



# AGENDA

## Burien Airport Committee

Tuesday, February 16, 2021 – 6:00 p.m.

Zoom Webinar

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

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**NOTE:** In accordance with [Governor Inslee's Healthy Washington - Roadmap to Recovery \(from January 8, 2021\)](#), the City is temporarily prohibited from holding in-person meetings. However, in an effort to encourage our community to continue to view and participate in public meetings, we request that you visit our website for more information regarding [Virtual Meeting Access](#). Please see the link to the [Zoom Webinar Meeting](#) in the header of the Agenda.

1. **CALL TO ORDER (COUNCILMEMBER ARAGON)**
2. **APPROVE MINUTES (COUNCILMEMBER ARAGON)**
  - a) **Approve minutes for the December 15, 2020 Burien Airport Committee (BAC) meeting.** 3 - 4  
[December 15, 2020 BAC Draft Minutes](#)
3. **BUSINESS AGENDA**
  - a) **Review purpose of the Burien Airport Committee. (Councilmember Aragon) (5 minutes)** 5 - 7  
[Resolution 405-Amends Airport Committee](#)
  - b) **Discuss Burien Airport Committee Chair selection for 2021. (City Manager Wilson) (5 minutes)**
  - c) **Updates on Councilmember activities regarding the airport. (Councilmember Aragon) (5 minutes)**
  - d) **Update on SeaTac Airport Stakeholder Advisory Round Table (StART). (City Manager Wilson) (25 minutes)** 9 - 48  
[StART Operating Procedures 1-26-21](#)  
[StART Draft Prorities Survey Results 11-1-21](#)  
[StART Noise Working Group Meeting 2-8-21](#)  
[StART Noise SEA 20 Neighborhood Environmental Survey 2-8-21](#)

e) **Update on federal airport related legislation. (City Manager Wilson) (5 minutes)**

49 - 51

[Federal Airport Info 2-2-21](#)

f) **Discuss recruitment of Burien Airport Committee members and selection of StART representatives. (City Manager Wilson) (5 minutes)**

g) **Discuss changing Burien Airport Committee monthly meeting date. (Councilmember Aragon) (5 minutes)**

h) **Other items?**

#### **4. PUBLIC COMMENT (10 MINUTES)**

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](mailto: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](mailto: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**

**Mayor Jimmy Matta; Councilmember Sofia Aragon;  
Councilmember Kevin Schilling**

**Jeff Harbaugh; Javier Tordable**

**Ex-Officio Member: Brian J. Wilson, City Manager**

**Staff Liaison: Lori Fleming, Rental Housing Inspection Program Coordinator, Phone: 206-248-5518, e-mail:  
[Lorif@burienwa.gov](mailto:Lorif@burienwa.gov)**



**MINUTES - Draft**  
**Burien Airport Committee**  
Tuesday, December 15, 2020  
Zoom Webinar

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

**GUESTS:** Dave Kaplan

**1. CALL TO ORDER**

The meeting was called to order at 6:05 p.m.

**2. APPROVE DRAFT MINUTES**

The minutes from the November 17, 2020 Burien Airport Committee (BAC) meeting were approved.

**3. BUSINESS AGENDA**

**a) Finalize Draft letter to Port of Seattle on 250 degree turn.**

Discussion occurred on whether all the attachments should be included with the letter, with consensus that attachments are important and should be included. Also agreed to put Attachment C, table of flights, in the body of the letter, rather than as a separate attachment. Discussion on who to provide copies of the letter to, such as other City Managers, state and federal legislative representative, and FAA representatives.

It was mentioned that the City is trying to build relationships with the FAA and the Port, now that they have rejoined SeaTac Airport Stakeholder Advisory Round Table (StART).

**Action:** Burien Airport Committee recommends submitting the letter to the Burien City Council for approval at the December 21, 2020 Council meeting. (5 Yes votes, and 2 Abstains)

Discussion occurred on the differing philosophies and disconnect on the direction of the Committee. Committee members Debi Wagner, Sharyn Parker, and Larry Cripe resigned. Chair Tosta indicated this will be her last meeting serving on the Committee. The members were thanked for their service on the Committee and meeting was adjourned.

Burien Airport Committee  
December 15, 2020

- b) Discuss Draft letter to Lance Lyttle on SeaTac Airport Stakeholder Advisory Round Table (StART) suggestions.** – Did not discuss.
- c) Review Draft Letter to Port of Seattle on COVID-19 response.** – Did not discuss.
- d) Update on StART.** – Did not discuss.
- e) Other Year End Items?** – Did not discuss.

**4. PUBLIC COMMENT**

No public comment.

**5. ADJOURNMENT**

The meeting was adjourned at 7:06 p.m.

The next Burien Airport Committee meeting is scheduled for Tuesday, January 19, 2021 at 6:00 p.m. via a Zoom webinar.

**CITY OF BURIEN, WASHINGTON**

**RESOLUTION NO. 405**

**A RESOLUTION OF THE CITY OF BURIEN, WASHINGTON,  
AMENDING RESOLUTION NO. 384 ESTABLISHING A COMMITTEE  
TO ADDRESS ISSUES RELATED TO SEATTLE TACOMA  
INTERNATIONAL AIRPORT.**

WHEREAS, the City Council of the City of Burien adopted Resolution No. 384 on December 19, 2016 which created a committee to address issues related to Seattle Tacoma International Airport (hereafter “Airport”); and

WHEREAS, the City Council desires to change the composition of the committee to allow for better participation;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. Amendment. Resolution Number 384 is hereby amended to read as follows:

Section 1. Committee Established. A Burien Airport Committee (“Committee”) is hereby established to act in an advisory capacity to the City Council with the following purposes:

1. To discuss both the positive and the negative impacts of the Airport on the City of Burien;
2. To discuss land use issues related to the Airport, including impacts on the City of Burien, including but not limited to the South Aviation Support Area (SASA), the International Arrivals Facility, and Airport access;
3. To discuss agreements between the City of Burien and the Port of Seattle related to the Airport including, but not limited to interlocal agreements;
4. To discuss mitigation of Airport impacts including but not limited to traffic mitigation, surface water management, parking, and the payment of impact fees;
5. To make recommendations to the City Council regarding ways to protect residents and businesses from negative Airport impacts;
6. To make recommendations to the City Council regarding ways for residents and businesses to take advantage of positive Airport impacts proximity;
7. To ensure coordination and information sharing among the individuals representing the City of Burien on various Airport-related committees, task-forces, and other entities;
8. To be informed on regional airport studies; and
9. To address other Airport related issues as deemed appropriate by the Committee or the City Council.

Section 2. Meetings. The Committee will meet monthly or on an as-needed basis.

Section 3. Committee Composition. The Committee shall be comprised of the following:

1. Three Councilmembers, one of which shall be the Chair. Councilmembers ~~and the Chair~~ of the Committee shall be selected by random drawing if more than three express interest in serving.
2. ~~A maximum of three members from the Burien business community, who shall be appointed by the Council. Business community members shall serve two year terms.~~
3. ~~A maximum of three members who reside in the City of Burien shall be appointed by the Council. Resident members shall serve two year terms.~~
2. A maximum of six members representing residents and businesses of the Burien community, who shall be appointed by the Council to serve two-year terms.
3. The City Manager shall serve as an Ex-Officio member.

Section 4. Staff Liaison. The City Manager shall appoint a staff liaison to the Committee. The Committee shall also have additional staff support as the City Manager deems appropriate.

