strict fee policy which will create an environment where aircraft utilizing the airport will be heavily incentivized to only use the art aircraft with the lowest emissions and quietest engines.
- SS-4 | The federal laws addressing aircraft noise are severely outdated as they do not address the increase in air travel. Local communities not longer have infrequent noise, but at times the noise does not abate for extended periods of time. The Port should lead the nation in taking steps to mitigate noise for surrounding communities, especially since there are so many residential areas impacted by the location of this airport. London Heathrow and other significant airports around the world have taken steps to mitigate aircraft noise. Studied should include discussions with these airport authorities to help find solutions to the noise problem. the airport should not allow heavy cargo flights at the airport during night, unless very strict noise levels are achieved. Rezoning existing land, making the flight corridors a green belt capable of absorbing noise should be considered.
- SS-1 | Since there are several schools within the flight corridors, the impact of airplane noise and emissions on these young developing people must be fully understood. We should not just simply ask the lawyers what positions can be defended, but rather ask what would we want if it were our families. In this regard we need people from the impacted communities participating in decision making effecting their communities. The surrounding communities are most severely impacted by the increased pollution, so they should have representation on the future of the airport, not just soliciting their input, but actually having representation on decision committees.

Diane knutson

Dlknuts@msn.com
27019 7th Pl S, Des Moines, WA
9/18/2018 7:41:06 PM

SS-1
We have lost the FREEDOM to enjoy life outdoors. The constant jet exhaust covers my patio And garden with grit. I No longer have the freedom to hang cloths outside to dry for they will also be covered in airplane exhaust grit. We are are afraid to eat the vegetables I have grow every summer for the last 40 years. Science has proven that the small particulates from airplane fuel are extremely harmful to to ALL.

NS-1
In 1978 we bought a home in Des Moines on beautiful Puget Sound. After 40 years of living and loving our waterfront property, we can no longer have the FREEDOM to live a comfortable healthy life in our home or yard with the blasting of planes flying over us 24/7. Our sleep is disrupted every night. Earplugs don't even keep the noise out. The tv volume must be constantly turned back up. Outdoors I can't even hear my music with earphones. South Puget Sound is a wonderful natural resource that is being destroyed.

NS-5
You lied to us regarding the use of the third runway. Do the right thing and give us suffering under the third runway ours lives back.

Kristin Tregillus

ktregillus@comcast.net
Seattle
9/18/2018 4:54:35 PM

I live near Lake Washington. We get sea planes (the noisiest), SeaTac traffic, helicopters and WWII tourist flights til 10:00 pm. It is rarely quiet.

52-2 Commercial aircraft should fly over water (Puget Sound) as soon as they can after takeoff. Or increase altitude quickly (like st John Wayne) to minimize slow ascent.

jstanton4602@yahoo.com
5151 South Orchard Street
9/18/2018 4:09:16 PM

N2-1 South Seattle is in a constant cloud of smog due to 30 - 60 second interval take-offs. The air is visibly pinkish-brown from all the exhaust.

Sleep - When do adjacent neighborhoods ever get a break from the noise? My neighborhood (Seward Park) is not immediately adjacent to Seatac, but whatever changes have occurred recently, we are now guaranteed interrupted sleep every night. It's bad enough we can't get to sleep because jets are taking off in close succession from 05h00 until well after midnight. Commercial jet noise every 25 minutes after 01h30, 02h00 is entirely unacceptable. We aren't light sleepers but now that jets are flying in every possible direction over densely populated neighborhoods, we wake up every night. Unbelievable.

N2-6 Sleep - Same comment as before - When do adjacent neighborhoods ever get to sleep? The children most impacted by the current flight path and NextGen policies are those living immediately adjacent to Seatac and those in the next outer ring, e.g. Beacon Hill, Burien, southeast Seattle, Gig Harbor. My neighborhood (Seward Park) is not immediately adjacent to Seatac, but whatever changes have occurred recently, we now have constant jet noise. Constant. We've lived here for ten years but can no longer enjoy our outdoor space due to constant rumbling of turbo boosting engines. Our sleep is interrupted every night with jets taking off in close succession until well after midnight. Commercial jet noise as late as 01h30, 02h00 is entirely unacceptable, especially for children. Families in the above mentioned areas can't just pick up and move, making this a serious environmental justice and health risk issue. Jets passing over densely populated neighborhoods in high frequency is intolerable. We understand Seattle is growing, but whoever planned the latest installment of changes gets low marks for overlooking the high impact caused by noise. Explaining how much quieter commercial airliners are today means absolutely nothing when NextGen policies allow aircraft to fly in any direction at much lower altitudes. It's loud. All day long. Period.

S12-7 Public comment periods are of enormous importance, and yet The Port of Seattle appears to have gotten by with as little communication as possible. Given the number of people impacted on the ground, the Port needs to do a MUCH better job of publicizing what's happening to South Sound and South Seattle neighborhoods as a result of this expansion. There should be door-to-door fliers and Port employees explaining in detail the very serious impact of new flight paths and terminal growth. Most people accept the Seattle is growing exponentially, but this expansion seriously impacts children's health, air quality, and property values. It is shocking the Port has done so little to effectively broadcast what residents are in store for. I would not have found this website had I not been so fed up with all the noise. Except for the increased frequency of airplane noise, my neighbors who have much less time on their hands have no idea what is coming their way.

Chris DeBoer

chrisdeboer@mac.com
Seattle
9/18/2018 8:52:53 AM

N3-1
Σ 2 - 2

I understand that we are in a growing region. That said airplane noise has increased significantly from Capitol Hill all through the south end. We bear the burden of the bulk of the airplane noise and it's currently becoming untenable. I live on Beacon Hill and air traffic has increased so significantly that it's too noisy to go outside or leave the windows open in the summer. Even with the windows closed we need music or TV to drown out the noise. I sleep with ear plugs and a pillow over my head and am still woken up by plane noise. It is 24/7. We cannot bear the brunt of this much noise. It has severely lowered our quality of life. It's kind of miserable. Most cities around the world have planes land far away from the city or use over water routes. Why can't we do that here. Something to give the south end a break. It's just too much. Please consider the thousands upon thousands of taxpaying citizens from Capitol Hill and Beacon Hill when planning, especially for those really big planes like 787s that fly low over our homes day and night. Thank you!
Chris DeBoer

Veronica Torres

vero24day47@gmail.com
32200 MILITARY RD S APT V101, V101
9/17/2018 8:59:22 PM

And would love to see more community service for teenagers, bring them to clean the parks help out. That way they learn more to keep there city clean and gang self more activitys for them.
More programs where they see that the change in there city counts.

57-2 [I would like to see the water testing, more clean water.

mb2photo@gmail.com
625 S 147TH PL, Burien
9/17/2018 5:34:12 PM

- 55-1 | I would like to see a comprehensive Health Risk Assessment
- 57-1 | What are the impacts of increased fuel run-off and fuel holding pools/ponds on wildlife and local residents?
- 511-26 | Please include a cumulative impact statement on the airport's surrounding areas that are not included in the SAMP, including port property which is commercially leased and/or slated for development - such as projects near the intersection of SR 509 and SR 518, like the Lora Lake Apartments Cleanup and Burien's Northeast Redevelopment areas.
- 55-1 | Please include a comprehensive study of the health impacts resulting from increased noise pollution occurring when the number of flights and their paths deviate from the originally proposed North / South corridor.
- 52-1 | I would like further study and attention paid to the impact made to all of these issues regarding the viability of commercial passenger flights available at Everett's Payne Field. Seattle and the surrounding metropolitan areas have grown too large to continue to be servicing their populations with a single airport offering large commercial airlines.

Diane Evans

evansburdine@msn.com
1413 S. 237th Ct., Des Moines
9/17/2018 10:31:23 AM

S3-1

The effects of air quality and living under an increasingly busy flight path have on residents of Des Moines, North Hill, and north Burien. There are high incidents of cancer in these areas, as well as effects from night after night of poor sleep due to living under such a busy flight path.

N10-1

The construction of the FAA building and warehouses on 24th Ave. has destroyed forestland. The north end of Des Moines creek corridor has been ravaged by the construction of warehouses along 24th Ave., disrupting bird habitats. The proposal to take down trees along the same path should be reviewed carefully to assess environmental impact.

N3-1

The effects of noise on neighborhoods surrounding the airport. At this time, planes fly over approximately every 20 seconds. They fly consistently until at least 2:00 AM, after which they continue to fly but more intermittently. It is often very difficult to sleep.

S8-2

The homes under the flight path have not increased in value at a similar rate to comparable homes in the Puget Sound area. My home was purchased while there were two runways and there was far less air traffic than there is now, and we didn't have a crystal ball to look into the future and see the astronomical growth that occurred in Seattle air traffic over the past decade. With the airport's current proposal, and the planes that now fly over my home every 20 seconds, the value of homes in this area have been severely impacted.

S4-4

Please include the impacts (physical and mental health, economic) of living (and sleeping) under such a busy airport on residents.

asscasey@hotmail.com
4004 13th Ave S
9/16/2018 7:44:04 PM

What are the current levels of chemical and noise pollution in populated areas and what are the anticipated increases as the airport expands. How do levels measure against standard levels for maintaining a health population?

SS-1

What are the current levels of chemical and noise pollution in populated areas and what are the anticipated increases as the airport expands. How do levels measure against standard levels for maintaining an environment?

What are the current levels of chemical and noise pollution in populated areas and what are the anticipated increases as the airport expands. How do levels measure against standard levels for maintaining a health population?

How will the expansion impact the surrounding environment and the communities impacted by air traffic?

SS-4/N3-1

I have lived on Beacon Hill for twenty years and have witnessed the community bearing more and more the brunt of the air traffic pollution. Ever since Greener skies (for some, dirtier skies for Beacon Hill). Airplanes are overhead every 30 seconds, sometimes two at a time. The noise and chemical pollution is 24/7. I have been woken up at midnight, 1 am, 2am, 3am, does not matter what time of day it is. I no longer spend time outside in the garden unless it is a windy day because of the constant rain shower of pollution. I have loved living in my community with neighbors I have known for as long as I have lived here, however people within a few blocks of ours are getting sick with cancer. It is becoming increasingly dangerous to live in my neighborhood. My husband and I are sad to leave but to stay healthy it is inevitable we will need to leave our home. What will you do for the people falling ill?

Laurie Marum

laurie.marum@gmail.com
18715 25th Ave NE
9/14/2018 4:18:35 PM

N10-32
S9-1
N4-2
N10-32

North end impact from Paine Field, Whidbey air station, SeaTac and Kenmore Air - noise and pollution.

