



AGENDA

Burien Airport Committee

Tuesday, December 15, 2020 – 6:00 p.m.

Zoom Webinar

Public Access Link: <https://bit.ly/3fcykmg>

Page #

NOTE: In accordance with [Governor Inslee's Safe Start - Washington's Phased Reopening Plan \(from May 29, 2020\)](#), the City is temporarily prohibited from holding in-person meetings. Starting April 6, 2020, all public meetings will be held virtually using Zoom Webinar software. We want our community to continue to be able to watch and participate in public meetings. Please see the link to the [Zoom Webinar Meeting](#) in the header of the Agenda.

1. CALL TO ORDER

2. APPROVE DRAFT MINUTES

- a) Approve the minutes for the November 17, 2020 Burien Airport Committee (BAC) meeting. 3 - 4
[November 17, 2020 BAC Draft Minutes](#)

3. BUSINESS AGENDA

- a) Finalize Draft letter to Port of Seattle on 250 degree turn. 5 - 14
[Draft Letter to Port-250 turn 120720](#)
[Attachment A-City of Burien Petition for Review-061118](#)
[Attachment D-FAALetterSuomi 050420](#)
- b) Discuss Draft letter to Lance Lyttle on SeaTac Airport Stakeholder Advisory Round Table (StART) suggestions. 15 - 23
[Draft Letter to Lyttle-StART 120720](#)
[Council motion-City Manager Wilson response to StART Letter 120920](#)
- c) Review Draft Letter to Port of Seattle on COVID-19 response. 25
[Draft letter to Port-COVID](#)
- d) Update on StART.
- e) Other Year End Items?

4. PUBLIC COMMENT

There are three ways to provide public comment: Email (preferred) Text, or Online. Public comment shall be limited to two minutes per speaker.

1. **Email (preferred):** You can provide a public comment in advance by sending an email to AirportCommittee@burienwa.gov. The Staff Liaison will read your comment aloud during the meeting. Cutoff for emails will be at 4:45 p.m. on the day of the meeting.
2. **Text:** Send a text to AirportCommittee@burienwa.gov (simply enter the email address in the "To:" line of the text) and the Staff Liaison will read your comment aloud during the meeting. Cutoff for emails will be at 4:45 p.m. on the day of the meeting.
3. **Online (Zoom):** If you are unable to provide public comment via email or text, and would still like to provide public comment during the meeting, you will need to login to the Zoom meeting that begins at approximately 6:00 p.m.

5. ADJOURNMENT

COMMITTEE MEMBERS

**Councilmember Nancy Tosta, Chair; Mayor Jimmy Matta;
Councilmember Sofia Aragon**

Larry Cripe; Jeff Harbaugh; Sharyn Parker; Javier Tordable; Debi Wagner

Ex-Officio Member: Brian Wilson, City Manager

Staff: Lori Fleming, Phone: 206-248-5518, e-mail: Lorif@burienwa.gov



MINUTES - Draft
Burien Airport Committee
Tuesday, November 17, 2020
Zoom Webinar

PRESENT: Councilmember Nancy Tosta (Chair); Mayor Jimmy Matta; Councilmember Sofia Aragon; Larry Cripe; Sharyn Parker; Javier Tordable; Debi Wagner; City Manager Brian Wilson; Lori Fleming

ABSENT: Jeff Harbaugh

GUESTS: JC Harris; Dave Kaplan, Earnest Thompson

1. CALL TO ORDER

The meeting was called to order at 6:02 p.m.

2. APPROVE DRAFT MINUTES

The minutes from the October 20, 2020 Burien Airport Committee (BAC) meeting were approved.

3. BUSINESS AGENDA

a) Follow-up on research of other Airport Roundtables.

The intent of this research was to bring ideas for improvements to the SeaTac Airport Stakeholder Advisory Round Table (StART). City Manager Wilson indicated he is already working with StART on improvements, including reformatting the Highline Forum, so they have more involvement with StART. The selection of Burien's StART representatives will likely occur in January 2021. The Committee discussed the airport roundtable comparison chart and recommended including information on the member composition of the various roundtables. A suggested recommendation is to add more representatives from other impacted communities, such as Beacon Hill, Shoreline, and Vashon.