Section 5. Committee Meetings Open to the Public. All Committee meetings shall be open to the public pursuant to the Washington State Open Public Meetings Act, RCW 42.30 et seq.

Section 2. Effective Date. This resolution shall take effect immediately upon passage by the Burien City Council.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, AT A REGULAR MEETING THEREOF THIS 28 DAY OF January, 2019.

CITY OF BURIEN

  
Jimmy Matta, Mayor

ATTEST/AUTHENTICATED:

  
Monica Lusk, City Clerk

Approved as to form:



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Lisa Marshall, City Attorney

Filed with the City Clerk: *January 28, 2019*  
Passed by the City Council: *January 28, 2019*  
Resolution No. 405





# StART

SEA Stakeholder Advisory Round Table

## OPERATING PROCEDURES

Enacted on January 26, 2021

### Background

In Fall 2017, the Port of Seattle (Port) developed the SEA Stakeholder Advisory Round Table (StART) to enhance cooperation between the Port and the Highline Forum-member cities of SeaTac, Burien, Des Moines, Normandy Park, Tukwila and Federal Way (Highline Forum-member cities). This voluntary, non-governing regional roundtable is being convened by the Aviation Managing Director, influenced by discussions with leadership from the Highline Forum-member cities and other representational bodies.

### Purpose

StART provides Highline Forum-member cities, airline representatives, the Federal Aviation Administration (FAA) and the Port with the opportunity to:

- Support meaningful and collaborative public dialogue and engagement on airport-related operations, planning and development;
- Provide an opportunity for the Highline Forum-member cities to inform the airport-related decision making of the Port of Seattle and other jurisdictions/organizations;
- Raise public knowledge about the airport and its impacts, and
- Focus on practical solutions to reduce the impact of the airport on Highline Forum-member cities.

The intent is to provide a forum that fosters a spirit of good will, respect and openness while encouraging candid discussion between the Port and residential and business community members from the Highline Forum-member cities of SeaTac, Burien, Des Moines, Normandy Park, Tukwila and Federal Way.

Membership on StART does not preclude StART members from participating fully in any airport-related environmental review processes at the state or federal level.

StART is the preeminent forum for information-sharing, discussing the Highline Forum-member cities' concerns, and providing feedback to the Port for issues related to the airport. StART's effectiveness will be driven by a willingness by all parties to fully discuss matters of mutual concern. All parties pledge their good faith best effort to achieve those ends (see Commitments from Members and Alternates Code of Conduct).

### Sponsorship

StART is convened by the Port's Aviation Managing Director, who in addition to serving as the Chair, will serve as the sponsor. The sponsor will provide staff support and technical

*StART enhances cooperation between the Port of Seattle and the neighboring communities of Seattle-Tacoma International Airport*

analysis/expertise, and work with the Steering Committee to identify briefing topics and work toward consensus to shape potential solutions.

#### **Reporting Structure with the Highline Forum**

StART shall have a formal relationship structure with the Highline Forum. The Highline Forum provides cities (elected representation and senior staff), educational governing bodies, and the Port (elected representation and senior staff) with the opportunity to share information, interact with outside speakers and other governmental organizations, and work in partnership on initiatives that benefit their shared constituency. Regular updates on StART will be provided at Highline Forum meetings. The StART Steering Committee will consider agenda topics for future StART meetings, as well as other input proposed by the Highline Forum. Agreed upon recommendations from StART will be presented at Highline Forum meetings for consideration.

Each Highline Forum member-city will be given a formal role to designate StART members (see Membership).

An Annual Report shall be presented to the Port of Seattle Commission and the Highline Forum. Upon request to the Chair, each Highline Forum member-city can receive a presentation of the Annual Report.

#### **Membership**

StART shall consist of the following members:

- Three (3) members serving as stakeholders, designated by each Highline Forum-member city electing to participate. Two (2) members shall be community members who reside, own a business or property, or are employed within the city and who do not serve as an elected official. One (1) member shall be the primary non-elected city employee.
- Two (2) airline representatives from each of the two highest passenger volume carriers serving SEA (one representative and one alternate per carrier).
- One (1) air cargo representative.
- Two (2) representatives from the Port. One (1) representative shall be the Port's Aviation Managing Director. The Port's Aviation Managing Director shall designate an alternate to serve in their absence.

Each Highline Forum-member city may assign one (1) non-elected city employee to serve as an alternate for the primary non-elected city employee member. All assigned alternates are encouraged to attend all meetings in order to remain current on StART activities. Because it is important for StART's membership to remain consistent in order to effectively address issues, each city has two appointed community members. Community members on StART are not assigned alternates. If one of the community members is unable to attend a meeting, the second StART community member from that city is available to participate and provide information either representative would like brought forth at the meeting.

Members shall be appointed for a two (2) year term. All members and alternates who serve on StART shall serve at the pleasure of their appointing bodies. It is the responsibility of each city or representational body to notify the facilitator and the Chair anytime a member is appointed, reappointed or terminates service on StART.

**Suspension, Termination, Reinstatement of Membership**

It is the responsibility of each Highline Forum-member city or representational body to provide written notification to the Chair and facilitator if they suspend or terminate their membership in StART. If a city or representational body wishes to reinstate their membership, they shall provide written notification to the Chair and facilitator with their plan for reinstatement that includes identification of appointed members.

**Adherence to the Operating Procedures**

It is the responsibility of each member to adhere to the Operating Procedures including the Commitment from Members and Alternates Code of Conduct. Each Highline Forum-member city or representational body will be responsible for ensuring adherence from their appointed members and alternates and will work with the facilitator to resolve any conflicts or issues related to non-adherence by their members and alternates.

**Federal Aviation Administration**

Representatives from the Federal Aviation Administration (FAA) participate as non-members and provide agency expertise on StART. Periodically, time will be set aside at meetings for representatives to provide updates and briefings at StART meetings.

**Steering Committee**

A Steering Committee will be established to provide support, guidance, and strategic direction for StART. Membership of the Steering Committee will include the Chair, primary non-elected city representatives, and airline representatives. The Steering Committee will be resourced by a representative from the FAA, Port support staff, and the facilitator. Each Highline Forum member-city and represented airline may serve on the Steering Committee, though it is not a requirement that they serve. There must be a minimum of three Highline Forum-member cities participating at a Steering Committee meeting. If three member cities are unable to attend, the meeting will be rescheduled. The responsibilities of the Steering Committee include:

- Meet at least one month prior to StART meetings to discuss and decide upcoming agenda topics
- Provide recommendations for potential presenters
- Provide guidance for and approve StART specific external communications and/or promotions (not including StART facilitator meeting summaries and meeting notices).
- Review and approve StART's annual report
- Provide feedback annually on the facilitator

A non-elected city representative or airline representative on the Steering Committee may assign their designated alternate to attend Steering Committee meetings in their absence.

**Facilitator**

An independent, neutral facilitator will be selected and provided by the Port to assist in the preparation, management and summation of each StART meeting. The facilitator will preside over the StART meetings, managing the agenda and member participation, and be responsible for ensuring a fair, open, honest, and balanced discussion of issues and ensure the timely administering of the agenda. As a collaborative process provider, the facilitator will not act as

an advocate for anyone on any substantive issue. The facilitator's neutrality and fairness is essential for building trust and integrity in the StART process.