Bird migration patterns that are interrupted. North end water pollution Lake Washington. Anxiety in humans that are inundated with constant air traffic.

Harmful effects of off gasing from jets, prop planes. Lake Washington pollution and any historical dumping at Whidbey Air Station of hazardous materials and waste.

Please include the north end of King County which has now become a major pathway to SeaTac airport and Paine Field's new air carriers paths through neighborhoods. Boeing Field's new plane's flights which are very low flying and wake us up, rattle our houses and upset all of us. GPS isn't the best way to route planes due to the impact on neighborhoods.

Marcia Wollam

hnrmmw@gmail.com
P.O. Box 66580
9/12/2018 7:37:30 PM

NZ-1
I live just at the north end of Burien, and my property is inundated 24/7 with dark gray particulate that covers anything outside: patio, deck, roof, driveway etc . It didn't occur prior to the last 3-4 years; I have lived here 25 years. This is an unacceptable amount of pollution! I would like to submit a sample for analysis by an independent lab, as I'm also breathing the stuff, and I'm 67 years old. I collect it in my dustpan every day, when I sweep, and it looks like gunpowder, when dry. When wet it turns to black, sticky petroleum product. I'm sure I'm not alone, yet the Port wants to add even more of this toxic fall-out than I already have. My address is 11259 10th Ave. S.E, Seattle, 98146. If the Port can't or won't control these aircraft emissions, Houston we have a problem.

justin.kalm@gmail.com
3100 S Frontenac St, Seattle, WA
9/12/2018 6:22:32 PM

S2-1 I'd like you to enquire into whether there are better regional alternatives to concentrating the majority of the new air traffic at Sea-Tac. For instance, how much of the passenger traffic is coming from the north or south sound, and might be better served by expanding service in their regional airports, such as Bellingham, Paine Field, Renton Field, or a new airport in the Olympia area (assuming there's not one there already). There would be climate impacts to expanding multiple airports, and possible damaging habitats in those areas. However, would those impacts be offset by the decreased carbon emissions resulting from air passengers needing to travel shorter distances to get to their airport?
S6-2 What changes in air quality would result from having more vehicle traffic routed to Sea-Tac? How would those air quality changes affect the health of those living along the road corridors, such as those in Tukwila? I was at the Cedarbrook Lodge, and I could smell jet fuel. How pervasive are jet fuel fumes in the SeaTac area? How much might they increase with the expansion? Is there any way to contain them within the airport area, so that they don't intrude into the city of SeaTac?

S9-1 How would the increase in air traffic and the additional buildings impact flora and fauna in the area?

See Air Quality and Climate, above.

S12-24 How would the port safely handle and dispose of hazardous materials exposed and/or excavated during the construction?

S10-5 Are there any archeological sites likely to be uncovered in the construction? How would they be adequately protected?

S8-8 Would the airport consider investing in affordable housing for the additional employees who will be needed to run the expanded airport? Would the expansion include any park land to benefit the SeaTac community?

S3-3 How will the new facilities make use of renewable energy? Could they take advantage of alternative energy sources?

S2-5 Would the airport be able to work with airlines to ensure that the fleets they assign to Sea-Tac routes are on the quieter end of the spectrum, prohibiting 727s, etc.?

S5-1 How would the expansion affect the health and welfare of the minority and impoverished communities in SeaTac and the nearby neighborhoods? Would they disproportionately bear the impact of increased fossil fuel emissions in the area? Are there any ways to protect them from the jet fuel emissions that waft over the area? Are the pollutants related to deleterious affects on children's physical or intellectual development?

Could the airport be expanded using Computer Generated Images (CGI) instead of physical structures? [Get it? Visual effects, like Industrial Lights and Magic].

S7-1 How would the airport's waste water treatment plan change?

S62-S-71 How would the airport work with King Country and Sound Transit to expand public transit options to get passengers to and from the airport?

Thanks for this opportunity.

Sheree Johnson

sdjohnson633@msn.com
Burine
9/12/2018 10:18:09 AM

54-3

Noise.

Noise pollution.

The impact of airplane noise on residents.

Noise pollution should be studied.

Derek Dexheimer

dex3703@gmail.com
1211 S LUCILE ST, Unit C, Seattle WA
9/11/2018 12:01:07 PM

S3-7

Airport expansion is antithetical to addressing climate change. Emissions must be reduced and not increased. Any expansion will make climate change worse.

Increased air travel is incompatible with addressing climate change. A plan to reduce/ration air travel should be instituted.

Rolando Alcantara

andyrolly@gmail.com
1542 S Dawson St
9/11/2018 11:30:52 AM

S6-2-54-3
Increasing more flight to seatac airport will increase more loud noises overhead will detrimental to hearing loss and sleeping deprivation. The air quality will get more polluted and lots of people suffer grave health problems and sometimes the air had a smell of keosene mix. The traffic on the road and interstate highways will impact the environment. My other comments the flight-path should be deviate from residential area for health and flight safety.
Thank you!

Kerry Hutchins

kerryopeninvitation@yahoo.com
1036 S 264th St
9/10/2018 11:26:39 PM

53-2

There should be a constant monitor of air quality for all communities below the take off and landing patterns from SeaTac. Des Moines has seen flights increase by 97,000 per year in the last 4 years with no mitigation testing or review. We are at times under planes that are landing side by side, and usually every 30 seconds throughout the day and less than two minutes apart for most of the night.

All water, air, wildlife, and vegetation and trees should be tested and compared to areas who do not have flights over their heads in this state.

I believe the climate is going to be the climate no matter what we do. However, the ecosystem changes based on the pollution we put into it, therefore anything to do with the ecosystem should be studied and all effects on the residents of that system.

51-3

I believe that the residents of our communities have a right to say what happens over our heads, especially since a normal real estate transaction includes that space above our properties. SeaTac airport and the FAA do not have the right to decide on growth without our input, and without studying the effects on our livelihood, and our lives, and our health. The airport was here in a much different capacity than it is now, and to not update the studies for so many years while the government actually raises our taxes year after year is inhumane and should be illegal simply from that point of view!

53-1

The noise is unbearable. It is continuous throughout the day to the point that I cannot talk to my neighbour across our very close yard. I cannot converse with my guests at all if we are in my yard in the summer. The homes were here before the growth. If you wish to destroy communities with the non stop NEXT GEN and 3rd runway noise, then you must be prepared to relocate those who are suffering in the community.

54-5

The schools under the flight path are bombarded non stop with take offs and landings in DEs Moines, and a new school is being built directly in the flight path again! These children cannot be in the playground without the noise affecting them. The Port and the FAA are fully responsible for comparing the noise these children are subject to in comparison with other schools in the area.

58-7

Environment as it relates to every human affected by decisions we have not been allowed to have a vote on. How can anyone think it is okay to add so many more flights and then fly them lower and lower every 30 seconds above our community with no mitigation, no updates on studies, and while still raising taxes that actually pay for what is happening to us! What kind of government authority can do that legally? At some point in all this, there will be a suit that will bring the FAA and what it does into the open, and soon the world will know exactly what you have done in the name of the almighty dollar.

tammy@wallickrealestate.com
28780 Redondo Beach Dr So.
9/10/2018 6:04:10 PM

- S5-3 We understand through summer, Redondo area has 70% of all arrival flights right over us landing on 3rd runway. This is tremendous! Has there been a study of the particulate fall out? If so, we would like a copy. If not, why not? These flights are low and most days you can smell the fumes.
- S3-4 Affects on human respiratory, human cells, human hearing, etc.. We would like a copy of these studies.
- S3-6 Anytime you can smell exhaust in your home from flights overhead, which we can, there must be some sort of organic presence in the air. Where are the studies on the impact this has to humans?
- S9-1 What is the impact to the shoreline, shellfish, plants, warm blooded Puget Sound dwellers?
- S2-2 We would like to see the projected flight patterns for the future volume of air traffic.
- S8-2 Regarding land values. Has there been any study on the impact of private property land value decline due to increased air traffic? Example: in the summer, Redondo has 70% of the arrivals over our heads on a 3rd runway that was supposed to used part time. In addition, the overall use projection through 2019 is way off. Property taxes are NOT going down, yet the property values have already started to see a decline in Marine Hills and upper Redondo. Appreciation isn't enjoyed like it is in other So. end areas where the traffic isn't present. There is an impact. We would like to see an official study regarding this very important impact to taxpayers.

tclever@outlook.com
Seattle
9/10/2018 4:06:55 PM

- 54-3 | Impact on Beacon Hill neighborhood for air and sound pollution.
- 53-1 | Impact of air and sound on area climate and environment.
- 510-5 | Impact on Beacon Hill neighborhood.
- 510-5 | Impact on Beacon Hill neighborhood, especially negative impacts to cultural groups historically in the area.
- 510-5 | Balance of industrial/commercial use with residential area.
- 54-3 | Airplane noise has a LARGE impact on Beacon Hill currently. Please review the impact of more air traffic and other airport related impacts on the area.
- 52-11 | Beacon Hill is a culturally diverse, lower income community that already bears disproportionate impacts of air traffic (noise, pollution). How do you mitigate the impact of future projects?
- 512-13 | Beacon Hill experiences the negative visual impact of having jets constantly overhead increased by lights at night.
- 571- | Do these projects increase the pollution and impact to the Duwamish waterway?
- 56-2 | Beacon Hill becomes a "through way" for airport and commuter traffic. How can transportation systems be maintained and enhanced for residents as well as travelers?

prp516@hotmail.com
PO Box 98218
9/10/2018 2:55:45 PM

N10-8

Air Quality for all those within close proximity to the airport. I drive 509 on a regular basis and there are times when an airplane is passing over and I smell and taste a horrible residue and wonder if the planes are illegally dumping fuel. How is the additional growth of the airport and its flights, etc. affecting our climate compared to what the airport was 50, 40, 30, 20, 10 5 years ago?

SS-1

All biological beings in the vicinity of the airport, human, birds, fish, dogs, cats, plants, trees. You get the picture.

How does the pollution from the additional growth affect our climate. Are there other ways to support the airport and the demanding need but also protect our environment including the climate.

All of those which we all know are affecting our environment because of the airport being located where it is. Close to family neighborhoods, schools, business, water, animals, etc. , why would you only pick some

Are these area's not a mandate when affecting those areas - historical areas, archeological and cultural resources?

SZ-1

Isn't it time to get a new airport which will relieve the pressure of the existing airport. How much more can really be added to resolve the big issue that SeaTac does not have the room for growth for the amount of people moving into King and Pierce County. I would recommend a full study of alternatives to growth and new locations to support the population growth.