ACTION: Chair Tosta, City Manager Wilson, and Lori Fleming will revise the comparison chart to make specific recommendations to the Burien City Council for StART improvements. The revised chart and recommendations will be brought back to the Committee at their December 15, 2020 Burien Airport Committee meeting to review, and then to the Burien City Council for approval at the December 21, 2020 Council meeting.

b) Review draft letter to Port of Seattle.

Chair Tosta clarified that there are two letters that are being proposed to send to the Port of Seattle. One is related to their COVID-19 response and the other is on the 250 degree

Burien Airport Committee
November 17, 2020

turn over Burien, which has increased in 2020 even though air travel has decreased. Discussion occurred on the effectiveness of sending two separate letters, and whether StART should be asked to address the concern in the letters. The Committee agreed that both letters were valuable and should be recommended to the Burien City Council. The letters will be finalized at the December 15, 2020 Burien Airport Committee meeting, and then to the Burien City Council for approval at the December 21, 2020 Council meeting.

ACTION: Chair Tosta will update the letter on the 250 degree turn and provide to the Committee to review before the next Burien Airport Committee meeting.

ACTION: Councilmember Sofia Aragon will update the letter on the COVID-19 response and provide to Committee members Debi Wagner and Sharyn Parker to review before the next Burien Airport Committee meeting.

c) Other updates.

Chair Tosta had an informal meeting with the FAA and Congressman Adam Smith's office on the need for an Environmental Impact Statement (EIS), not just an Environmental Assessment (EA) to address the cumulative impacts of airport operations.

ACTION: Chair Tosta will type notes from the meeting and provide to the Burien Airport Committee members.

Also noted, that the Burien Airport Committee community members are serving two year terms that expire on February 25, 2021.

4. PUBLIC COMMENT

Earnest Thompson – He stated that persons with stressed immune systems are more impacted by COVID-19.

JC Harris – He mentioned the state budget proviso to be presented by Senator Keiser in January on the mobile air quality monitoring equipment.

5. ADJOURNMENT

The meeting was adjourned at 7:32 p.m.

The next Burien Airport Committee meeting is scheduled for Tuesday, December 15, 2020 at 6:00 p.m. via a Zoom webinar.

To hear Committee's full discussion of a specific topic or the complete meeting, watch the video-stream available on the City website, www.burienwa.gov.

December XX, 2020

Port of Seattle Commissioners

XXXXX

Dear Port Commissioners,

The City of Burien has been engaged for several years in petitions and communications with the Federal Aviation Administration (FAA) about a flight path they instituted over Burien in 2016 with no community notice. The route is a 250-degree turn (turn) mid-runway at Sea-Tac Airport. This turn results in Q400 aircraft flying directly over our community at very low altitudes during certain north flow departures. Burien first filed a petition in February 2017 after community members brought significant concerns to the attention of our City Council about noise impacts in their neighborhoods. Copies of the various court petitions and communications we have had with the FAA are included as [Attachment A](#).

On November 27, 2019, the 9th Circuit Court acknowledged that this turn had not met National Environmental Policy Act (NEPA) requirements. The court ordered the FAA to analyze the impacts of this turn as part of the Sustainable Airport Master Plan (SAMP) Environmental Assessment (EA) cumulative impact analysis. The Court's remand is shown in [Attachment B](#).

Unfortunately, while the SAMP EA is still in process and not expected for completion until early or mid-2021, flights making this turn have continued to impact our community. In fact, as we have recently learned based on a public records request to Sea-Tac Airport, flights have increased this past year as shown in [Attachment C](#). The increased use of this turn at a time when overall flights have decreased by as much as 75% during the COVID-19 pandemic is not only against the law and court order, but a slap-in-the-face of our community.

On May 4, 2020, before even learning about the increase in flights using this turn, our City Manager, Brian Wilson, wrote to FAA Regional Director, David Suomi, indicating our concerns about the continued use of the turn absent any court-mandated analysis. We expressed our interest in working with the FAA to address the increasing noise in our community ([see Attachment D](#)). We have yet to receive a response to our letter.