The facilitator may have non-confidential, informal communications and perform facilitation activities with Port staff, StART members, and others between and during meetings. To ensure a spirit of goodwill, respect, openness and candidness occurs at all StART meetings, the facilitator will manage member engagement and address situations with support from the appropriate Highline Forum-member city or representational body when it appears that one of their members is not acting in accordance with the Commitments from Members and Alternates Code of Conduct. During meetings, the facilitator may use their independent judgement as to how to address non-adherence to the Commitments from Members and Alternates Code of Conduct.

The facilitator will serve as the lead disseminator of all information related to StART and its meetings, including meeting agendas and summaries. The facilitator will keep a running list of aviation topics of interest and share it with the Steering Committee. The facilitator will be responsible for drafting meeting summaries, which will be provided electronically in draft form to StART members for proposed correction and comment prior to the next meeting. Final meeting summaries will be posted on the Port's StART webpage.

### **Meetings**

- **Frequency**

StART shall meet six (6) times a year unless otherwise agreed to. Meetings will be scheduled on the 4<sup>th</sup> Wednesday of the month (typically February, April, June, August, October, December) alternating with the Highline Forum. If Christmas falls on the fourth week in December, StART will be held on a prior Wednesday in December.

Special meetings may be called upon with twenty-four (24) hours notice by the Chair. Any regularly scheduled or special meeting may be cancelled by the Chair.

- **Recording**

Meetings will not be officially audio or video-recorded. If any participants in StART including members of the public wish to audio or video-record a meeting, they are required to notify the facilitator prior to beginning recording. If the facilitator consents to such recording, the facilitator must notify all StART attendees that the meeting will be recorded. Attendees may leave the meeting if they do not consent to the recording. Any recordings of StART meetings made by participants in StART, including members of the public, are not considered official or necessarily accurate recordings of the meeting.

- **Meeting Attendance**

Members will notify the facilitator via email if they are unable to attend, preferably one week in advance.

- **Location**

The location of StART meetings will be at the airport unless otherwise noticed. It is possible that some meetings will be held at locations away from the airport or online.

- **Notification of Meetings**

Attendance at StART meetings is open to the public and the media. All meeting materials are considered public documents and available to the public consistent with the requirements of the Washington State Public Records Act Chapter 42.56 RCW. Meeting agendas will be distributed at least one week prior to a meeting for public notification. All meeting materials including agendas and final meeting summaries will be posted on the Port of Seattle's StART webpage: [www.portseattle.org/page/sea-tac-stakeholder-advisory-round-table](http://www.portseattle.org/page/sea-tac-stakeholder-advisory-round-table).

- **Meeting Agendas**

The Steering Committee will develop the agenda for each StART meeting (not including Working Group meetings). A running list of aviation topics of interest will be kept by the facilitator and shared with the Steering Committee. The agenda for each meeting will be developed from five major sources:

1. The work program or plans established by Working Groups
2. Specific topics identified as priority issues by StART
3. Topics identified by Port staff
4. Topics of interest identified by the facilitator
5. Requests from the Chair

- **Meeting Summaries**

Meeting notes for StART meetings will be taken at each meeting. The facilitator will write a facilitator's meeting summary which will be posted on the Port of Seattle's StART webpage and distributed to all StART members after members have had the opportunity to provide correction and comment.

- **Public Comment**

All StART meetings are open to the public and the meeting agenda is dedicated to StART-related business. Limited time is set aside at each meeting for the public to provide comments pertinent to the topics listed on that day's StART meeting agenda. Members of the public who wish to speak are asked to sign-up before the meeting begins and are provided one to three minutes of time. Due to time limitations, not all who sign-up to speak will necessarily be provided an opportunity to speak. Members of the public are encouraged to submit written comments to the facilitator for circulation to the full StART membership.

StART does not engage in dialogue with those who provide public comment during meetings. Questions or requests for information or documents may be made separately from StART meetings.

### **Feedback**

StART is not a formal decision-making body or an inter-local agency and is not governed by the requirements of the Washington State Open Public Meetings Act Chapter 42.30 RCW; StART will not follow procedural rules of order and will not entertain motions or record votes.

StART will strive to use consensus to shape guidance, which will be captured in the meeting summary developed by the facilitator. Consensus-based guidance is the product of discussions

among the members to distinguish underlying values, interests, and concerns with a goal of developing widely accepted feedback. The facilitator will assist StART in articulating points of agreement, as well as articulating concerns that require further exploration or areas where consensus could not be achieved. Feedback from individual StART members is also important, even when there is not consensus on specific guidance.

### **Working Groups**

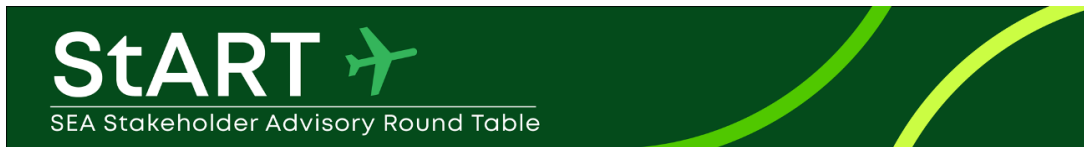
Working groups may be established to allow for work to continue between StART meetings and to give specific issues and topics a more in-depth focus. A working group will be comprised of a subset of StART members and any staff support and technical analysis/expertise as identified by the Chair. Any StART member can volunteer to serve on a working group. Primary non-elected city employees may assign non-elected city employees or consultants to participate in working groups. StART airline representatives and the FAA may designate employees or consultants to participate in working groups. Working groups adhere to the Commitment from Members and Alternates Code of Conduct. Working groups set their agendas and work plan. Working groups will report out on the progress of their work and are open to suggested topics and guidance on their work plan during StART meetings. StART members who are not a member of the working group may attend as “observers”. Working group meetings are not open to the public and will not be audio or video-recorded. Written summaries of working group meetings will be posted on StART’s website.

### **Amending the Operating Procedures**

Operating Procedures may be amended by consensus of the Chair and the primary non-elected city employees from the Highline Forum-member cities. Proposed modifications to the Operating Procedures will be distributed in writing to the Chair and the primary non-elected city employees. If there is consensus, modifications to the Operating Procedures will be communicated to all StART members.

### **Annual Report**

StART will have an annual report. With assistance from Port staff, the facilitator will produce the annual report based on StART’s meeting summaries. After completion and upon achieving consensus from the Steering Committee, the annual report shall be presented to the Port of Seattle Commission and the Highline Forum. Upon request to the Chair, each Highline Forum-member city can receive a presentation of the Annual Report.



## COMMITMENT FROM MEMBERS AND ALTERNATES

### CODE OF CONDUCT

StART members have the following responsibilities:

- a) Prioritize Preparing for, Attending, and Actively Participating in Meetings: Members will arrive on time and avoid leaving early. Members will inform the facilitator as far in advance as is possible if they (or their alternates) cannot attend a scheduled meeting.
- b) Focus on the Subject at Hand during Meetings: Members agree to focus on the topic of discussion, share discussion time, avoid interrupting, respect time constraints, and avoid side conversations, including texting.
- c) Represent Constituency: Members will bring the concerns and perspectives of their various constituencies to StART, where appropriate, for discussion. Members will consult regularly with their appointing bodies. It is understood that some members participate in other initiatives, organizations, and forums at the local, regional, state, and national levels and may advocate in those forums on issues related to StART's work. Members will make it clear they are representing only themselves, not StART.
- d) Respectful of the Diversity of Views: To enhance the possibility of constructive discussions, members agree to be respectful of the diversity of views represented on StART. Members agree to listen openly to all points of view. Members agree to avoid personal attacks on other StART members both during StART meetings and away from meetings.
- e) Communicate Fairly: When communicating with others, including when posting information on social media, members agree to accurately summarize the StART process, discussion and meetings, presenting a full, fair and balanced view of the issues and arguments out of respect for the process and other members.
- f) Abide by Discussion Ground Rules:
  - o Participate fully, honestly and fairly, commenting constructively and specifically.
  - o Speak respectfully, briefly and non-repetitively; not speaking again on a subject until all other members desiring to speak have had the opportunity to speak.
  - o Engage and discuss with an open mind, listening to different points of view with a goal of understanding the underlying interests of other StART members.
  - o Acknowledge that all participants bring with them legitimate purposes, goals, concerns and interests, whether or not you are in agreement with them.
  - o Allow people to say what is true for them without fear of criticism from StART members.