S3-3

Alternative resources and energy supply should be part of your plan - be progressive think about the future - how are you sustainable? Your not, as far as i can see. There is nothing sustainable about the airport with the exception of the available recycle bins in the airport and planes. think about the future.

S4-2

All noise related issues - why do you allow older planes to fly in the airport - this should be part of your noise solution. How to work with manufacturer's in reducing the noise. I am not able to go outside and have a conversation anymore since the 3rd runway was added. I can't even do it in my home if the windows are open. the continuous noise of the airplanes 24 hours a day is deafening

All of the above. Why are you asking - get onboard and think about the people and the environment .

Just keep it simple. spend the money on what really matters. Love the art work and the new designs, but I would prefer you spend the money on real environmental and sustainable issues. What does visual effects have to do with sustainability?

S7-1

Puget sound affects, Angle Lake, Water run off near the airport.

S6-2

Yes - the traffice is horrible at the airport - there is not enough room for the demand today what will you do in the future to eliminate the current issue and eliminate your desire for growth in the same location. What will you do to eliminate the issue? If you are really doing the right thing, why do you care as long as you are doing what you are wanting to accomplish - sustainability.

Get involved in what really matters, not what matters to the bottom \$ line and to people's perception. Get the facts of what you are doing to our environment in all area's listed above and put a plan together to make it better sustainability and for those who are your neighbors. Do the right thing!

Heather Glen

healerglen@gmail.com
Burien
9/10/2018 8:45:25 AM

Air Quality in the surrounding neighborhoods where schools are prevalent. Specifically in the Burien, Normandy Park and Seatac neighborhoods.

1-55
52-1
55-1

Health factors have already been in effect. Lung health issues in the Burien area due to the diverting flights over the neighborhoods.

Too much air traffic in the Seattle area. We need to create a new airport in an area where we can plant a lot of trees to help with the effects.

Adding to the Seattle Tacoma Airport is only going to create more traffic problems. There is no room to grow. There is barely enough space around the airport as it is to create a buffer of trees and such to keep the area clean and healthy.

In order to add to the airport, you would need to displace more neighborhoods (necessary in order to maintain a good buffer around the airport). This would cost a HECK of a lot of money.

53-2
N3-2d

NOISE! The planes should NOT be going low over neighborhoods. People bought homes to the West of the Airport in Burien in order to be near but not have to deal with the noise of planes going low overhead. This must STOP!

Burien used to have nice clean air with breezes coming from the Sound. However now we have planes going low overhead. What kind of air quality do we have now? Burien and all the Highlines schools are packed full of kids. This is not an area to add more traffic to. It's bad enough with the car traffic.

Too much traffic to and from the airport already. Please don't add more!

52-1

My suggestion is to find a large space in Pierce County. Put a new airport there and either make that where all the cargo planes go, or you could do a split. Some at each but then you would need to add some commercial airlines going to and from there. Why Pierce County? There are areas there that are desperate for jobs. They have more open space. If you put a new airport there with plenty of room to grow and a large area of trees around it for a buffer between neighborhoods and the airport, you will be in a much better position environmentally and health wise for the people in the surrounding area. Stop the growth at Seatac and invest in a new space. If you can do this in Pierce County, you will most likely be saving money as the taxes are less, the land is less, you can have workers for less. Etc. The only thing you may need to do in addition is add a bit of funding to add a couple lanes for traffic from the Seattle area to the new airport.

Ronald Glen

xanderax70@gmail.com
Burien
9/9/2018 8:57:56 PM

S3-2

What does jet fuel (jet wash) do to people who are exposed for long periods of time or in proximity??? I know it made the paint fail on the big Alaska airlines hanger 15 years ago. That is the stuff floating in the air.

S9-1

There are eagles that live on Lake Burien. The low flying planes will most likely have an effect on their natural habitat.

Jet wash.

S8-2

What house values do when you have a flight path over houses that did not use to have a flight path. You cant use overflow as an excuse. When the overflow is constant. The airport keeps expanding and it is already to big. You need to find another alternative.

N10-4 N3-2

The new flight path over my house with low altitude prop planes mostly flown by Horizon are exceptionally loud Just above 2000 feet and well below 3000 feet is getting really old. The reason I moved from Seatac was to get away from it. It is directly affecting quality of life for your neighbors in Burien. Late night flights need to stop as well. Be a good neighbor. Feel free to come and set up noise meters in by Lake Burien and you will see what I mean.

What kind of safety plan do you have for plane trouble above Burien. I know that north and south of the airport have un inhabited areas.

The airport does not seem to care for the neighbors in Burien, Normandy Park, or Three Tree point. You will do a review that will be swept under the rug most likely. You will show your dominance with little care on what it does to the people or environmental impacts it will have to quality of life for those people. I would love for you to prove me wrong. The third runway was supposed to be overflow... Burien seems to be your fourth runway.

Nancy Kennedy

tkp2@comcast.net
27039 10th Ave S, Des Moines
9/9/2018 12:09:46 PM

- N8-1
What effect does dumping of fuel into Puget Sound have on our delicate sea life? Air pollution from plane exhaust and how it affects the health of those living under the flight paths is also a growing concern.
- N5-2
Since the 3rd runway has opened, planes now fly DIRECTLY over our home...conversation stops due to the noise, sleeping is disrupted, quality of life is diminished. This will only increase with additional flights.
- S2-1
When is the impact on health and safety enough to determine that possibly an additional airport is needed in another location. Since the 3rd runway completion, the adverse affects of the flights over our heads has worsened, and only continues to do so with more flights added. When will the Port address our concerns and our health?

larry zuberbier

lwzuberbier@comcast.net
Des Moines
9/9/2018 11:53:38 AM

all of them

all of them

all of them

all of them

not sure...are you?

not sure

all of them

ALL OF THEM

ALL OF THEM

Not sure Are you?

ALL OF THEM

ALL OF THEM

WHEN IS THE PORT'S BOARD GOING TO BECOME TRANSPARENT TO ALL THE TAXPAYERS?

S11-31

Beth McCasland

bmccslnd@gmail.com
15100 6th Ave SW unit 729
9/8/2018 9:06:43 PM

N3-7 N3-4
S6-2

I am deeply concerned about the noise from aircraft with the fly-overs the City of Burien and SeaTac. This fairly recent change in using the tight turns after takeoff creates extra noise where we didn't have it before. Our homes were not constructed with the mitigation measures to dampen the noise. Will the Port be providing more noise mitigation measures if the FAA continues to allow this route?

There should be a direct ramp from southbound SR 509 to east bound 518. Having all the cars that are heading to the airport from S 509, turning left (east) onto 518 causes traffic to back up on 509 because of the series of traffic lights that must be negotiated.

Daniel Eulberg

DanielEulberg@comcast.net
9/8/2018 11:00:30 AM

11-25 } Require NADP-1 takeoff profiles for all commercial aircraft.

mk875b@hotmail.com
13304 2nd place sw burien wa
9/8/2018 9:32:14 AM

Increasing the amount of air traffic I would deeply be concern about the increase of pollution and dangerous chemicals released into the environment. I would also be very concerned about the increase in noise pollution.

S4-3 / S3-1

Increase in air pollution and noise pollution

Increase in air pollution and noise pollution

Increase in dangerous noise pollution and increase in dangerous chemical pollution

Increase in dangerous noise pollution and increase in dangerous chemical pollution

How increase in air traffic will create increase in creating poverty zone

na

S4-3

The airplane noise is not 24x7. My family and I have to wear ear plugs when we sleep. I am very worried if the fire alarm or burglars try to break into the house we wont hear it due to us having to wear ear plugs due to the airplane noise. My two boys 15 and 12 have to wear ear plugs when they do their homework due to the airplane noise. My family cant even enjoy our outside deck because the airplane noise is so loud. The airplane noise is very disruptive for my family and all the people of Burien, Desmoines, Sea-tac, and Federal way.

Noise pollution is very harmful to our health. I also worry about the chemical pollution pouring out from the added flights

na

S2-1 N8-1

How the pollution from the airplanes are affecting our water supply

na

We need another airport. We have reached our max at Sea-Tac!!

sprogerville@earthlink.net
26409 marine view drive south
9/7/2018 4:16:34 PM

SS-1

Many of my neighbors have had actual medical issues from the noise , and they have been reported to the Port and nothing has been done at all. Also the pollution that we all are already getting from the airplanes above needs to be studied at the rate it would be with all these massive additions. Adding 8,000 or was it 80,000 more flights will lead to many more ocurrences of lung cancer and other health issues just from the amount of flights that we already have.

Next, what kind of fill will they use on this project? The last time they used polluted fill, asbestos etc.

SS-2

Envir impact on roads, congestion, trucks going through areas where there is no room for them, impact on traffic, congestion, etc.

NS-2

Will schools be able to have students hearing their own teachers? Our church is south of the airport in Des Moines and our preacher has to stop for each flight that goes over head. That would be multiplied by what with unlimited use of the 3rd runway.

Use of gasoline for all the planes, trucks etc

The climate issue will need to be looked at. the ozone will be much bigger, more hot summers, more earthquakes, etc.

Also the pollution that we all are already getting from the airplanes above needs to be studied at the rate it would be with all these massive additions. Adding 8,000 or was it 80,000 more flights will lead to many more ocurrences of lung cancer and other health issues just from the amount of flights that we already have.

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How many more trees are you going to destroy with this plan? Envir impact

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Will schools be able to have students hearing their own teachers? Our church is south of the airport in Des Moines and our preacher has to stop for each flight that goes over head. That would be multiplied by what with unlimited use of the 3rd runway.

Use the airport that is in south Seattle for the extra flights needed. Have you thought of that? Child health is a big one.also

Stevan Gorcester

sgorces@mac.com
Federal Way
9/6/2018 10:45:56 PM

NS-3

The previous third runway project widened out the air traffic impact area in Federal Way, greatly increasing traffic over my neighborhood. No mitigation was provided. Future traffic growth over this widened impact area will disproportionately impact my community including a large community of social justice populations. Further impact on Federal Way should be more aggressively mitigated instead of just disclosed.

