

AGENDA

**AVIATION ADVISORY COMMITTEE MEETING
Des Moines City Hall
North Conference Room
21630 11th Avenue S, Suite C**

February 25, 2019 – 4:30-6:00 p.m.

1. Chair's Report:
 - a. 2.75 Glide Exception FAA & POS
2. Public Comment (10 minutes).
3. Next Meeting Dates:
March 25, 2019
4. Adjourn.

Bonnie Wilkins

From: Michael Matthias
Sent: Wednesday, February 20, 2019 1:57 PM
To: 'Sheila Brush'; Tim George; Matt Pina; Matt Mahoney; Jeremy Nutting; Traci Buxton; Robert Back; Bonnie Wilkins; David Clark; Mark Proulx; Ken Rogers; Steve Edmiston; Vic Pennington; Wendy Ghiora; Susan Cezar; Dan Brewer; Luisa Bangs
Subject: RE: 2.75 Glide Exception FAA & POS

Thank you for this email and for the vast amount of information it contains. I appreciate the passion you bring in your advocacy for our community. A number of the issues that you raised, including the make-up of the Committee, would be more appropriately discussed with your fellow Aviation Advisory Committee members. I can add these items to the agenda for our next meeting on February 25.

I would like to take a moment to remind everyone on this email that the stated purpose of the Aviation Committee Advisory is to have a Citizen Committee "make recommendations to the City Council for actions that can help resolve negative impacts created by the Sea-Tac Airport." (AAC Charter). This is a Committee that has worked hard since its inception and made a number of valuable recommendations to the Council. To date, every single recommendation that the Committee has made has been acted on and approved by the Council. The Council and the public have benefited greatly from monthly reports from individual Committee Members on the Committee's work. As a result of the Committee's work, Councilmembers have testified in front of the Port Commission as well as state committees. A number of letters/correspondence, on a variety of aviation related matters that impact our city, have been approved by City Council at the recommendation of the Aviation Advisory Committee and have been sent to the Port of Seattle, Sea-Tac Airport and other public agencies.

Resources in the form of staff time as well as significant financial commitments have been made to support studies as well as to retain experts to ensure that the City interests are protected to the maximum degree possible in the upcoming SAMP process. Further, Des Moines has taken the extra step of retaining aviation experts through a separate contract to provide information to the Aviation Advisory Committee as well as the City Council in the coming months.

Again, thank you for the email and I will add this item to our agenda for February 25.

Michael Matthias
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From: Sheila Brush [mailto:shebrush@gmail.com]
Sent: Tuesday, February 19, 2019 3:13 PM
To: Michael Matthias <MMatthias@desmoineswa.gov>; Tim George <TGeorge@desmoineswa.gov>; Matt Pina <mpina@desmoineswa.gov>; Matt Mahoney <MMahoney@desmoineswa.gov>; Jeremy Nutting <JNutting@desmoineswa.gov>; Traci Buxton <TBuxton@desmoineswa.gov>; Robert Back <rback@desmoineswa.gov>; Bonnie Wilkins <BWilkins@desmoineswa.gov>; David Clark <cmpared2what@aol.com>; Mark Proulx <mproulx@earthlink.net>; Ken Rogers <rogerskc@msn.com>; Steve Edmiston <sedmiston@bracepointlaw.com>; Vic Pennington <VPennington@desmoineswa.gov>; Wendy Ghiora <>wghiora@gmail.com>; Susan Cezar <SCezar@desmoineswa.gov>; Dan Brewer <DBrewer@desmoineswa.gov>; Luisa Bangs <LBangs@desmoineswa.gov>
Subject: 2.75 Glike Exception FAA & POS

All -

Attached are the FAA Memo's where the PoS requested an exception to have the glide slope lowered to 2.75 from the optimum 3.00 dated 12/05/2005 and again in 2008.

Also, I've included a PowerPoint done by FW resident and task force member, Chris Hall. Highlighting Port Staff and their own inconsistencies.

The FAA designer sought a waiver from flight standards to keep it shallow because, "The airport does not currently have the time or the money to relocate the glide slop [sic] to be able to raise the glide path up to 3[degrees]. In the interest of aviation/commerce, request of AFS approval to retain the 2.75[degree] glide slope."