- Agree to work toward fair and practical feedback that reflects the diverse interests of all StART members and the public.
- Strive for consensus in shaping feedback and closure on issues.
- Avoid dominating the discussion.
- Listen when others are speaking, silence cell phones, avoid interrupting, side conversations, and texting.
- Act in “good faith,” state concerns and interests clearly, listen carefully to and assume the best in others. Leave negative assumptions and attitudes at the door.
- Disagree respectfully. Avoid making personal attacks or slanderous statements.
- Ask for clarification when uncertain of what another person is saying. Ask questions rather than make assumptions.
- Adhere to the agenda as much as possible, focusing on the subject at hand.
- Indicate to the facilitator when they wish to make a comment and be acknowledged before speaking.
- Self-regulate and help other members abide by these commitments.



# StART

## SEA Stakeholder Advisory Round Table

### DRAFT 2021 Priorities For Discussion

#### Community Engagement

- Broaden community engagement and maximize the role of community representatives potentially including:
  - Provide an opportunity for StART Community Representatives to have time for discussion of issues just amongst themselves to share interests and concerns.
  - Host broader community forums to hear community interests and issues.
  - Progress achieved in StART needs to be better communicated to airport and other communities.

#### Aviation Noise

- Understanding Day Night Average Sound Level (DNL) and Sound Exposure Level (SEL)
- Review of practices to reduce noise at other airports including internationally and comparison of those practices to SEA's efforts
- Pilot operational procedures that could reduce aircraft noise and air pollution
- Airline fleet modernization/ environmental performance & funding incentives
- Implementation of NextGen programs/procedures
- Propeller/turbo-prop flight paths
- Ground Noise Analysis
- Noise Abatement Departure Profile Study
- Noise Program funding/grants

#### Air Quality/Health Impacts

- Further phases of University of Washington (UW) ultra-fine particle (UFP) Study
- Regional air quality overview
- Port air quality programs
- International green aviation standards
- Sustainable aviation fuels & other alternative energies

#### Future of Aviation/Mobility

- Washington State Air Cargo Movement Study
- Aircraft design
- Airport's role in regional economic development/impact of regional growth on the airport
- Paine Field
- Airline recovery strategies and implementation
- Community principles and priorities to be shared with airlines, FAA and Port during the recovery

#### Federal Policy

- Implementation of key FAA Reauthorization provisions, including
  - 65 DNL evaluation and alternative metrics
  - Overflight noise/human health study

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# StART

## SEA Stakeholder Advisory Round Table

- Environmental Pilot Program
- Legislation that furthers Port-cities priorities:
  - Air Traffic Noise and Pollution Expert Consensus Act
  - Protecting Airport Communities from Particle Emissions Act
  - Secondary Insulation for “Failed” Packages
- Updated guidance on key studies:
  - WHO Europe Study
  - GAO Study of Community Noise Impacts
- Regulation of noise and emissions issues related to Supersonic Aircraft, Electric Aircraft and Urban Air Mobility
- Additional Topics for Consideration
  - State legislative policies related to aircraft noise and emissions
  - Federal policies related to coronavirus relief and recovery
  - Federal policies related to economic and workforce development
  - Federal policies related to broader environmental or human health issues

### Completed 2019/20 StART Priorities

#### Aviation Noise

- Part 150 and Part 161 Studies Overview
- Comprehensive Understanding of the Port’s noise programs
- Noise monitoring – what is currently in place, limitations, utilization of data
- Understanding flight paths/air space
- Late Night Noise Limitation Program
- Runway Use Plan Agreement
- 34R Glide Slope Adjustment
- A320 Aircraft Noise

#### Federal Policy

- Development of a shared Port/Cities federal policy agenda
- Passage by the US House of the Protecting Airport Communities from Particle Emissions Act, and increased funding for FAA Noise Program grants
- Submitted a comment letter regarding the federal rulemaking on noise standards for supersonic aircraft

*StART enhances cooperation between the Port of Seattle and the neighboring communities of Seattle-Tacoma International Airport*



StART Survey Compiled Results- Priorities 2021

**Respondents: Cities of Burien (B), Federal Way (FW), SeaTac (ST), Normandy Park (NP), Des Moines (DM) (some cities included combined responses with community reps), Eric Zimmerman (NPCR), Tod Bookless (TCR), Robert Atkar, (STCR)**

Topic	Put an X by each item that you are <b>most</b> interested in discussing	Mark with an X your top 5 priorities
<b>COMMUNITY ENGAGEMENT</b>		<b>STCR</b>
Broaden community engagement and maximize the role of community representatives potentially including: <ul style="list-style-type: none"> <li>○ Provide an opportunity for StART Community Representatives to have time for discussion of issues just amongst themselves to share interests and concerns.</li> <li>○ Host broader community forums to hear community interests and issues.</li> <li>○ Progress achieved in StART needs to be better communicated to airport and other communities.</li> </ul>	<p>ST</p> <p>ST</p>	<p>ST</p> <p>ST</p>
<b>AVIATION NOISE</b>		<b>DM; STCR</b>
Understanding Day Night Average Sound Level (DNL) and Sound Exposure Level (SEL) ( <i>see notes</i> )	<b>DM; NP; B; STCR</b>	<b>NP</b>
Review of practices to reduce noise at other airports including internationally and comparison of those practices to SEA’s efforts	<b>DM; NP; B; ST; STCR</b>	<b>NP; CRNP</b>
Pilot operational procedures that could reduce aircraft noise and air pollution	<b>DM; NP; B; ST</b>	
Airline fleet modernization/ environmental performance & funding incentives	<b>DM; NP; ST</b>	
Implementation of NextGen programs/procedures	<b>DM; NP; ST</b>	
Propeller/turbo-prop flight paths ( <i>see notes</i> )	<b>NP; B</b>	<b>NP; B</b>
Ground Noise Analysis ( <i>see notes</i> )	<b>NP; B; ST; NPCR; STCR</b>	<b>NPCR</b>
Noise Abatement Departure Profile Study	<b>DM; NP; ST</b>	
Noise Program funding/grants ( <i>see notes</i> )	<b>DM; NP; B; ST; STCR</b>	<b>B; NPCR</b>
<b>AIR QUALITY/HEALTH IMPACT</b>	<b>DM</b>	<b>DM; STCR</b>
Further phases of University of Washington (UW) ultra-fine particle (UFP) Study	<b>NP; B; ST</b>	<b>ST; TCR; NPCR</b>
Regional air quality overview	<b>NP</b>	<b>TCR</b>
Port air quality programs	<b>NP; STCR</b>	<b>TCR</b>