See above

pmabie01@gmail.com
15525 6th Ave SW
9/6/2018 1:13:31 PM

- S3-1 How would air quality be impacted during a period of high smoke, as seems to be the new trend in our region?
- S9-1 Consider impacts to species and habitats that may not be endangered or threatened now, but may be that way in the future (based on current data and climate change forecasts)
- S3-7 Use the latest and greatest scientific studies to account for climate change impacts. Don't underestimate potential effects, benefits or climate changes.
- S1-4 Make sure tribes are included early - seek tribal knowledge about potential impacts - sooner rather than later. Don't minimize potential cultural impacts.
- S4-5 Where do our youth, our poor and our underserved populations live, work and play within and near the project bounds? Know the audiences and consider all potential impacts to them.
- S7-1 Ensure any water source is left as clean or cleaner at the end of the project. Build in safeguards for careless contractors or sub-contractors, including steep penalties.
- Attempt to make the impacts no more than (but less than is even better), than current transportation issues/impacts.

matthewdphillips27@gmail.com
Seattle
9/6/2018 6:24:38 AM

S3-1 Studying the amount of pollutants caused by increased traffic

S12-16 I think its understandable that during construction, the airport will look a little wonky. I think studying how much it would cost to make construction look a little nicer for our region and the world that comes through our airport.

S2-7 Making sure light rail is available during the entire construction phase is a must. Studying what impacts to service for ride share and other vehicles coming to the airport should also be studied

I think the construction of all these projects are great for our region and the people that live there. It improves the airport experience, as well as gives visitors a first class facility to welcome them to the Puget Sound Area. If we can execute on time and on budget, we can build an amazing facility for decades to come.

Romy Pirotte

pirotte4@msn.com
4400 S. 156th St.
9/5/2018 1:16:07 PM

56-4

I like the idea of moving the ground transportation away from 160th. They, for the most part, are not respectful of traffic flow on 160th st. and often run red lights.

54-14

I am very concerned with the increase in noise from the expansion. I have lived in my home for 22 years. I live parallel to the north end of the runway and the cargo area. The noise, especially in the winter, is so sonorous that it shakes my home. Often this occurs late at night. In the past, I have expressed my concerns to no avail. Tukwila is never included in these studies and I have been told that airplanes are getting quieter so essentially my concern is not valid. I have found that the noise level has not decreased over the years. I would ask you to please do something to contain the airplane ground noise from traveling laterally.

Perhaps increased vegetation on the east side of the airport by cargo would help with the ground noise traveling and be more visual pleasing.

Jeffrey Sewell

jefsew@comcast.net
12604 SHOREWOOD DR SW
9/5/2018 6:16:59 AM

N3-1
Noise pollution is an important concern in my neighborhood. I moved to the Shorewood Burien area about 5 years ago. Since we have been here, the airport noise has increased at least 300%. Our quality of life has been affected & there is concern now that our property value will be affected negatively. Air traffic being diverted over the Burien neighborhoods to the west of the airport is a true noise pollution negative consequence that I and my neighbors in the Shorewood Burien area are dead against.

S3-1
Air pollution is a concern.

S4-3
Noise pollution to Burien neighborhoods west of the airport has & is changing, the project must not increase air traffic to the west any further.

Noise pollution is an important concern in my neighborhood. I moved to the Shorewood Burien area about 5 years ago. Since we have been here, the airport noise has increased at least 300%. Our quality of life has been affected & there is concern now that our property value will be affected negatively. Air traffic being diverted over the Burien neighborhoods to the west of the airport is a true noise pollution negative consequence that I and my neighbors in the Shorewood Burien area are dead against. Noise pollution to Burien neighborhoods west of the airport has & is changing, the project must not increase air traffic to the west any further.

Amy Hitchens

amyehitch@comcast.net
253 S. 197th ST.
9/4/2018 7:45:03 PM

S3-2 I think the Port of Seattle needs to study the impact of pollution with the new trend of wild fires in the summer months. If visibility is so poor, flights cannot go in and out. And our lungs do not benefit from the smoke plus airplane exhaust. I also think the flow of exhaust and where it settles needs to be studied. I wake up some morning and it smells like I am standing next to a Boeing jet, the exhaust is so prevalent at home. I live on the southwest side of the airport.

S7-2 I am concerned about air quality and water quality. What impact will airport expansion have on ground water supply? Will there be any effort to provide more greenery? More cement equals more heat. We need our trees around here.

S3-1 As climate change is our reality, we need to be prepared for poor air quality. The airport needs to make every effort to mitigate the exhaust and pollution generated by the planes.

N4-3 I have lived in this area for a long time. I have worked with cancer patients. Working with jet fuel is toxic, in my opinion. I think that there should be a study done on the ratio of people who have cancer to the proximity to the airport. It is true that people who live closer to industrial areas, and pollution generators like the airport have higher rates of disease--- but is the rate of cancer being studied? And I haven't even addressed noise pollution which is also very real. I think you should also do a noise pollution study.

S2-1 I am concerned that the Port of Seattle wants to encroach on the Highline community and take away the unique neighborhoods that exist in and around the air port. Burien and Des Moines have charm, but their economic development is hindered by airport expansion. I will never be in favor of more runways. Paine Field needs to be developed. If we want to be like the Bay Area, we need three major airports--like Oakland, San Jose and SFO. I also hope the airport respects the cemetery just north of them. My great grandmother is buried there as are many other people I have known.

S8-4 Again, will the Port of Seattle encroach on economic development of the local cities? Can neighbors of the airport have a good quality of life?

S3-3 What efforts is the Port of Seattle taking to utilize solar power and renewable energy resources?

N3-1 Again, I think noise pollution needs to be studied. As I type this, I am experiencing airplane noise. The worst is when it is so loud after 11:00 p.m. and I am trying to go to sleep, but the windows are shaking from the airplanes. Again, I live SW from the airport, so no planes fly directly over my house. I am still impacted though.

S4-5 Will airport expansion provide a better quality of life for the children of Sea-Tac, Burien and Des Moines? Will their air be cleaner? Will the workers be protected from toxic fuel exposure?

S1-6 I am not as concerned about visual effects. Other than aesthetics. If the Port of Seattle could use a green building design and incorporate solar panels and living roofs, they would be at least trying to mitigate damage done by existing in the first place.

S7-1 Please look into the impact of groundwater and run off into our local streams that make their way to the Puget Sound.

S6-2 I am concerned about higher volume of cars in the area and all the park and fly lots near by. Some of this is a zoning issue with the city of Sea-Tac, but certainly the airport creates the "need" for all this extra pavement.

S1-6 I think I have covered it. I hope you are thorough and I hope you recommend as many "green" options as possible. I will never be in favor of a fourth runway. Thank you.

Nicolas Garcia

n_garcia@hotmail.fr
Seattle
9/4/2018 5:35:18 PM

S3-1 [What particles are emitted from the planes during take off and landing and where are they going? I am concerned that the increase of traffic will increase toxic and un-harmful particles that will travel even further and being stock on land/people leaving even further from the airport.

S2-2 [Can physical barrier or new procedures being implanted to decrease the 24h/7d noise from the planes?

Laura Feinstein

Feinstei76@gmail.com
3311 Lafayette Ave S
9/1/2018 4:12:50 PM

Carole Kirkpatrick

carolekirk@comcast.net
Federal Way
9/1/2018 4:00:45 PM

522 [The low and loud flights ar 1:45 and 2:00 am in combination with other low and loud flights are annoying and take away from quality of life here. This is a new flight plan that I would like to see examined with a view to returning to the plan that didn't impact Federal Way so negatively.

Anne Burkland

anneburkland@gmail.com
8/30/2018 9:33:08 PM

S3-1 [Please look at the impact of expansion on air quality for people living under the flight path.

S4-3 [Please look at what the expansion would be for noise pollution would mean to people living under the flight path. It feels like we have no moments of silence already.

cindy

cindycodoni@yahoo.com
seatac
8/27/2018 3:16:41 PM

everything that has been found at seatac airport that is changing our DNA and killing us at an early age.

SS-4
everybody within 10 miles

everybody within 10 miles should be compensated should they have future issues.

kim losnegard

path97@outlook.com
15826 16th sw
8/27/2018 9:22:02 AM

The affect of the added noise of low flying westbound aircraft on the people west of the airport. We were assured by the Port that the 3rd runway would not add that much additional noise, but this was not true. Coupled with the excessive noise of the low flying westbound flights, the FAA has chosen Burien residents to bear the brunt of any additional noise pollution produced at Sea Tac airport.

NS-2

My wife & I have lived west of the airport near lake burien for 30 years. We spent extra money on our house to not live under the northbound or southbound sea-tac flight paths.

The new westbound flights from Horizon/Alaska propellor planes are very low and noisy over us and appear to be increasing. After one of their employees was able to hijack and fly one of their planes over heavily populated areas with ease is very unsettling. We think of it often as these low flying planes are passing over our neighborhood.

NS-1

The affects on property values from westbound low flying aircraft.

Burien residents fought the construction of the 3rd runway but of course we lost. There were powerful people to the north & south who said not in my backyard, and the FAA was a powerful ally in the choice to expand Sea Tac.

NS-2

We have to live with the added noise pollution from the 3rd runway, and now it feels as though the FAA is getting even with us by totally disregarding our feelings by allowing the low flying west bound Horizon/Alaska prop planes to add more sound pollution to our neighborhoods.

We also find it alarming that one of these types of aircraft was so easily hijacked and actually flown from Sea Tac. We think of the incident often when one of the low flying flights goes over our house.

ky824h@yahoo.com
Des Moines
8/26/2018 11:21:41 PM

N2-1
The dirty air fallout covers my car everyday. So, it is everywhere. It sits around like soot.

It has to be effecting our beautiful natural resources in a very negative way.

Tell me how we are supposed to have any social/community enjoyment.

N3-1
The noise has gotten so much worse the last few weeks already. I feel very unnerved everyday lately due to this non-stop noise. Some of the planes rattle my house now. I can't even escape the noise while inside my house. It didn't used to bother me, but lately it is almost unbearable.

2-2
If it gets on our cars it is getting into any open water too.

N5-5
We find it hard to enjoy our parks and marina with all the airplanes using the third runway all day already. We can't handle any more.

S2-1
All the noise is effecting everyone's well being and peace of mind with all the additional flights over Des Moines. There used to be some down time, but it has gotten awful lately. There should have been additional airports to deal with all the additional flights needed. I agree, the Port is not thinking of the residents, just the money generated. Share the wealth.

Bonnie crawford

Bonnie8703@gmail.com
4630 seems 329th way
8/26/2018 10:13:22 PM

S7-2
[We are sitting directly over twin Lakes and he live Rose Creek which is a protected water way. This plan is hazardous to our environment.