It is important to recognize that the court disagreed with the FAA's insistence of the non-significance of the turn. Given this history, including the court decision and concerns about the flight operations' impacts in our community that were never assessed or mitigated, we are appealing to you for assistance. We ask you, who are elected officials representing not only our community but all communities within the Port of Seattle's jurisdiction, to work with us to address the clear inequities and challenges to quality of life that our residents face. The increased use of this turn, when it hardly seems necessary, most definitely violates "good community relations" and has continued to cause harm to our residents. Please assist us in communicating these concerns to the FAA to halt use of this turn until all environmental analyses are completed

We are happy to address any questions you may have. Thank you in advance for considering our request.

Sincerely, Burien City Council

Cc: XXXX

Attachment A:

Attachment B:

Attachment C: Horizon Air Q400 Flights on the Westbound 250 Degree Turn*

	2019	2020
July 12	18	
July 13		16
July 14		10
July 15		20
July 18		18
July 19	17	16
July 20	17	19
July 21	15	
July 25	15	19
July 26		17
July 27		18
July 28	16	
July 30		18
Aug 3	16	
Aug 4	13	17
Aug 9		22
Aug 10		19
Aug 13	15	
Aug 14		18
Aug 15		20
Aug 23		17
Aug 24		18
Aug 26	18	
Aug 27	16	20
Aug 28	19	18
Total Flights	195	340
# of Days	12	19

Attachment D:

Case No. _____

IN THE UNITED STATES COURT OF APPEALS
FOR THE NINTH CIRCUIT

CITY OF BURIEN, WASHINGTON

Petitioner,

v.

FEDERAL AVIATION ADMINISTRATION;
DANIEL K. ELWELL, Acting Administrator,
Federal Aviation Administration

Respondents.

PETITION FOR REVIEW

DENTONS US LLP
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LISA M. MARSHALL (WA BAR # 24343)
City Attorney
City of Burien
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400 SW 152nd St. Suite 300
Burien, Washington 98166
(206) 248-5535

Attorneys for Petitioner CITY OF BURIEN.

Pursuant to 49 U.S.C. § 46110 and Rule 15 of the Federal Rules of Appellate Procedure, the City of Burien, Washington (“City”), an environmental justice community within the meaning of Executive Order 12898, hereby petitions the United States Court of Appeals for the Ninth Circuit for review of a final decision by the Federal Aviation Administration (“FAA”) to implement certain flight departure procedures (the “New Route”) at Seattle-Tacoma International Airport without conducting required environmental review or reasonably considering alternatives that would have fewer significant adverse impacts on the City and its residents.

In 2016, without notice to the City or its residents, the FAA began implementing the New Route, resulting in significant impacts to parks, schools, residential neighborhoods, and other noise-sensitive areas. On February 14, 2017, the City filed a Petition for Review in this Court, alleging that the FAA had not addressed the environmental consequences of the New Route (Case No. 17-70438). The FAA then withdrew the New Route.

Over the next twelve months, the FAA purported to review the environmental consequences of the New Route and alternatives thereto. The City sought to play a constructive role during this environmental review process, and, to that end, it identified the significant environmental consequences of the New Route and proposed several less-harmful alternatives. The FAA responded that the City’s

proposals were inconsistent with unpublished agency technical criteria. The City requested that the FAA identify all relevant criteria, so that its proposals could be refined. The FAA identified several criteria, and the City amended its proposals to comply with each of them. The City also offered to further revise its proposals if and as necessary.

The City was not alone in disputing the FAA's environmental analysis. More than 700 commenters—including federal elected officials, non-governmental organizations, and community members—identified methodological and analytical flaws in the FAA's environmental analysis, presented evidence that a thorough environmental review was necessary, and urged the agency to consider less-harmful alternatives to the New Route.

The FAA nonetheless (i) refused to conduct an Environmental Assessment or Environmental Impact Statement; (ii) approved the New Route; and (iii) arbitrarily and capriciously concluded that the City's proposed alternatives were infeasible even though they met each of the technical criteria identified by the agency. The FAA published its decision on April 16, 2018.

Before filing this Petition for Review, counsel for the City conferred with counsel for the FAA to discuss the most efficient way to proceed with judicial review. During those discussions, counsel for the FAA took the position that (i) the April 16, 2018, New Route approval was "entirely new"; (ii) amendment of the

City's Petition for Review in Case No. 17-70438 would therefore be inappropriate;
and (iii) in the agency's view, the City must file a new Petition for Review.