# StART

SEA Stakeholder Advisory Round Table

International green aviation standards		TCR
Sustainable aviation fuels & other alternative energies	B	TCR
<b>FUTURE OF AVIATION/MOBILITY</b>		<b>STCR</b>
Washington State Air Cargo Movement Study <i>(see notes)</i>	DM; NP; B	DM; NP; B
Aircraft design	ST	
Airport's role in regional economic development/impact of regional growth on the airport <i>(see notes)</i>	NP; B; ST; STCR	NPCR
Paine Field	NP	
Airline recovery strategies and implementation		
Community principles and priorities to be shared with airlines, FAA and Port during the recovery	DM; NP; ST; STCR	
<b>FEDERAL POLICY</b>		<b>STCR</b>
Implementation of key FAA Reauthorization provisions, including <ul style="list-style-type: none"> <li>o 65 DNL evaluation and alternative metrics</li> <li>o Overflight noise/human health study</li> </ul>	DM; NP; B; ST; STCR	NP; B
Legislation that furthers Port-cities priorities: <ul style="list-style-type: none"> <li>o Air Traffic Noise and Pollution Expert Consensus Act</li> <li>o Protecting Airport Communities from Particle Emissions Act</li> <li>o Secondary Insulation for "Failed" Packages</li> </ul>	DM; NP; B; ST; STCR	DM; NP; B; ST
Updated guidance on key studies: <ul style="list-style-type: none"> <li>o WHO Europe Study</li> <li>o GAO Study of Community Noise Impacts</li> </ul>	DM; B; STCR	
Regulation of noise and emissions issues related to Supersonic Aircraft, Electric Aircraft and Urban Air Mobility	NP; B; ST; STCR	ST
Additional Topics for Consideration <ul style="list-style-type: none"> <li>o State legislative policies related to aircraft noise and emissions</li> <li>o Federal policies related to coronavirus relief and recovery</li> <li>o Federal policies related to economic and workforce development</li> <li>o Federal policies related to broader environmental or human health issues</li> </ul>	DM; B; STCR; ST	DM



ADDITIONAL TOPICS ADDED:	
Late Night Noise Limitation Program	DM
<ul style="list-style-type: none"> <li>• Community Engagement and dissemination of information through media</li> <li>• Aviation Noise Abatement Success and Failures</li> <li>• Need for secondary noise abatement program, and noise abatement program to include commercial/residential buildings</li> <li>• Training/education on Aviation Noise provided for Community Reps</li> <li>• Participation/discussion with other major airport committees to understand broader perspective of aviation noise issues and resolutions</li> </ul>	STCR
<p>Funding for secondary noise abatement program, funding for commercial and other residential (apartment buildings) noise abatement program. \$10M provided by port should be used for noise abatement programs</p> <ul style="list-style-type: none"> <li>• Review of 65 DNL evaluation and alternative metrics</li> <li>• Overflight noise/human health study. 65 DNL does not provide satisfactory health issues study and noise reduction for abatement consideration. Aviation noise area need to be broadened</li> </ul>	STCR
Continued education/training on aviation policies pertaining to StART provided to all community representatives. And include participation in seminars and regional and national airport committee members meetings.	STCR
All presentations made by StART to federal, legislative or other high level officials must have community representation at all times. Community voices should be heard for in all affairs.	STCR
Assessing environmental impacts specifically of current and increased operations at SEA	DM
There should be substantial steps on the impacts of noise and emissions that have results.	FW

# StART

## SEA Stakeholder Advisory Round Table

--Mitigation funded by the Port for noise/health impacts to Federal Way neighborhoods from continual use of third runway, which is inconsistent with its FEIS, including sound packages and financial relief. Federal Way is now eligible for Port noise mitigation funding under the 2020 Pellicciotti bill that is now is state law.

--The Port should explore further disincentives for unnecessary late-night flights, given that the pandemic has greatly increased daytime gate availability. There should be teeth and penalties such as surcharges on landing fees that could be used for mitigation. Since flights have dipped to 50% of pre-pandemic levels, so there should be less or no night time flights for at least the next two to four years that airlines estimate it will take to rebuild demand.

--The Port should have a larger role in the Ultrafine particle follow-on studies, including financial participation.

--Concerns from cities that suspended involvement from StART should be discussed including updates to the operating procedures.

--Add to Port's Federal Legislative Advocacy plan urging the Congress to mandate the FAA to change the 65DNL standard, to conform to the new WHO noise impact standards as many other industrialized countries have done.

-- Offset negative impacts to Federal Way homeowners, schools and businesses by making them whole. Set aside for grants a minimum of 1% of Port's \$3 billion capital spending program for air purifiers in schools, sound packages and other mitigations for citizens. Protecting the health and quality of life of Port taxpayers impacted by the airport is at least as important as public art set-asides for Port facilities.

FW



**NOTES FROM BURIEN:**

<b>TOPIC:</b>	<b>COMMENTS:</b>
Understanding Day Night Average Sound Level (DNL) and Sound Exposure Level (SEL)	Need action steps to reduce noise, not enhanced understanding.
Propeller/turbo-prop flight paths	Seek FAA support to reduce the 250 degree turns over Burien. Number of flights over Burien higher in 2020 over 2019; even with significantly reduced number of overall flights.
Ground Noise Analysis	Need steps to reduce noise, not further analysis
Noise Program funding/grants	Need to address noise associated with reverse thrust. Encourage use to address safety.
Washington State Air Cargo Movement Study	Explore alternatives to Sea-Tac for air cargo.
Airport's role in regional economic development/impact of regional growth on the airport	Cap on Sea-Tac's growth given impacts to local communities. PSRC study of alternative airport capacity







Seattle-Tacoma  
International  
Airport

# StART Noise Working Group Meeting

February 8, 2021

# Late Night Noise Limitation Program Fourth Quarter 2020 Update

# Air Carriers That Exceeded Thresholds Q4 2020

12:00am to 5:00am

\*PAX = passenger  
CRG = cargo

Airline Name	Type*	Total Late-Night Operations	Total Number of Exceedances	Percent of Exceeding Operations
FedEx Express	CRG	99	70	71%
Air Transport Intl' (Prime Air)	CRG	445	60	13%
China Airlines Cargo	CRG	86	44	51%
EVA Air	PAX	88	27	31%
China Cargo Airlines	CRG	38	16	42%
Korean Air Cargo	CRG	30	12	40%

# Air Carriers That Exceeded Thresholds Q4 2020 continued

12:00am to 5:00am

\*PAX = passenger  
CRG = cargo

Airline Name	Type*	Total Late-Night Operations	Total Number of Exceedances	Percent of Exceeding Operations
Cargolux	CRG	14	10	71%
Kalitta Air	CRG	9	7	78%
Asiana Cargo	CRG	5	5	100%
Northern Air Cargo	CRG	2	2	100%
American Airlines	PAX	143	2	1%
Omni Air	PAX	11	1	9%
Delta Air Lines	PAX	312	1	Less than 1%
Alaska Airlines	PAX	359	1	Less than 1%

# Air Carriers That Operated Late Night With No Exceedances in Q4

12:00am to 5:00am

Airline	Number of Operations
Horizon Air	36
United Airlines	21
SkyWest Airlines	18
ABX Air	12
JetBlue	8
Frontier Airlines	8
Sun Country Airlines	8
Hawaiian Airlines	3
Atlas Air	2
Asia Pacific Airlines	2
Southwest Airlines	2