N3-1
[They fly right over our house, predominately The larger high-volume planes flying to Asia and flying exceptionally low as they head toward the water The higher volume of planes approaching to the north and south west is way too much traffic. We didn't purchase here to be Located Yes in a major flight path. Yesterday a large airliner flew directly up 3 29th Way which was out of the flight path and quite disturbing

Yes in a major flight path. Yesterday a large airliner flew directly up 3 29th Way which was out of the flight path and quite disturbing

Joseph Albert

Joegalbert@gmail.com
5923 19th Avenue S.
8/26/2018 4:17:15 PM

S2-2 N3-1
The use of Next Gen has resulted in our home in Beacon Hill being bombarded with low, loud, SeaTac jets flying directly above our home nearly 24 hrs a day. Even though we live ~8 miles from SeaTac it can be so bad that we can't even hear each other within our home. When the Blue Angels are in town, suddenly planes are diverted over the sound and away from our neighborhood and we can be outside again. Why can't this be the route all year long, or flights moved over industrial SoDo, or diversity the flight path so all neighborhoods who benefit from the airport, share in the noise???

Alan R Green

arg5@comcast.net
Federal Way
8/26/2018 3:32:42 PM

N3-6 { Can no longer sleep the full night due to air traffic-mostly taking off. Will no longer vote for any Politian that supports airport expansion.

acdmwu@aol.com
34465, 9th Ave. SW
8/26/2018 10:20:33 AM

Ming-Dao Wu

Lynn

gpmama@hotmail.com
8/26/2018 9:20:06 AM

N3-3
[Airplane noise

Tony Rosso

1tonyrosso@gmail.com
8/25/2018 7:32:06 PM

Patrick Montgomery

trainchief99@gmail.com
33759 32nd Ave SW
8/25/2018 6:46:57 PM

N3-2
Flights patterns should be over water not over densely populated areas like Federal Way.
As it is we have enough planes disturbing our peace. Maybe the I-5 corridor is best as it is already noisy!

Aimee Schantz

aimee.schantz@gmail.com
403 Terry Avenue #206
8/25/2018 3:12:40 PM

N3-3
I am returning to First Hill condo after several years away. Last night was my first night. The noise of jet engines has been absolutely non-stop since I arrived- except perhaps the middle of the night. I had to close all my windows and put on white noise machine in order to sleep. It is like "nails on a chalkboard", absolute endless and perpetual sound of turbine engines which then crescendos about every 5-10 mins as the plane flies just overhead. I went out to investigate as I originally thought it was Harborveiw's helicopter making circles around the neighborhood, but no, it is just one plane after another, flying low to the ground on the way to Seatac. What is going on!? Never, in my 15 years of living here have I ever heard this. It is absolutely not sustainable. I feel like I might go out of my mind with anger. 100% invasion into my space. What is going on Seatac- this doesn't seem appropriate.

Carla Rosen

campbellrosen@gmail.com
Tacoma
8/25/2018 11:29:18 AM

N3-3 } Air Traffic Noise increase over Brown's Point area

N3-1 } Significant increase in air traffic noise in last 10 years over Brown's Point. We moved in 2005 from under the flight path at SeaTac in Des Moines to Brown's Point because there was no air traffic over this area. It has now become a preferred path for all air craft taking off from the south to points north & west, which has created a lot of noise pollution that was not present when we purchased our property.

Paul Mocha

Pmocha@uw.edu
8/25/2018 11:02:59 AM

54-3 { The Sustainable Airport Master Plan projects a roughly 20% increase in airport passengers within the next decade. Noise levels on Beacon Hill already unacceptable. Air traffic noise caused by the proposed expansion would pose health risks and would undermine childhood development including classroom learning. Beacon Hill must not bear the brunt of this expansion.

Janet Large

Janetlarge@aol.com
3125 43rd ave ne
8/25/2018 11:00:05 AM

52-2 I do not know, but I do know that our communities to the east and north need to share the burden of the air traffic challenges.

1-2-1 Again we we need to move the airport away from the city. Having other options in the state besides the Puget sound corridor is smart thinking.

55-3 56-8 Make it easy for people from the east side of the state to travel.

Hurting more population with air traffic fall out than if you place it in the center of the state.

52-2 I grew up in Dash Point. My parents bout out here because we were away from the airport. (1970)Over time I cant even enjoy an afternoon or evening outside because of the air traffic from both the military and commercial airports. I pay high property taxes and our communities to the north and east do not share the burden of the noise and fall ouy.

I do not know

52-1 I believe that we are not using resources appropriately. Eastern Washington does not have a great sized airport. We should be expanding to the east and lookbyonthe middle of the state.

They should stop trying to keep it here. It's not fair for people in Tacoma and federal way to always have to pick up the slack of the noise, traffic and not have a huge reduction in our property taxes.

Diane Bishop-Gullikson

dbgully@me.com
3011 SW 325th place
8/25/2018 1:02:23 AM

N2-1 N3-1
The airplanes are low have not reached enough altitude at the point they pass over our home. Smell the fumes.
The birds fly out of the trees when the big one comes through.
I can't imagine my neighbors can be any happier than we are regarding the current flight pattern. ?
Who knows what you are dropping on our home. I know I never had headaches 3 to 4 years ago now...the big plane is obnoxious.

N3-6
Our windows rattle and I am awakened every night by the big one that goes over our home. I am sure you can look that one up on your map.

N6-1 S2-2
None that I know of.
I am sure your routes will decrease our property values due to the fact our windows and house shake..
Reroute over less populated areas or pay for windows that keep the airplane sound out. We have to work and being woken every night is ridiculous...disturbing...frustrating...intrusive!!

Mark Lyke

akbirdman@gmail.com
2030 SW 306th Lane, Federal Way WA
8/24/2018 10:48:25 PM

N2-1 [We used to live in Des Moines. We loved the area but hated the noise from the airport. Our place would vibrate as the planes passed overhead. We decided to move to Federal Way so that we could get away from the noise and proximity of planes overhead. Within the last three years the amount of noise pollution has become worse yearly. We used to be able to eat dinner on the deck and hold a normal conversation. There are times in the evening when the noise we hear was the very reason we left Des Moines. Frustrated by what is happening to our new neighborhood by air traffic.

Cyndi White

cyndicon@aol.com
2135 SW 317th PL Federal Way, WA
8/24/2018 9:59:46 PM

52-2 [I feel we have enough planes going over head and the noise level is high as they are in their decent when they go over our house. I do hope doubling the planes means they will be going on other runways and not just the one that leads from our house.

Carol Sabotka

carolsabotka@comcast.net
30213 33rd ave sw
8/24/2018 7:07:44 PM

- S3-4 | IMPACT ON PEOPLE WITH CHRONIC LUNG CONDITIONS WHEN MORE PLANES ARE BEING FLOWN OVER AREAS WHERE THEY WERE PREVIOUSLY LIMITED
- S9-1 | SALMON AND CRAB RESOURCES ARE AFFECTED BY THE INCREASE IN AIR TRAFFIC OVER LAKOTA BEACH FEDERAL WAY TIDLEANDS
- S3-1 | JET FUEL FILTERING DOWN IS LITERALLY WASTE MATERIAL THAT AFFECTS BOTH THE AIR QUALITY AND THE WATER IN PUGET SOUND; THEREFORE ADDITIONAL FLIGHTS ARE A MAJOR CONCERN
- N3-1 | NOISE OF ADDITIONAL AIR TRAFFIC OVER LAKOTA BEACH IN FEDERAL WAY HAS INCREASED TREMENDOUSLY IN THE PAST FEW YEARS. ADDING MORE FLIGHTS IS DETRIMENTAL
- S7-2 | PUGET SOUND ALREADY HAS BEEN IMPACTED NEGATIVELY IN THE PAST FEW YEARS AND THE ADDED AIR TRAFFIC WILL INCREASE THE AMOUNT OF PARTICLES THAT FILTER DOWN INTO THE WATER TOO
- S9-1 | THE FISHING AND CRABBING ON PUGET SOUND HAS BECOME LESS PLENTIFUL IN THE PAST FEW YEARS AND CONCERNS HAVE EVEN BEEN ADDRESSED ABOUT SAFETY OF CLAMMING TOO
- N4-1 | MY OWN FAMILY PURCHASED OUR HOUSE ON PUGET SOUND BECAUSE IT WAS THE BEST PLACE FOR OUR GRANDCHILDREN WHO SUFFER FROM CYSTIC FIBROSIS AND THE INCREASED AIR TRAFFIC IS MAKING OUR AIR MORE POLLUTED AND IS HAZARDOUS TO THEIR HEALTH. THE NOISE ISSUE LATE AT NIGHT ALSO HAS BECOME A PROBLEM AS IT INTERFERES WITH SOUND SLEEP PATTERNS

Kevin Carlton

klcatmdc@gmail.com
1860 Overview Dr NE
8/24/2018 7:07:03 PM

N2-5 [People with Asthma conditions in the area (I'm one)

See Above for Dash Point State Beach

N3-7 [I spent considerable time and money and JUST purchased a house in Browns Point. I had studied the Air Traffic Patterns, and (I do work in Aerospace) and one of the reasons we chose the area, was it was quieter than our prior residence, due to distant air traffic routes. Now we have purchased our retirement home at ground zero, apparently a turning point on this new air traffic pattern. Will the FAA offer sound proofing grants to people with medical conditions?

N10-9 [Large number of Raptor's and water fowl at Browns Point/Dash Point State Beach. Potential Bird Strikes

See Above for Dash Point State Beach

See Above for Dash Point State Beach

I know that anywhere in Western Washington with have air traffic, but having made a once in a lifetime decision prior to the change in air-traffic, based on study, having that change is like a slap in the face for spending time looking for as quiet a spot as possible. In the past few days we had C17's clear the house by roughly 750 feet, (And I love the C17 and worked on it) was quite a surprise

Sandra Darby

Skdarby@gmail.com
32504 30 Ave SW
8/24/2018 6:49:54 PM

N3-6/N3-1
The noise from planes taking off directly overhead is unbearable and some days nearly constant in Twin Lakes. We are unable to carry on a conversation while outdoors and are often awakened at night when the large planes climb overhead.

Linda Schwab.

lschwab4@gmail.com
35006 13th PL SW, Federal Way
8/24/2018 6:34:50 PM

N2-1/N3-0/N5-3

Planes coming into SeaTac Airport often fly right over my house in Federal Way. They are very loud. It sounds like they are landing on my house. This air traffic disturbs my sleep as well. And with air traffic comes the concern for air quality with low flying aircraft. Im concerned for my quality of life as well as my community.