Dated: June 11, 2018

Respectfully submitted,

DENTONS US LLP

By /s/ Matthew G. Adams
Matthew G. Adams
Jessica L. Duggan
Attorneys for Petitioners

RULE 26.1 DISCLOSURE STATEMENT

Petitioner, by and through its counsel, hereby discloses that the City of Burien, Washington, is a municipal governmental body under the laws of the State of Washington. The City is not a “nongovernmental corporate party,” and therefore is not required to file a corporate disclosure statement pursuant to Federal Rule of Appellate Procedure 26.1(a).

Dated: June 11, 2018

Respectfully submitted,

DENTONS US LLP

By /s/ Matthew G. Adams
Matthew G. Adams
Jessica L. Duggan
Attorneys for Petitioners

CERTIFICATE OF SERVICE

I hereby certify, in accordance with Fed. Rule of App. Proc. 15(c)(1), that a true copy of the foregoing *Petition for Review* was served by US mail on this 11th day of June, 2018 on the following:

Daniel Elwell
Acting Administrator
Federal Aviation Administration
Room E1010
800 Independence Avenue, SW
Washington, D.C. 20591
(202) 267-3111



Mary Pat Marcus



City of Burien
400 SW 152nd Street
Suite 300
Burien, WA 98166-1911

P 206.241.4647
F 206.248.5539

burienwa.gov

May 4, 2020

Mr. David Suomi
Regional Administrator
Northwest Mountain Region
Federal Aviation Administration
2200 S. 216th St.
Des Moines, WA 98198

Dear Mr. Suomi (David):

This letter responds to the January, 2020, Federal Aviation Administration (“FAA”) “Update” to the agency’s categorical exclusion regarding an automated 250-degree westerly turn for southbound turboprops in north flow as well as your March 10, 2020, letter asserting that an Environmental Assessment (“EA”) represents the appropriate level of National Environmental Policy Act (“NEPA”) review for Seattle-Tacoma International Airport’s Sustainable Airport Master Plan (“SAMP”).

The City of Burien understands that the SAMP environmental review process remains ongoing, and that additional information about environmental impacts, alternatives, (which, among others, should address significant safety issues of separation and airport configuration), and mitigation measures may come to light as that process moves forward. However, in light of the assertions in your March 10 letter, we think it may be helpful to clarify two matters at this time.

First, the March 10 letter states that the scope of the FAA’s EA will be limited to certain “Near-Term Projects” that are “designed to meet the projected demand through 2027,” but will not include “the entire SAMP.” The City of Burien anticipates submitting input on the scope of the proposed action evaluated in the EA once a draft of the document is made available for review and comment. Meanwhile, please note that the scope of the EA’s cumulative impact analysis must include all projects, all impact categories of all past, present and especially reasonably foreseeable rather than FAA’s approach to use projected demand which is a very unstable basis and for that reason, it will likely need to be much broader than the scope of the proposed action itself.

Second, we wish to provide some additional clarification of the City's position with respect to the FAA's January, 2020, "Update" document. As you may recall, the FAA originally implemented an automated 250-degree turn in 2016, without any environmental review or notice to the public. The City filed a petition for review in the Ninth Circuit and, rather than defending its actions, the FAA chose to withdraw the turn procedure. The FAA then prepared a Categorical Exclusion addressing the 250-degree turn. The City raised significant concerns about the quality of the environmental analysis in the Categorical Exclusion and, when those concerns were not properly resolved, filed a second petition for review. In ruling on the second petition for review, the Ninth Circuit held the FAA's cumulative impact analysis failed to satisfy the requirements of NEPA. The January, 2020, "Update" purported to correct this error, but provided little more than boilerplate recitations and conclusory assertions — far short of the "hard look" at cumulative impacts that NEPA requires. However, rather than burdening the Ninth Circuit with yet another petition for review — a petition unlikely to be resolved before a Draft of the SAMP EA is completed — the City decided to focus its attention on the ongoing SAMP environmental review process. To be clear, our decision not to file a third petition for review should not be interpreted as an endorsement of the "Update" or a waiver of any argument or claim with respect to cumulative impacts relating to the SAMP. On the contrary, we very much doubt that the vague, conclusory statements in the "Update" would survive judicial review. The City fully expects the FAA's Draft EA will contain a more thorough assessment of cumulative impacts, and we and our residents very much look forward to reviewing and commenting on that analysis.