# Quarterly Comparison

	Q4 2019	Q1 2020	Q2 2020	Q3 2020	Q4 2020
Total Late-Night Operations	2960 (15% Cargo)	2545 (16% Cargo)	1062 (61% Cargo)	1586 (43% Cargo)	<b>1763</b> <b>(42% Cargo)</b>
Total Late Night Ops Exceeding Thresholds	220 (56% Cargo)	213 (65% Cargo)	191 (84% Cargo)	235 (81% Cargo)	<b>258</b> <b>(88% Cargo)</b>
Percent of Total Ops Exceeding	7%	8%	18%	15%	<b>15%</b>

# Late Night Operations Notes

- In July – average of 20 operations per late night (11 passenger / 8 cargo / 1 general aviation)
- In September – average of 17 operations per late night (9 passenger / 8 cargo)
- **In January – average of 17 operations per late night (9 passenger / 8 cargo)**
- Air Transport Intl' (Amazon's Prime Air) the busiest carrier during late night
- FedEx with the most exceedances – 66 of 70 exceedances are a scheduled MD-11 arrival from Memphis at ~ 3:45am. (Flight 1885 & 710)
- China Airlines Cargo fleet has added new Boeing 777s

# Late Night Runway Use Update



# Runway Use Agreement with FAA

Voluntarily Reduces Usage of Third Runway (16R/34L) from 12:00am to 5:00am

- First full year in effect (thru September 2020) SEA averaged 1.5 third runway landings per late night
- December: 20 total landings on third runway, average of less than 1 per late night
- **January: 2 total landings on third runway during late night**
- Third runway is often not utilized until 6:00am or so

# January Noise Comment Report

# Comment Report Notes

20,509 Comment/Complaints received in January

- Vashon Island continues to have the highest number on complaints (8,407) with Seattle next (5,394)
- Burien (1,828), Federal Way (1,530), and Des Moines (1,099)
- Third party app continues to be most frequently utilized (17,391)
- Port provided apps (2,865) also frequently utilized
- Full report provided on Noise Programs website

# Thank You!



**SEA**

Seattle-Tacoma  
International  
Airport

Operated by the  
Port of Seattle

FlySEA.org

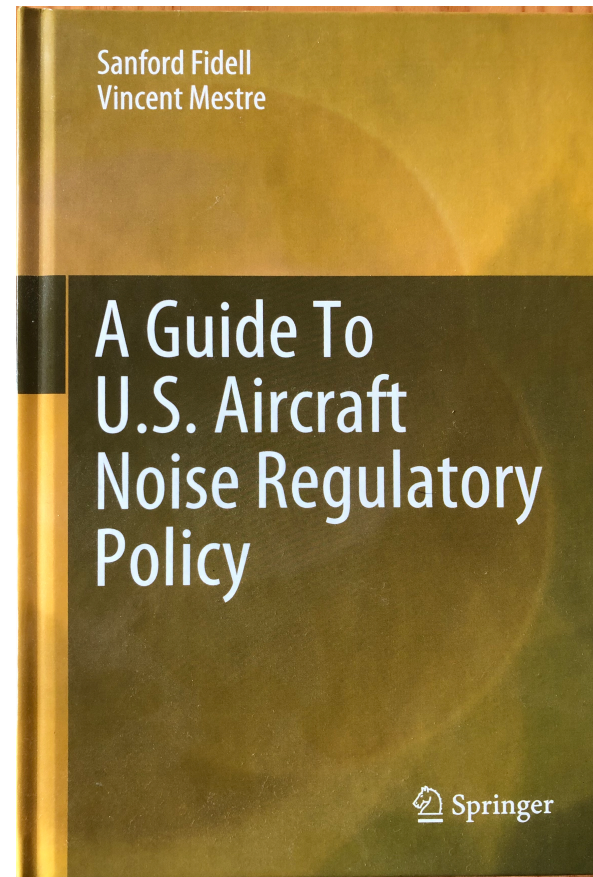
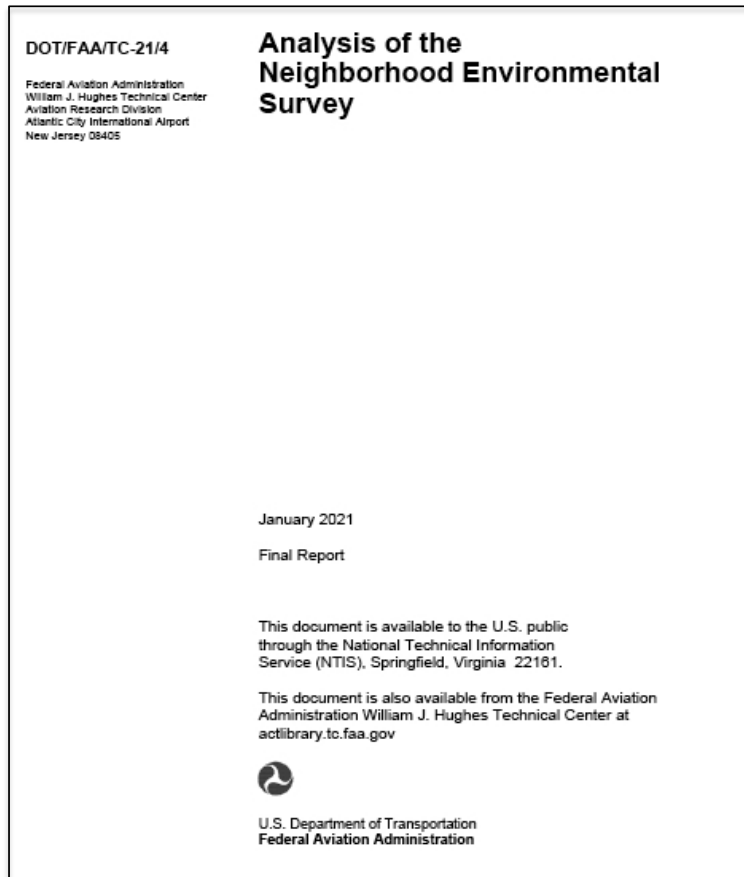


# **“Analysis of the Neighborhood Environmental Survey”**

The 20 US Airport Survey Completed in  
2016, Released January 2021

A Summary by  
Vincent Mestre, P.E. L&B

# Goal: Survey Results And Historical Context



# Outline

- Full Disclosure
- 20 airport survey goals
- National noise policy
- Results
- Historical context
- Issues with 20 airport survey
- Next steps?

# Abstract

- *“The Federal Aviation Administration (FAA) has undertaken a multi-year research effort to quantify the impacts of aircraft noise exposure on communities around commercial service airports in the United States (US). The goal of this research effort was to develop an updated and nationally representative civil aircraft dose-response curve, quantifying the relationship between aircraft noise exposure and community annoyance. To characterize this relationship, the research team designed and conducted the Neighborhood Environmental Survey (NES), which collected information from a statistically representative number of adult residents living around a balanced sample of 20 US. Airports ...”*