Calvin Falter

cdfalter@msn.com
562 SW 333rd Ct
8/24/2018 6:10:40 PM

- S2-1 54-6 57-2 } All issues related
- 54-6 57-2 } All issues
- 54-6 57-2 } Peoples welfare due to noise
- 54-6 57-2 } Testing of soil and air before and after changes
- 54-6 57-2 } Noise Abatement and lower taxes
- 54-6 57-2 } Complete testing of water
- 54-6 57-2 } Impact of noise on families
- 52-1 54-6 57-2 } I moved here from Burien due to the 3rd runway and noise impact it had on my family. We dont need more. Build another airport as sea tac will never be big enough to handle the growth as stated prior to the 3rd runway being built.

kevindalosto@gmail.com
8/24/2018 6:00:14 PM

Kevin Dalosto

N3-7 [Would you be providing airport proof windows?

Jeremy Trivelas

jtrivelas@hotmail.com
29828 23 Ave SW
8/24/2018 4:31:01 PM

SM-1 [With more planes flying Im concerned about the impacts of air quality.

Ron Michaels

rmsservices@comcast.net
Federal Way
8/24/2018 3:06:38 PM

S4-3 [How the noise from airplanes is already affecting people living in the flight path and what the impact will be with increased flights

Karen Pischel

jkpischel@msn.com
5801 Frances Ave NE, Tacoma
8/24/2018 2:40:05 PM

NZ-1 [We have noticed more dirt deposits on our lawn furniture and deck since the air traffic increased.

N3-1 [The noise level over N.E.Tacoma (Browns Point) has increased significantly in the past year or so. The additional impact of more noise needs to be considered. Airplane noise impacts the property values of homes in this scenic area.

Marilyn Jones

marillee-jwa@comcast.net
817 SW 295th St
8/24/2018 2:29:07 PM

S2-2 / S4-3

More air traffic will increase noise levels to an unacceptable level. This is a residential area and the additional noise will significantly affect our quality of life. Use the significant water ways nearby to absorb this noise and keep it away from our neighborhoods.

rwccorps@gmail.com
27044 10th Ave. South
8/24/2018 2:11:12 PM

S3-1/S2-11

I live under the flight path and am concerned about the pollution/particulate matter from the airplane engines effecting my health. Everything from the air I breathe to plants in my garden are likely continuously covered by airplane exhaust. I'd like for you to study the effects of long term exposure to jet engine exhaust and how it disperses to the area below the flight path. Mitigations should be provided before the implementation of any proposed expansions.

Aircraft exhaust, specifically in the area of final descent and initial climb out, has a negative impact on anything that breathes air so increased flights would seem to increase health risks for humans and animals alike. Effects of exhaust on the health of humans and animals should be studied.

S4-3

I am worried that the increased aircraft noise will make it harder to have social functions or even conversations over the noise in parks and the downtown area of des moines.

S4-4/S12-35

My land use is a home and I believe that the increased noise will negatively impact my ability to enjoy my yard at any time of the day, enjoy local parks, and effect my ability to sleep. I have heard their would be increased evening (after 9pm) flights as part of this expansion and I do not support that. If anything flights after 9 or 10 pm should be further restricted. I would like you to study frequent aircraft noise effects on sleep, long term exposure to high levels of aircraft noise and if different approaches including steeper approaches and takeoffs could be implemented to help mitigate these issues. In addition, regulations reducing the allowable noise of aircraft should be studied. Mitigations need to be implemented before traffic is increased.

S3-7

I'm concerned all of the exhaust gases are contributing to global warming and the acidification of the oceans. This is damaging local marine life that was here long before we were.

S6-2

The increased traffic into the airport will likely overload local road connections further congesting the area around the terminals and nearby freeways.

S2-1

The port should examine expansion of other regional airports instead of such significant expansion of Seatac airport. In addition the port should study ways to partner with airlines to have them voluntarily reduce their noise and pollution emissions

Richard Beutz

dbeutz@msn.com
4301 Norpoint Way NE
8/24/2018 1:56:10 PM

S2-2
Air quality could be affected as airplanes are throttling up for takeoff this fuel fumes are released. Not healthy. If they could turn more on takeoff so they are more over the water instead of over our homes. Landing would be the same. Turn over the water instead of such a wide circle over homes. We get the transports from JBLM that go right over our home also so that's extra noise and pollution.

Might not be good for the wildlife as it makes us nervous not sure what it would do to wildlife

Not sure

Possibly fumes from aircraft

S2-2
Some of the jets are up high enough so it isn't too bad but the larger aircraft are lower and very loud. When combined with JBLM transports flying the same path as commercial only lower it is very loud and annoying. Can't even hear the tv. Please try and find a different flight path. It's a bit nerve racking to say the least.

None

S2-2 N6-1
Property values will definitely drop. Nobody wants to live where you can't have peace and some quiet

S2-2
I think it's only fair if they at least go out over the water as there probably isn't anything we can do about the JBLM aircraft it would not be fair to our community to have that many aircraft flying constantly over our home.

William L. Johnson Jr.

billpatti@aol.com
2202 54th Street Ct NE
8/24/2018 10:37:29 AM

N2-1 { Jet exhaust adds to air pollution over our area.

S4-3 { We already have McChord Heavy Air Transport traffic, These military aircraft are very loud already. Adding commercial traffic would double or triple our NOISE.

S2-2 { You should expand your new traffic patterns East of airport, not South. East side gets hardly any air traffic and south puget sound already gets plenty from Sea-Tac and MCchord Air Base.

Bonnie West-Armstrong

bonnielwest@comcast.net
3911 SW 324th St., Federal Way, WA
8/24/2018 10:21:51 AM

- N2-1
- Emissions from low flying commercial planes over our entire community
 - Emissions and noise around our lakes and streams, wildlife, and people.
 - Emissions and noise impacting events, trying to enjoy your back yard, for heaven sake, and our entire community.
 - Emissions from planes.

- N6-1
- Extreme noise from low flying commercial plane over our house or to either side of us. The airport is impacting our property value, negatively!

- N2-1
- Emissions and noise around our lakes and streams.
 - Emissions and noise impacting our parks.
- S12-27/S2-2
- The Port needs to direct its plane straight over the sound and away from communities. There's lots of Puget Sound out there. The Port was going to use runway 3 for emergencies when it had no intention of using it for anything other than day to day business. The Port needs to be a good neighbor and practice better stewardship.

carolekirk@comcast.net
5145 sw 326th PL, Federal Way
8/24/2018 10:21:38 AM

- 53-6 | The odor of jet fuel is at increased levels lately.
- N4-1 | Park and playground use. Both are found to be essential to feelings of well being and stress-free living. This should lead to less conflict.
- A3-1 | Planes seem to be flying lower and later, including very late night and early morning, this year than in the previous years.
- N4-1 | Quality of life; ability to enjoy public parks;
- N10-10 | We know the airport is there and flys planes. We expect good neighbor policies from the airport including limiting of late night and very low flights.
- 52-2/52-1 | I would like more investigation of the use of Payne Field and Boeing Field for many flights.
Perhaps the flight plan could be changed so as not to have as many flights over Federal Way..

J S Hutmacher

Media157@aol.com
32113 42nd Pl SW
8/24/2018 10:14:37 AM

N3-1 { Thank you for this forum. The noise from aircraft has increased and from our observations over 40 years it is to an unbearable level. It disturbs sleep and reminds me of Des Moines a ways back where our friends were forced to move because of increased noise levels..... something must be done.

John Raymer

raycom777@gmail.com
4222 sw 323rd st
8/24/2018 9:39:07 AM

S3-2

Further study of particulate pollution at ground level in Federal Way along the air corridor. Modern studies are showing surprisingly high levels compared to older studies.

S2-2

Federal Way has been turned into a permanent air corridor for all south/west/north traffic. Even traffic going to California is routed over Federal Way as seen on flightradar24.com. This traffic should be routed over the Interstate I5 business corridor and heavily wooded areas near Joint Base McCord.

S12-21

Taxpayer money is being used to subsidize the airline industry and cater to Corporate influence rather than protect the health of children.

We understand air traffic decisions are driven by politics and corporate money but the voters will have the last word. Please keep this in mind and protect our children in Federal Way.

Kathryn Rathke

kathrynrathke@gmail.com
2648 S. Hudson St.
8/24/2018 8:50:29 AM

53-2

I would like for there to be further air monitoring of surrounding areas. In the summers we need to keep our windows open in order to cool our houses down, and are thus exposed constantly to the polluted air from Seatac and Boeing Fields. If this air quality is already marginal, the facilities in this area should not be expanded.

54-4

As above, neighbors in the community need to keep their windows open in the summer in order to cool down their houses. Airplanes land and take off already regularly 6 am - 10:30 pm, proscribing our hours of sleep. There are in addition intermittent flights, including the especially loud cargo flights, between the short period of "quiet time". These wake people up, and it is of course much worse when windows must be kept open for cool air. I would like to see a sleep study done, comparing a sampling of people in affected zones compared with people in unaffected areas, to see how slep is already affected, before proceeding with any expansion.

Bruce Perham

bwperham@gmail.com
5233 21st Ave. S.
8/24/2018 8:42:35 AM

S2-5 [With the recent increase in forest fire smoke and increases in air traffic related to businesses like Amazon along with population increases we need to force manufacturers to reduce pollutants.

S2-2 [With increased air traffic, ALL flight paths need to be routed over industrial or unused land NOT population centers. As a Beacon Hill resident I have have noticed a DRAMATIC INCREASE in flights DIRECTLY over my house in the past few years. Route flights 1/2 mile to the west over less residential areas NOW.

Take people in account FIRST.

Shari Sewell

sharisewell@hotmail.com
Burien
8/21/2018 4:42:34 PM

- S12-7 | Please be a cooperative neighbor and increase your communication, as well as follow proper procedure, before implementing changes.
- S12-7 | Traffic around the airport is bad. Please do more studying of how growth will impact the traffic.
- S12-7 | Please study the affects of the noise on the neighboring communities. An increase in flights and increase in noise pollution directly affects the quality and of our lives. I moved to a quiet neighborhood 5 years ago, and now I have planes flying over my house, not only making it less desirable for me to live here but also has reduced the value of my property.
- S12-7 | The airplane fumes directly affect the quality and safety of our lives. Please be aware of how this not only affects humans but wildlife as well.
- S12-7 | Please be more effective in your outreach efforts to the community. I'm a Burien resident and only learned of this SAMP comment period thru a friend. I've neither seen nor heard any communication from the Port of Seattle.
- S12-7 | I'm worried about wildlife.....there are dozens of bald eagles residing in the existing flight path. Please study how this will effect humans and wildlife.
- S12-7 | Please study air quality in cities and neighborhoods surrounding the airport. With increased traffic comes increased pollution, directly affecting the quality and safety of our lives.