This was from the official submittal form to flight standards and the FAA's Project Review Board accepted it as a justification. This is less safe (why else would they need a waiver?), less efficient, more polluting, noisier, and, therefore--in my opinion--in violation of the 1990 ANCA act and FAA order 5190.6B

section. https://www.faa.gov/.../compliance/5.../media/5190_6b_chap13.pdf

This information has been buzzing since it was first mentioned at the December StART meeting by the citizen Rep for FW, and again at a recent Port Commissioner meeting, when citizen from Federal Way inquired about it in her public comment.

Later in the Commission meeting, Stan Sheppard was asked if this was true, did these waivers exist? Mr. Sheppard clearly stated "No, it is not true".

I happened to have copies in my notebook and provided the Port with another round of copies, as apparently these were already submitted to Lance Lytle at the same StART meeting when they were first brought to the table.

The lower glide slope effects, Federal Way, Upper Woodmont and South East Des Moines neighborhoods in general, that are in the glide path of 34R or what is known as the 1st runway. While it is strictly for arrivals, and very few at that, it does have large freighter aircraft at times, and those are already low, loud dirty.

But, the important takeaway is the pattern of omission/abuse. The Port could of chosen to explain it, such as "The reason for moving the antenna to the west side of the airfield for their SAMP to accommodate the end around taxiways, and that is why there are trees coming down in that area, plus we need to raise the glide slope and this is a 2 year process." But instead they continue to deny it's 2.75 and claim it's "untrue" when asked about the attached memos.

There have also been presentations made by the Port as recent as 2017 & 2018, where they state it's final approach is a 3 degree angle. They then state in 2018 that "2.75 was within industry standards when created", so why would the opposite end of the runway be at a 3.00 glide slope if industry standard was lower? (See attached PDF by Chris Hall)

FAA order 8260.3D states in 2-6-3 "GPA. Use a standard 3.00 degree glide slope where possible. Other cases of GPA require approval." Meaning the Port/Airport HAD to seek approval.

The position of the port, or the conversation I had in the hall with Lance at the Highline Forum was "where do these memo's say the Port asked for this"? It's very clear in the memo "that the Airport does not currently have the time or money to relocate the glide slope". Now, is the Airport not the Port? FAA would not just make these flight procedure implantation without the Airport, in this case Sea-Tac would be involved and would have knowledge of this going back as far as 2005.

You may be wondering what is to gain by publicly going against the Port's statement of: "that it's not true", when clearly it is? It's to demonstrate a pattern of abuse and disrespect to each and everyone of you as elected officers, staff and us the Citizens.

There is much work to be done, frankly it's taking up a considerable amount of my time and at my own expense, as I learn all I can in my spare time, vs. the Port and their hundreds of staff members pushing through an expansion that will without question destroy our community for eternity.

If the Port can lie about something as simple as this, no telling what "omissions" will happens as the Port is their own oversight agent on the SAMP. There is no outside oversight committee and the small committees we do have, StART and Highline Forum only meet every other month, are not made up of experts, even the local citizens experts we have in our region are not at the table. Our own advisory group has 2 seats open, seats that need to be filled because there is again, much independent research to be done, if we are ever to change our foreseeable future... I again ask you the elected officials to fill those two empty seats and to make this a priority committee. I ask you again to attend a Burien aviation committee meeting or at the very least have their chair Council member Nancy Tosta come and address ours, with all of you in attendance.

While I could not attend the last city council meeting, I did hear Mayor Pina and City Manager speak on this subject, from what he witnessed at the Highline Forum when I gave public testimony and Lance took me in the hall afterwards.

I believe the time has come that whomever represents our Cities at Scatbd and Highline, this being Matt Pina and Matt Mahoney, join the Des Moines Aviation committee. That if you are on the StART committee, you join the Cities aviation committee as well. The knowledge that will be gained and shared in those committee meetings will do nothing but benefit the entire City as we all become experts and fluent in these complex issues. You also are validating the importance of this

committee, so important in fact that you too are now members. I believe Michael said it best at the end of his aviation summary at the last council meeting, "I hope there are not any questions, as this is a very complex issue". It is my opinion that it is far too complex of an issue for council to be updated on randomly. While I know we don't offer the glamour and fun as the art commission group, your presence at the this table is just as important. I also appreciate that we are all spread very thin, but each and everyone of us signed up to serve the community.

Respectfully,

Sheila Brush