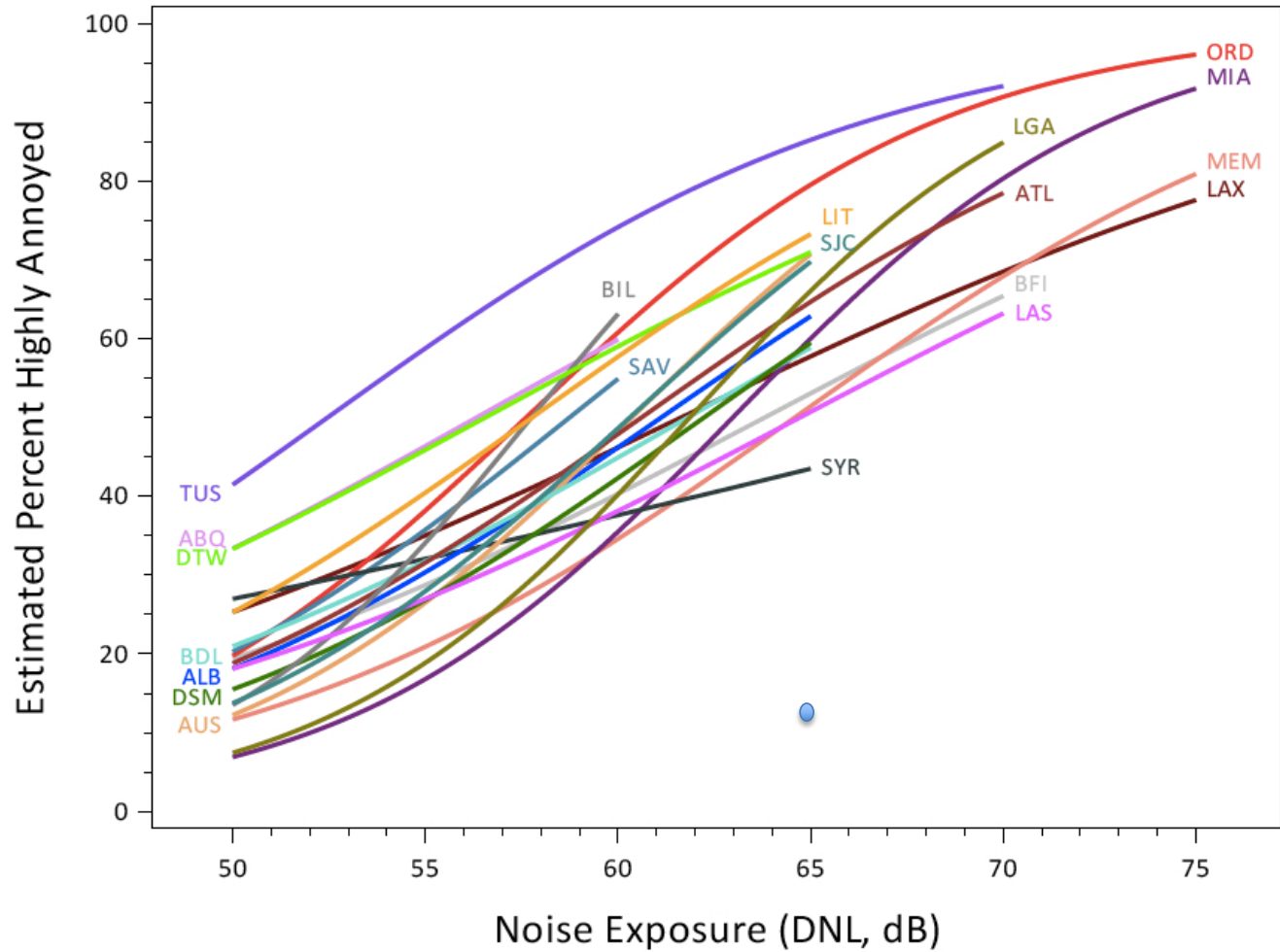
## Goals

- > 10,000 people surveyed in total
- Goal to develop a nationwide noise/annoyance dose response curve:
  - Percent of people highly annoyed vs DNL
  - Mail survey and optional telephone interview
    - *Telephone interview focused on “questions on several areas including respondents’ opinions on noise, exposure to aircraft noise, relationship to the airport, concerns about aircraft operations, views on airport community relations, among others.”*

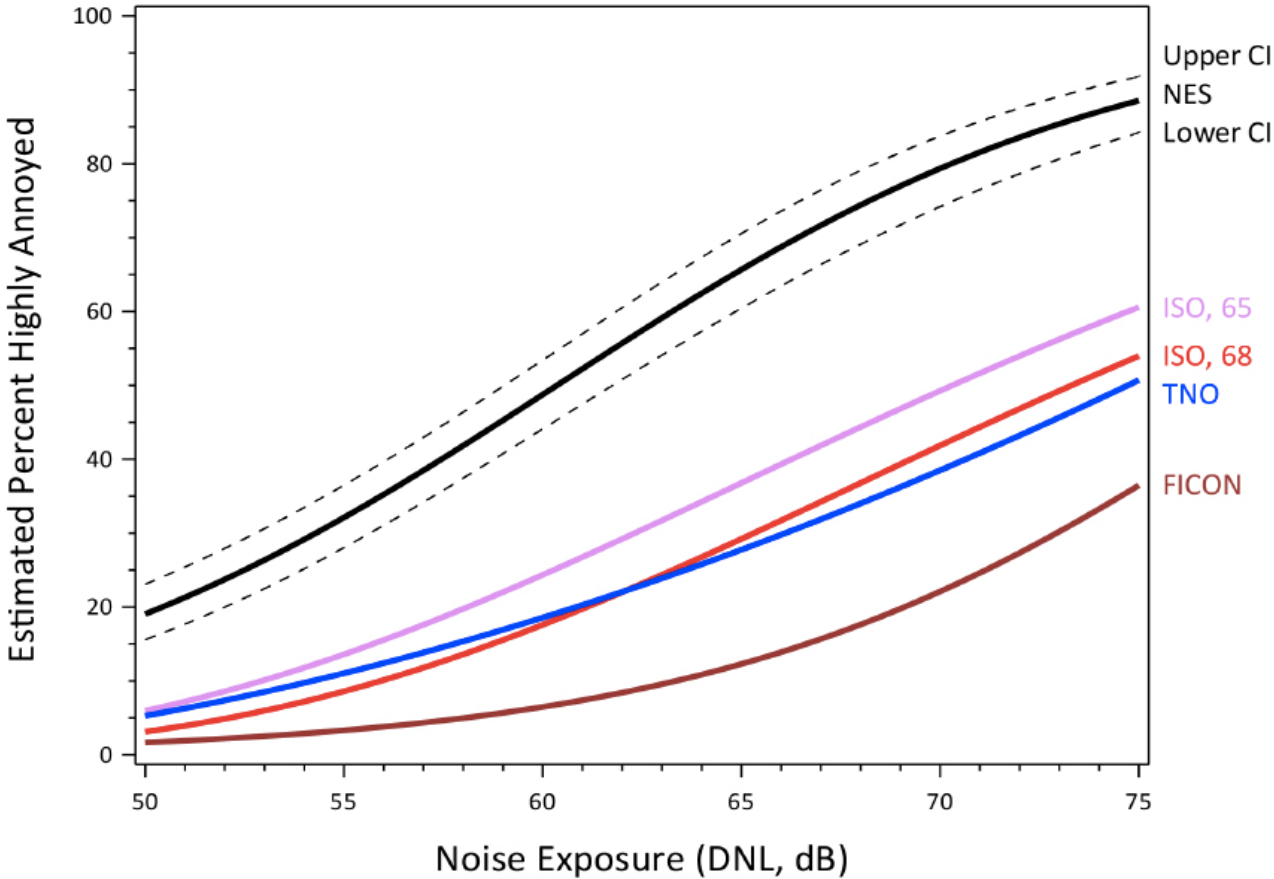
## National Noise Policy

- 65 DNL Compatible with residential land use
  - Federal Air Regulation Part 150
- Myth: National noise policy based on 1978 Schultz curve, ie, 12.5% HA at 65 DNL
- Reality: 65 DNL dates back to 1950s military planning policy (100 CNR ~ 65 DNL)
  - HUD, EPA, and FAA adopted 65 DNL for lack of a better guideline dating back to early 1970s.
  - Schultz curve came along in 1978 well after policy was set
  - In early 1970s Schultz curve for aircraft: 30% HA