Peter Wang

peterwang24@hotmail.com
1711 E Harrison Street
8/21/2018 10:07:49 AM

SZ-2 SZ-3
SZ-2 SZ-3
Frequency and magnitude of noise is reaching uninhabitable levels. It is severely impacting my sleep and productivity.
We must find ways to reduce it, not increase it further.
One suggestion is to align the flight path with the I5 since it is already noisy.

Peggy Jeffcoat

pvjeffcoat@comcast.net
Federal Way, WA
8/19/2018 11:31:37 AM

N2-1 [Adverse effects of air quality due to abundance of flights over out area. I don't know what jet planes emit, but I'm sure it can't be healthy to breath the air from them.

Don't know.

N4-2 [I'm sure there must be numerous hazardous waste issues, but I have no idea what they may be. Pollution is probably a major issue.

N3-1 [The noise is a major irritant. At certain times of the day, it is impossible to have doors and windows open. Outdoor activities have to be curtailed or limited to a small amount of time and conversations are difficult. I cannot use my deck without wearing ear plugs and even those don't muffle the noise.

Don't know.

Don't know.

N4-1 [Quality of life and health of residents living with constant noise and pollution are my primary concerns.

Kmukhtar@msn.com
5847 S 325th Court Auburn WA
8/18/2018 6:18:12 PM

N4-1 N3-1
S12-2
S2-1

I, Dr. Mary Mukhtar, and my husband Kamran, have been providing SeaTac Noise Abatement (Stan Shephard) and K. Kalatcnik, also FAA, Mr Reilly in Washington DC, also to Port Of Seattle Commissioners, also City of Auburn-Permits Dept. description of serious airplane noise, low altitude acceleration @ ascent of passenger and cargo planes taxiing yo Auburn West Hill, specifically coordinates flight path specifically low altitude above 325th Court Auburn new MainVue North subdivision, at least 30 hours per day and night, having counted in excess of 200 planes in a four and a half hour period, usually 6:30 to 11:00 am, and additionally every 1 to 3 minutes from 10:00pm to 1:30 am. We (purchasers) of new homes 2015 to 2017 were never informed this is FAA condemned air space since 1990 as "East Main Flight Corridor SeaTac Intl Airport". Very chronic airplane noise and Avgas byproducts seriously affect physical and mental health. City of Auburn, after the fact of home purchase told us the Problem "is SeaTac and not Auburn jurisdiction" therefore not affecting permitting Residential Homes directly condemned FAA airspace. Conveniently, while we home owners, humans, persons suffer greatly from tremendous chronic, continuous low altitude flight Take Offs along S 325th Court Auburn West Hill, North MainVue subdivision, noise and Avgas byproducts, even visible black fuel trails, chest pain, difficulty breathing, headaches etc. King County collects close to \$9000 per year taxes for individual homes here. Port of Seattle makes 100'd of millions \$ dollars profit, and we few on this block, and certainly other targeted localized plane coordinates at an enormous and unfsir price for this "Plane Dumping". FAA has responsibility to correct this egregious situation. We are forced to call & write Noise Abatement & WA DC FAA informing our continued unrelenting suffering. Plans to expand SeaTac services can only be accomplished, as in other modern cities by Decentralizing, adding hubs, outlying terminals ie; Chicago,New York, Atlanta, Boston etc. It is past time admitting South King County is unliveable due to SeaTac air traffic primarily, and as 80+ % of all SeaTac traffic headings are southerly departures. There are a lot of matters and affected citizens and taxpayers that SeaTac, the FAA, King County, and local affected Cities need to amends and corrections, prior ANY jurisdiction gets an idea of SeaTac expansion. The PacificNorthwest touts their singular global achievements in high tech, but given very poor urban planning and apparent hunger for more and more business; government AND business have not exercised foresight or good citizenship, therefore by any measure of good governance, wisdom, reason and planning have failed themselves, their citizens and customers. This is America. We can and must do much better!

Dennis Maupin

Dennismaupin@msn.com
1126 sw 333rd St
8/18/2018 1:20:55 PM

S12-10

The effect of increasing flights over Federal Way, especially in the evening, night, and early morning will adversely impact our community.

Earnest Thompson

EcoE69@hotmail.com
625 sw 189th St.
8/10/2018 11:59:23 AM

52-6
How Hyperloop transportation can improve air quality tremendously.

52-6
N10-1
How Hyperloop can decrease noise level tremendously.

52-6
N10-1
How has cutting down over 2000 conifers affected Miller and Walker creeks which the state is trying to restore salmon in?

52-6
How a surcharge on airplane tickets can pay for Hyperloop.

52-6
Why is there no discussion fo Hyperloop technology? It should be included.

Daniel Schwartz

dextercat01@gmail.com
2704 SW 152nd Pl
8/7/2018 7:01:24 PM

N3-4
The Air Alaska Turbo Prop planes that take off and immediately turn over Burien. They are polluting the residential area that has never been designated as a flight path.

N7-1
The Turbo props fly over parks where there are Eagles, Osprey, and other birds and they disturb the birds and there natural habitat.

N3-4
The FAA is now directing Turbo Prop flights with a sharp turn and over Burien downtown and residential areas they fly low and are very noisy.

N3-9
We should have protection against bad decisions by the FAA. They basically tell us to shut up as they will use their unlimited resources to squash us and our complaints of the Turbo Prop traffic. We have rights that are being trampled and the Port of Seattle is complicit with the FAA.

gcme@msn.com
Burien
8/6/2018 11:02:13 AM

53-4

Study the particulate type and chemistry of the exhaust fumes from air traffic in and out of SeaTac within a 6 mile radius, and report on the type and amount within each mile. Study the correlations of these data on foods grown and people who live and work within each of these areas. Poisons in people's blood, morbidity and mortality as opposed to matched populations in Ballard. Environmental justice is an issue.

57-2

Salmon, people's morbidity and mortality, students' learning ability, trees growth rings, learn the fastest growing and most effective plants to filter water of poisons, hire chemists to filter the poisons from the run-off. You have NOT figured the true cost of dumping your waste into the commons. Your wastes lower our property values and sense of our well being proportionally to your increase in traffic. You need to account in dollars for these wastes.

58-4

You need to fund health, and poverty conditions in Burien that the Airport causes. Because of the airport's proximity, the community can no longer attract a population who want to start a business or erect activities for youth. With each airport expansion, Burien loses its ability to survive.

You need to fix the damage to the salmon run that airport wastes cause. You need to pay community health insurance to people living within the area adjacent to the airport as far out as health risks increase. Cancer risks, birth defects, endocrine disorders to name a few. Get a safer jet fuel....

54-4

Study the noise levels related to the airport activity within a 5 miles radius. Compare health effects to a control group such as is Ballard. Study the impact on hearing, sleep, learning. heart rates and blood pressure.. You need to STOP flying east and west over Burien. The runway goes north and south.

NO-1

You need to clean up the airport runoff of poisons into the creeks to the west. You are killing all the salmon in the streams. Normandy Park has tried for years to keep the salmon run. The poison source all leads to the airport.

52-1

You need to stop expanding in this area. One small area is unfairly supporting the needs of an entire metropolitan region. You need to build new runways to the north. There is NO environmental justice in continuing to shoehorn more flights into this area.

My strongest thought is that the Airport should shift its planned expansion to the North. This area has borne all the costs and none of the advantages of metropolitan growth with respect to air transport. The time is past due for YOUR Serious consideration of building a new airport to the North. Separate out your traffic mix. You cannot keep expanding in this area. Listening to severe noise every 3 minutes is NOT a life.....

Steven W Cox

stevenwilliamcox@gmail.com
13000 26th Ave S
8/3/2018 10:44:47 AM

N7-1 N2-1

The extra flights and growth are presenting a breathing hazard to the Seatac community. The amount of flights has become staggering, many days the flight are non-stop every 30 seconds in our area .. This has become not only a noise issue but areal health concerns due to all the extra exhaust and jet fuel. I personally have had 3 cases of pneumonia and my asthma was always manageable has now become a daily issue. I can't help but believe this is affecting our Salmon ,Whales ,Eagles, plant life. In summary I leave you with the wise words of Chief Seattle. We will ponder your proposition and when we decide we will let you know. But should we accept it, I here and now make this condition that we will not be denied the privilege without molestation of visiting at any time the tombs of our ancestors, friends, and children. Every part of this soil is sacred in the estimation of my people. Every hillside, every valley, every plain and grove, has been hallowed by some sad or happy event in days long vanished. Even the rocks, which seem to be dumb and dead as the swelter in the sun along the silent shore, thrill with memories of stirring events connected with the lives of my people, and the very dust upon which you now stand responds more lovingly to their footsteps than yours, because it is rich with the blood of our ancestors, and our bare feet are conscious of the sympathetic touch. Our departed braves, fond mothers, glad, happy hearted maidens, and even the little children who lived here and rejoiced here for a brief season, will love these somber solitudes and at eventide they greet shadowy returning spirits. And when the last Red Man shall have perished, and the memory of my tribe shall have become a myth among the White Men, these shores will swarm with the invisible dead of my tribe, and when your children's children think themselves alone in the field, the store, the shop, upon the highway, or in the silence of the pathless woods, they will not be alone. In all the earth there is no place dedicated to solitude. At night when the streets of your cities and villages are silent and you think them deserted, they will throng with the returning hosts that once filled them and still love this beautiful land. The White Man will never be alone.

Let him be just and deal kindly with my people, for the dead are not powerless. Dead, did I say? There is no death, only a change of worlds.

Respectfully
so
Steven Cox

Edward Plumlee

ed.plumlee55@gmail.com
27905 45th Ave. South
8/3/2018 7:58:03 AM

N2-1
How are the emissions of the jets and other aircraft impacting our environmental air quality?

S4-3
How will the improvements that will eventually lead to increased flights per day impact the sound level of property near the airport flight patterns? How can the noise be abated?