I hope this letter will be useful in promoting a more collaborative approach to the FAA's environmental review and decision-making on projects that impact the City of Burien and its residents. As always, the City stands ready to work with you and your office.

Sincerely,



Brian J Wilson
City Manager

Cc: Burien City Council

December xx, 2020

Lance Lyttle
 Managing Director, Sea-Tac Airport
 Chair of Sea-Tac Airport Stakeholder Advisory Roundtable (StART)

Dear Chair Lyttle,

Happy Holidays! We hope this letter finds you and your family in good health. We are writing to offer suggestions for the Sea-Tac Airport Stakeholder Advisory Roundtable (StART) with an intent to find ways to improve relations between Sea-Tac Airport and our community. As you are aware, in 2019 we suspended our participation in StART due to concerns expressed by our StART representatives about trust and lack of transparency. While we have recently voted to return, we continue to have questions about the effectiveness of StART as a forum to engage the community. With our vote to return, we tasked our Burien Airport Committee (BAC) to examine Roundtables in other communities around the country with the intent of better understanding what works elsewhere and what might help make StART a higher-functioning Roundtable for surrounding communities.

The BAC has identified several characteristics that appear to result in greater trust and improved working relations. It should go without saying, but to be clear, we are completely aware of the economic benefits that Sea-Tac Airport brings to the region. We believe that many of our residents hold jobs associated with the Airport. We also know that many in our community suffer physically and economically due to the rapidly increasing operations at the Airport. It is with this balanced understanding of the benefits and impacts, and our hope for improved outcomes, that we offer the following suggestions for potential changes in the construct and operations of StART:

1. Focus on generating solutions and outcomes that clearly address and mitigate concerns identified by the impacted communities.¹
2. Broaden participation to all communities and school districts affected by Sea-Tac Airport operations (e.g., include Seattle, Shoreline, Vashon Island)²
3. Include elected officials or their designees on the roundtable³
4. Establish a shared leadership model that includes co-chairs (1) representing the Airport and (2) the communities
5. Establish shared decision-making (between the Co-chairs) on processes to be used for voting, facilitation, agenda setting, and other procedural matters
6. Work to ensure meaningful participation by the airlines, the Federal Aviation Administration, and topical experts (e.g., provide agenda time for discussions and questions)
7. Continue to conduct work in topical committees focused on issues identified as key concerns by the impacted communities

¹ See Attachment A (Mission statements from a sample of Roundtables across the country)

² Examples of Roundtables include SFO, LAX, ORD, APA, DCA

³ Examples of Roundtables include ORD, SFO, JFK/LGA, TEB

8. Provide recorded transcripts and comprehensive notes of the meetings (reviewable by participants prior to finalization) to allow those unable to attend the opportunity to hear/read the discussions⁴
9. Allow time for representatives to convey policy recommendations from StART to their Councils and Boards before final adoption.

We understand that in response to questions posed to you last year by several StART communities, you suggested developing a “steering committee” as well as changing how the Highline Forum functions. We would support a steering committee if it is comprised of appropriate representation, although suggest that having Co-Chairs for StART could accomplish the same.

We believe, however, passing recommendations from StART to the Highline Forum is not a practical solution. The mission and focus of the Highline Forum are not on mitigating the impacts of Sea-Tac Airport “operations” and restructuring would essentially mean starting over. The elected representatives serving on the Highline Forum would have to take any policy recommendations to their respective Councils or Boards, which could just as easily be done by having appropriate elected representatives on StART. Many of us already attend numerous meetings related to Airport issues and serve on multiple committees. Consolidating the work of addressing and mitigating the impacts of Airport operations into one committee – StART, with appropriate representation, effective operating rules, and a focus on outcomes would go a long way to responding to community concerns.

We hope that you will recognize our interest in finding more effective ways to have genuine and trusted conversations that generate solutions serving all of our interests. We welcome the opportunity to engage in further discussions. Thank you for your attention to our suggestions.

Best regards,

Burien City Council

Cc:

Port Commissioners

City Managers

StART members

State Representatives

Federal Representatives

⁴ Examples of Roundtables include SFO, LAX, APA

ATTACHMENT A: Mission/Purpose Statements for Example Roundtables Nationwide

New York - JFK and LGA (<https://aircraftnoise.panynj.gov/nycar/>)

The purpose of the New York Community Aviation Roundtable (NYCAR) is to consider community concerns about aviation-related public health and environmental issues; resolve problems through a cooperative sharing of information and authority among members; provide a public forum to air on-going citizen concerns; create a mechanism to facilitate cooperation and communication among member stakeholders; participate in planning for future procedures and changes in aviation; and explore and recommend creative solutions to mitigate noise and environmental problems over affected communities.