N3-1
I have lived near the airport for 50 years. Never have I experienced the volume of jets taking off from SeaTac as I do now. Without a break in noise it's getting to be a problem. I know that the FAA has much to do with aircraft in the air. If there is anything the POS can do to help home owners enjoy decreased noise levels from the jets than they should be looking for solutions. As a taxpayer I'd appreciate some help. With regards, Ed Plumlee

Javier Tordable

jt@javiertordable.com
Burien
8/2/2018 3:50:21 AM

54-3 [Noise of the potential increased air routes over the populated areas in the vicinity of the airport.

elizabeth_cook22@yahoo.com
Normandy Park, WA
8/1/2018 5:20:48 PM

- S3-2 | Please study the level of jet fuel particles in the surrounding neighborhoods.
- S5-5 | Please study the noise levels in surrounding public schools and colleges to determine potential impacts to our schools including disruption to student learning due to aircraft noise.
- S3-1 | Please study the current and projected dispersion of jet fuel and other discharge from the aircraft into the air and streams in the surrounding communities.
- S4-1 | Please study the noise levels created by current and projected additional aircraft both during the day and at night in surrounding neighborhoods. The decibel levels can be higher during an inversion. Please take common weather patterns such as inversions into consideration.
S4-4 | Please also study the increase in noise levels from aircraft over the last ten years (if data is available) and projected ten years into the future with this expansion. Please include noise levels at night also.
- S7-1 | Please study potential runoff into nearby streams such as Miller Creek.
- S5-5 | Please study the noise levels in surrounding public parks and schools to determine potential impacts to the public learning environment and to enjoyment of public lands and facilities.
- S2-1 | The port should also consider the maximum amount of aircraft that a single airport can reasonably sustain without a significant reduction in enjoyment of surrounding private and public property through noise pollution. Other communities such as Los Angeles distribute air traffic across several airports rather than concentrating an abundance of air traffic in one location. Another airport north of Seattle and an expansion of services in Boeing Field and Paine Field may be a better solution to accommodate growth in the Puget Sound region. Thank you.

Scott Carey

Wathopyn@aol.com
1223 SW 124th St Burien, WA
8/1/2018 10:57:53 AM

N3-4

Has an environmental review been done concerning the flights taking off to the north and then turning west flying over Burien?

If the aircraft taking off to the north gained more altitude before turning to the west possible contamination to water streams could be avoided if an emergency fuel dump had to be preformed the fuel would have more time to evaporate if the aircraft was at a higher altitude.

N3-4

Less noise would be noticeable if the aircraft taking off to the north would continue further north before turning to the west therefore gaining more altitude.

Some of the planes are so low the number of the aircraft is visible to people on the ground.

Please stop the airplanes turning west over Burien.

dintystew@gmail.com
2715 19th Ave S
8/1/2018 9:59:36 AM

N10-26/27

The pollution that is being dropped upon the residential areas of Beacon Hill. This is a HUGE impact on our communities. Why aren't planes required to have cleaner burning engines like cars do? Why is the cargo facility located at Sea Tac, when it could be in a more remote location away from homes?

S2-5

The pollution impact from planes flying over our communities and waterways. This is a big issue. Airports need to demand that the planes that take off and land at an airport be significantly less polluting.

S12-10

The community needs to be listened to and compensated when you do not make and meet goals for noise and pollution reduction. Our health and quality of life should not be sacrificed in order to bring in more planes to the airport.

S2-5

Planes need to be regulated to not be allowed to emit such toxic exhaust.

N3-1

There are WAY TOO MANY airplanes, and they are WAY TOO LOUD! This greatly impacts my quality of life. The elevation that planes can fly above homes needs to be raised and enforced. I live on Beacon Hill and planes are consistently too low and greatly impact my quality of life. If you are not going to reroute airplanes we need to new windows and insulation like they have done in other communities close to airports.

S2-5

The pollution impact from planes flying over our communities and waterways. This is a big issue. Airports need to demand that the planes that take off and land at an airport be significantly less polluting.

S1-3

Tribes should be engaged throughout.

N3-1

Four things need to happen:

1. Planes need to be rerouted away from flying over Beacon Hill. This is a residential neighborhood with many children who are being impacted by noise and air pollution. Planes that continue to fly over this neighborhood need to be at least 1000 feet higher, and the height limits needs to be enforced.
2. Neighborhoods that receive the brunt of the noise pollution need to be compensated for this impact on our health. Our houses should be sound proofed like they did in Minneapolis.
3. There needs to be much stricter pollution limits for airplanes. We should not allow the dangerous emissions from jet engines spewing toxins on our communities and ecosystems.
4. There needs to be a separate air-cargo facility much further away from the urban and residential areas. There is no need to be flying in industrial size jets when there are no people being moved.

S12-10

S2-5

N10-27

Robert McMurry

r.mcmurry@aol.com
16052 27th NE, Shoreline WA
8/1/2018 7:50:27 AM
airplane routes and noiseW

N3-1 { We were told planes would fly over the water approaching Seatac from the north. That hasn't happened. Can planes maintain a higher elevation over the North end?

christineburdine@gmail.com
Seattle
8/1/2018 7:29:20 AM

S2-1
The human beings that are living here now must take precedence over future customers. Find a location without human life for the planes to operate. People in Denver complain their airport seems far, until they come here.

S12-35
Noise abatement solutions are available (John Wayne) requiring newer fleets, you allow Delta to use their oldest jets despite the population around Seatac) and you do not require them much less utilize them today. It tells me that the loud and deafening planes that scream and whine at more than 1 per minute will increase in hours used at the airport. IF you had used noise abatement the complaints would have been way down. Today you invite slow and low 747 freighters to awaken citizens at 3, 4, 5 am. The noise today is unacceptable. This growth cannot happen. Find a new location NOW.

S9-1
The small particulates and raw fuel (we witness it so please stop denying that) continue to kill water and vegetation. Humans eat the vegetables they grow and drink water from exposed reservoirs. Study your expansion? Start with studying current results.

S2-1
Solve the current unsustainable situation you have allowed to happen. Take freight and international to a less human impactful location to meet your goals. Solve this poisoning problem instead of expanding it.

Allen

allen.huang982@gmail.com
Seattle
7/31/2018 1:39:09 AM
None

S2-2
N/O-25

Airplane noise is a documented hazard to health. I would like airplane routing to be determined based on various logical factors, like the number of affected people. For example, avoid having planes fly over downtown, UDistrict, Ballard, and other corridors of high density, and instead route planes over areas that are mostly single family which have far fewer people, such as over Queen Anne, Fremont/Bal-mont/FreBal, or industrial areas such Sodo. Furthermore, please consider use. Having planes fly over an already loud area like Sodo is much less impactful than having them fly over somewhere like UDistrict where some of the greatest minds in the state are solving the world's problems.

In terms of land use, please work with communities to prevent significant housing from being built too close to the airport. Exhaust is immensely harmful to people in terms of public health, and retaining lots of people close to the airport is irresponsible planning. The Port of Seattle should work with various municipalities to cut housing production surrounding the airport. Have workers commute in on the Link. Speaking of, reduce the value of parking. Every spot you build draws in a new car every single day, and the environmental impacts of that are unacceptable. Spend that money on improving the Link segment. Perhaps even study putting the light rail station into the parking garage.

mimi matlack

mimi.matlack@hotmail.com
7/30/2018 8:39:31 PM

- 53-7 do airplanes create extra pollution? do airplanes contribute to climate change?
- 54-1 what impact does cutting trees do to the environment?
- 56-2 will expanding the airport bring more traffic to the area? what will be done to make traffic congestion better?
- 511-22 do airplanes flying lower especially by the 3rd runway cause more noise pollution?
- 57-2 will expansion affect nearby water sources?
- will the senior / activity center be sold and something new be created to cater to the employees of the new faa building?
- 53-5 noise concerning the 3rd runway. can a curfew be set up at night so that people can get a better nights sleep. can the number of flights be limited in general?

Armond Swanson II

Armondii@comcast.net
317 south 202nd st. Des Moines
7/30/2018 6:31:54 PM

N3-7
[We need to extend the window package. I'm a lifetime resident of Seatac. Keeps getting worse.

N5-5
[Do what ya say your going to do. Stop telling us what we want to hear. Look at the 3 rd runway. It's not being used as you said it would. Sick of being a science project.

Valerie Miller

Valmiller7220@yahoo.com
1412 s. 130th st.
7/30/2018 5:25:19 PM

N3-1

We seem to be in between two runways now. My husband and I cannot hear each other speak when we are outside, and if we have the Windows open in the house!

Hey girl is hazardous to our health!

I don't know why they had to build a concrete jungle on Dec Moines Memorial drive. They are taking out all of the birds homes!

N8-1

Is there any water testing?

There should be more resources for the homeowners.

They are a bunch of money hungry liars.

Ehlisha Heckathorne

Ehlishah@gmail.com
20211 6th Ave S
7/30/2018 2:12:53 PM

1-23
The noise is HORRIBLE and the port isn't protecting our home with our small children. Our sleep is affected, or family time is effected.... the planes are lower and lower and it is ENOUGH. We've had ENOUGH. Build a new airport somewhere else and leave our homes alone

Peter

pkucinski@gmail.com
Seattle
7/30/2018 1:02:23 PM

- N3-1 Excessive noise and the detriments to the quality of air.
- N3-1 Excessive noise and the resultant effects.
- The theft of the expectation of peaceful enjoyment of my property without being assaulted by excessive noise.
- N4-2 Are you also dumping hazardous waste when making excessive noise?
- The excessive noise from jets and their zero regard for current established guidelines governing excessive noise.
- N3-1 Unless the noise from jets is causing harm to the water, it's best to focus on the actual issue of extreme noise.
- N3-1 Excessive and extreme noise at all hours of day and night with zero regard for public welfare
- it would be of great benefit if someone would at the least pretend to care about the level of noise that is produced, and when exactly you will do something to remedy this flagrant disregard for noise control ordinances.

tom

thmszrch@gmail.com

seattle

7/30/2018 11:45:15 AM

NZ-1 { airplanes approaching Seatac from the north, flying over capital and first hills have become ubiquitous, often flying over every minute or two. this part of Seattle is the most densely populated area of Washington and presents air quality problems when air traffic is so densely concentrated.

airplanes approaching Seatac from the north, flying over capital and first hills have become ubiquitous, often flying over every minute or two. this part of Seattle is the most densely populated area of Washington and presents noise problems when air traffic is so densely concentrated.

Erik Peterson

erik@erikmail.com
14617 20th Ave SW
7/30/2018 10:49:09 AM

S2-1 S11-14

Does this airport's extremely limited footprint even have the capacity to sustain MORE growth? We need another regional airport, any plans for further growth do not pass the sanity test and must be rejected.

While it may be convenient to abuse the poor neighborhoods of color, I think they have endured enough. Halt the unsustainable growth of this airport, it's way beyond time for an alternative regional airport.

Does this airport's extremely limited footprint even have the capacity to sustain MORE growth? We need another regional airport, any plans for further growth do not pass the sanity test and must be rejected.

Does this airport's extremely limited footprint even have the capacity to sustain MORE growth? We need another regional airport, any plans for further growth do not pass the sanity test and must be rejected.