Teterboro New Jersey - TEB (<https://aircraftnoise.panynj.gov/tanaac/>)

TANAAC shall make recommendations that will enhance the quality of life for the residents living within the Airport Traffic Area, (approximately five mile radius of the airport). Recommendations should focus on areas that would result in aircraft, utilizing Teterboro Airport, to operate in the quietest and most environmental friendly manner technically possible.

Airport management will make a concerted effort to implement recommendations put forth by the Committee. Airport management will work with the FAA and others with jurisdiction over these matters, to ensure that recommendations are appropriately addressed. Recommendations must not be in violation of current lease agreements, grant assurances, existing laws, and/or federal rules and regulations.

San Francisco Roundtable – SFO (<https://sforoundtable.org/about/>)

The Airport/Community Roundtable was established in 1981 as a voluntary committee to address community noise impacts from aircraft operations at San Francisco International Airport (SFO). The Roundtable monitors a performance-based noise mitigation program implemented by airport staff, interprets community concerns and attempts to achieve noise mitigation through a cooperative sharing of authority among the aviation industry, the Federal Aviation Administration (FAA), SFO management, and local government.

Santa Clara/Santa Cruz Counties Airport/Community Roundtable (<https://scscroundtable.org/about/>)

The Santa Clara/Santa Cruz Counties Airport/Community Roundtable was established in 2018 to address community concerns related to noise from aircraft operating to and from, and not limited to San Francisco International Airport (SFO) and San Jose International Airport. This voluntary committee of local elected and appointed officials provides a forum for public officials, airport management, FAA staff, and airline representatives to address issues regarding aircraft noise, with public input. The Roundtable monitors a performance-based aircraft noise mitigation program, as implemented by airport staff, considers community concerns regarding relevant aircraft noise issues, and attempts to achieve additional noise mitigation through a cooperative sharing of authority brought forth by the airline industry, the FAA, airport management, and local elected officials.

Charlotte-Douglas International Airport Community Roundtable -CLT

(<https://www.cltairport.com/community/noise/airport-community-roundtable/>)

To provide the City of Charlotte Aviation Department (Airport) and the Federal Aviation Administration (FAA) with broad-based community input into airport-related noise impacts and to find, where possible, practical solutions and recommendations for the FAA to consider when determining aircraft operating procedures at Charlotte Douglas International Airport.

Chicago O'Hare International Airport – ORD (<https://www.oharenoise.org/>)

The O'Hare Noise Compatibility Commission (ONCC) is the only inter-governmental agency that is dedicated to reducing aircraft noise in the communities around O'Hare International Airport. It was established in 1996, following an invitation from the City of Chicago to suburban mayors to begin constructive dialogues on aircraft noise issues.

Since its founding, the ONCC's membership has grown tremendously and now includes 44 communities and 22 school districts. These 66 members are represented by mayors, Chicago aldermen, Cook County and school superintendents at more than 20 public meetings that the ONCC and its committees hold annually.

Los Angeles International Airport – LAX (<https://www.lawa.org/lawa-environment/noise-management/lawa-noise-management-lax/community-noise-roundtable>)

The Los Angeles International Airport/Community Noise Roundtable (herein after referred to as Roundtable) is an association of local communities, Los Angeles World Airports, the Federal Aviation Administration (FAA), and airline industry representatives. These parties are interested in participating in an interactive forum to address current aircraft noise issues associated with aircraft operations to, from and at Los Angeles International Airport. It is the intent of the Roundtable to identify noise concerns in the surrounding communities and to recommend courses of action to LAWA, the FAA, or other responsible entity that could reduce noise over affected communities without concentrating an undue noise burden on any one community via Metroplex.

Centennial Airport Colorado –APA (<http://centennialairportnoise.com/>)

CACNR is a voluntary association of the Airport Authority, neighboring communities, federal and state agencies and airport users created to address aircraft noise issues impacting the communities surrounding Centennial Airport. b. In a non-adversarial, interactive and collaborative open forum, CACNR will seek to identify the dimension of noise issues, discover possible mitigation actions, find opportunities for implementation, and evaluate the effectiveness of the mitigations.

Reagan National Airport – DCA (<https://www.flyreagan.com/dca/dca-reagan-national-community-working-group>)

The Metropolitan Washington Airports Authority is establishing the Reagan National Airport Community Working Group in response to increasing community concerns regarding aircraft noise affecting residential areas in the District of Columbia, Virginia and Maryland along the Potomac and Anacostia rivers. The Working Group includes community representatives from Wards 2, 3, 6, 7 and 8 of Washington, D.C.; from the Virginia jurisdictions of Arlington County, the City of Alexandria and the Fairfax County Supervisor Districts of Dranesville and Mount Vernon; and from the Maryland jurisdictions

of Montgomery County Council District 1 and Prince George's County Council District 9. An elected official representing each community selects citizens to represent the jurisdiction in the Working Group. The Working Group also includes two representatives of airlines serving Reagan National Airport. The Working Group is designed to inject broad-based community input into noise-related discussions, and to move the noise discussion beyond the airing of individual and neighborhood complaints toward a cooperative effort to identify practical solutions and recommend those solutions to the Metropolitan Washington Airports Authority for submission to the Federal Aviation Administration for consideration and action. Therefore, the Working Group's meetings will be technically focused working sessions rather than public participation forums.

Burien City Council motion from September 21, 2020 Council meeting related to StART research:

- a. *"Motion was made by Councilmember Nancy Tosta, seconded by Councilmember Kevin Schilling, to task the Burien Airport Committee to examine successful airport roundtables nationwide and provide a letter for Council outlining possible structural changes to ensure worthwhile community participation no later than December 31, 2020. And to direct the City Manager to re-engage with StART on behalf of the City of Burien, to continue efforts to address the 13 points of concern identified by the Joint Aviation Committee, and to advocate on behalf of Burien to address the noise, environmental, health, equity, and economic concerns as a result of Sea-Tac's operations....Motion passed unanimously."*

From: Brian Wilson
 Sent: Wednesday, December 9, 2020 3:19 PM
 To: Nancy Tosta
 Cc: DL - Burien Airport Committee (BAC); Lori Fleming
 Subject:FW: Draft Letters to Review

Attachments: AttachmentA-1-City of Burien Petition for Review-061118.pdf; AttachmentD-FAALetterSuomi05042020.pdf; Port commission turn request-12072020.docx; LetterwrtStART-12072020.docx

Councilmember Tosta (Nancy):

Thank you for the opportunity to provide input regarding these draft letters.

I believe the letter to the Port commissioners regarding the 250 degree turn, the 9th Circuit Court opinion, SAMP expectations, and requests of the FAA for a response and action regarding the 250 degree turns is important for Burien at this time.

I do have concerns regarding the draft letter to the Aviation Managing Director and they are outlined as follows:

- Generally, Council correspondence is to elected officials as opposed to appointed officials. The City Manager has been directed by Council to represent Burien at the StART meetings. The letter should either be directed to Port Commissioners or to the City Manager as Burien's StART representative with updated direction from the Council.
- Since receiving direction from Council to rejoin StART, I have brought together the six (6) member cities to address the 13 issues and concerns identified following the Joint Aviation Committee meeting on November 19, 2019. I brought city representatives together on January 29, 2020 and with Council direction to rejoin StART, again on December 1, 2020. At the December 1, 2020 meeting, the Port of Seattle and the six (6) city representatives tentatively agreed to the following operational changes for StART:

StART Reporting Structure with the Highline Forum

A formalized relationship will occur between StART and the Highline Forum. Recommendations will be forwarded to the Highline Forum for concurrence and adoption. The Highline Forum, with elected officials from member cities and the Port of Seattle, will serve as the policy making group. StART will make policy recommendations to the Highline Forum as well as provide regular updates regarding StART efforts and opportunities for input, feedback, and direction.

Establishment and Composition of a Steering Committee

A StART Steering Committee will provide support, guidance, and strategic direction for StART. Agreement was reached regarding the make-up of the Steering Committee as follows:

- Chair: Aviation Managing Director
- City Representatives: Primary representative from each of the six cities
- Airline Representatives: Representative from Airlines
- FAA Representative: FAA Representative
- Port of Seattle: Support Staff

StART Facilitator

StART’s new Steering Committee will provide feedback annually on the facilitator’s management of StART meetings and members. The Steering Committee will be involved in the selection of the StART facilitator. A new facilitator contract is expected beginning in 2021.

Meeting Agenda Setting/Speaker Identification

StART’s new Steering Committee will discuss and select StART meeting agenda topics and provide recommendations for speakers.

External Communications

StART’s new Steering Committee to provide guidance and approve StART-specific external communications and promotional materials.

StART’s Code of Conduct

The StART Code of Conduct will include strengthened expectations and clarified responsibilities for all members.

Agendas in Advance of Meetings

Meeting agendas to be distributed at least a week in advance of StART meetings.

StART – SAMP

StART is not a vehicle to evidence engagement as part of the SAMP process. StART and SAMP are separate and distinct processes.

It should be highlighted that these changes were agreed to by all six (6) cities and the Port of Seattle. A final proposal regarding changes to StART and the Highline Forum are forthcoming.

Regarding the suggestions offered in the letter for potential changes to StART, the following has been agreed to by the six (6) city representatives and the Port of Seattle to date:

- Representation of elected officials on the Highline Forum (Port Commissioners and City elected officials).
- Establishment of a StART Steering Committee with shared agenda setting and decision making.

- Establishment of a structure to ensure meaningful participation by the Airlines and the FAA.
- Establishment of work groups to address issues of importance to impacted communities.
- Allowance for Highline Forum representatives to convey policy direction regarding StART to member city councils and boards before final adoption.

As is stated, these changes to StART and the Highline Forum will ensure representation, effective operating rules, and focus on outcomes and policy development as a means to address community concerns.

Each City's citizen representatives are an essential part of StART. As I have conveyed, the selection process for Burien's representatives will begin in December 2020 with recommendations for appointment to the Airport Committee and Council in the first quarter of 2021.

Again, thank you for the opportunity to provide feedback regarding the proposed letter.

Brian J. Wilson

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Mr. Stephen R. Metruck
 Executive Director, and
 Port Commissioners
 Port of Seattle
 P. O. Box 1209
 Seattle, WA 98121

DRAFT

Dear Mr. Metruck, Commissioners Bowman, Calkins, Cho, Felleman, and Steinbruck:

We acknowledge the concern of the Port Commissioners regarding the terrible effects of the Covid 19 Pandemic on our society, economy and health. Some notable efforts are being made to alleviate suffering. One high risk group however, remains completely ignored. We would appreciate hearing from the Port of Seattle and Commissioners how they intend to address the residents living around Sea-Tac Airport who were already suffering deteriorating health effects from noise and emissions before the arrival of Covid 19.

Many of us have read multiple articles describing the citizenry hardest hit by Covid 19 which includes people of color and the elderly with underlying medical conditions. Burien has a large minority population and growing number of retirees already plagued by health disparities typical of airport communities such as sleep deprivation, diabetes, asthma, lung disease and cancer. What is notably **missing** from the Airport's web pages describing their Covid 19 safeguards for travelers is what mitigation is planned for the vulnerable environmental justice population and others with compromised health conditions in Burien. Of course, the City is concerned about all of its residents, but knowing that some people are more susceptible to higher morbidity and mortality due to the virus **because** of these **existing** conditions should compel some action.

The principles of protecting the most vulnerable are already codified in Executive Order (EO) 12898 Environmental Justice, the same EO recognized by the State Board of Health in 2001 as necessary to apply to residents that are disproportionately affected by pollution from Sea-Tac Airport and at much higher average risk.

https://www.theguardian.com/environment/2020/apr/07/air-pollution-linked-to-far-higher-covid-19-death-rates-study-finds?CMP=share_btn_fb

Although infection rates are higher for several south county cities than the average in King County, Burien has one of the highest rate of Covid infections and hospitalizations.

<https://www.kingcounty.gov/depts/health/covid-19/data/daily-summary.aspx>

Because Burien is disproportionately vulnerable with pre-existing health disparities and less likely to survive Covid 19, Burien City Councilmembers, along with our Burien Airport Committee members, would very much like to have a conversation with Port Commissioners and staff to share ideas about this timely topic of mitigating these risk factors.

Sincerely,