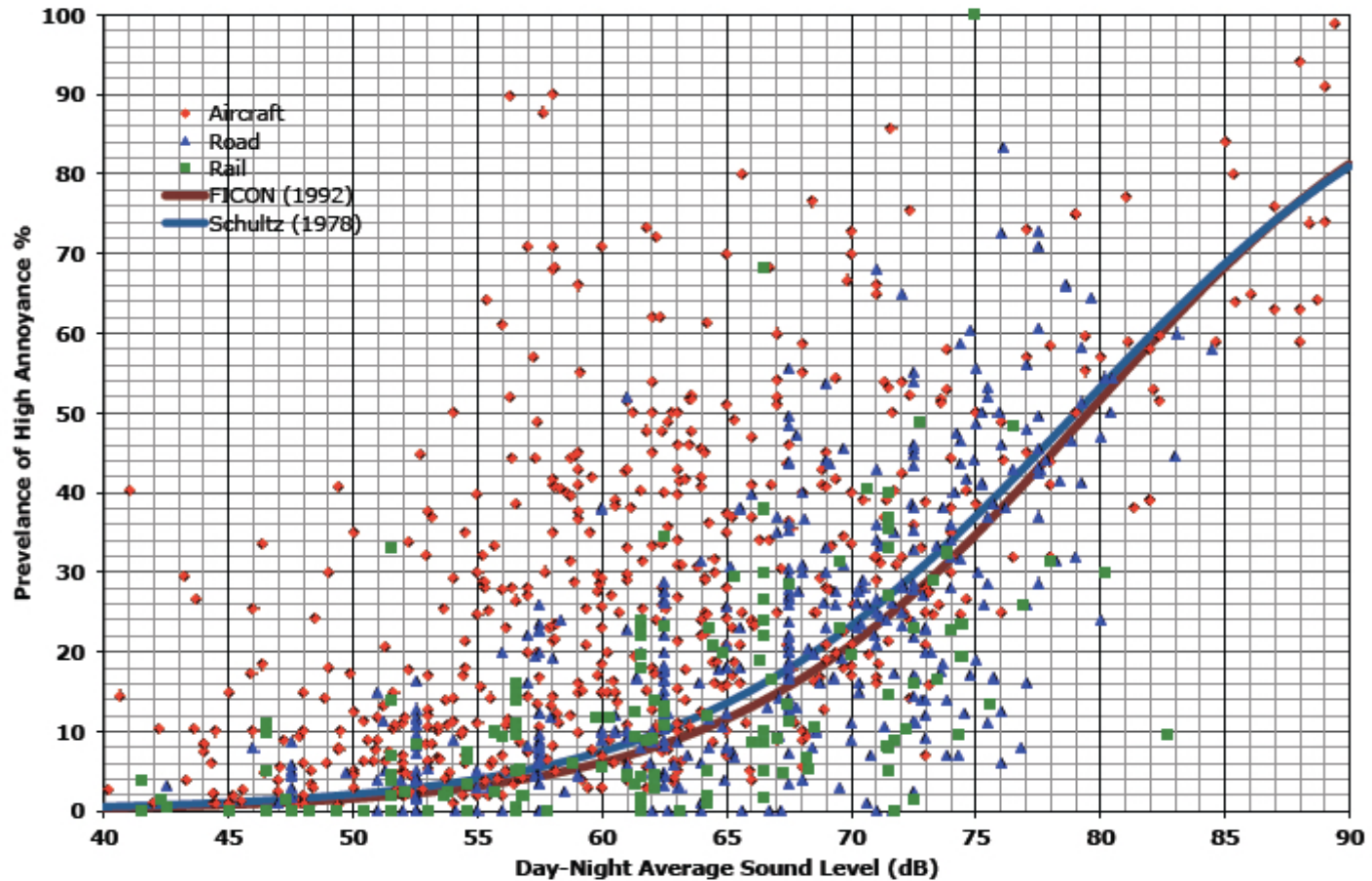
# Results By Airport



# Comparing New National Noise Curve



# 1978 Schultz Curve Components, Aircraft 30% HA, but “Noise is Noise”



## Issues With New 20 Airport Survey

- Sample size
- Mail survey vs telephone survey
  - Telephone surveys before mid-1990s: ~ 70% response rate
  - Telephone surveys today ~ 10% response rate
    - This is a huge obstacle to surveys
  - Historically mail surveys report higher annoyance
- Survey deficiencies probably not fatal

## Effect on National Noise Policy

- Clearly justifies a review based on new data
- Acoustic vs non-acoustic response
- Policy change requires legislation
- Unknown process at this time
- In the meantime?.....

# Questions?



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**Subject:** FW: Some federal Airport Info

**From:** [mikedoubleday@earthlink.net](mailto:mikedoubleday@earthlink.net) <[mikedoubleday@earthlink.net](mailto:mikedoubleday@earthlink.net)>  
**Sent:** Tuesday, February 2, 2021 10:20 AM  
**To:** Brian Wilson <[BrianW@burienwa.gov](mailto:BrianW@burienwa.gov)>  
**Subject:** Some federal Airport Info

**CAUTION:** This email originated from **outside** of the City of Burien. Do not click links or open attachments unless you recognize the sender and have verified the contents are safe.

Hi Brian –

Some info from delegation staff on airport issues.

**From Amanda in Rep. Smith's office:**

On the infrastructure bill, we are working on several provisions that we hope to try to push through the process, including the Particle Emissions bill, as well as allowing replacement sound mitigation to be provided to homeowners who have had problems with the original sound insulation. **We are also thinking through other ways of driving new resources to airport communities to offset/mitigate the impact of aviation on the air quality and public health. More on that to come soon.**

**From Naseem in Senator Cantwell's office:**

We are looking at continuing to push sustainable aviation fuels (SAF) as part of an infrastructure bill. I just had a great conversation with WSU ASCENT on their efforts (see explanation of ASCENT below), and we absolutely would love to push that in an infrastructure bill. As you know the Senator is very supportive of the Center of Excellence and particularly SAF. It will also be a key pillar of President Biden's vision for infrastructure, tying climate in will be a huge part of any infra bill that is considered, so I think ideas around SAF, alternative jet fuels, noise mitigation, etc. will have a unique angle in play.

**ASCENT** – the Aviation Sustainability Center – is a cooperative aviation research organization co-led by **Washington State University** and the Massachusetts Institute of Technology. Also known as the Center of Excellence for Alternative Jet Fuels and Environment, ASCENT is funded by the FAA, NASA, the Department of Defense, Transport Canada, and the Environmental Protection Agency. ASCENT works to create science-based solutions for the aviation industry's biggest challenges. A coalition of 16 leading US research universities and over 60 private sector stakeholders committed to reducing the environmental impact of aviation, ASCENT also works in partnership with international

research programs, federal agencies and national laboratories to create an all-inclusive research capability for whatever environmental impact obstacle the aviation industry faces.

### **Our Mission (ASCENT)**

The Aviation Sustainability Center is

- Focusing on meeting the environmental and energy goals of the Next Generation Air Transportation system, including reducing noise, improving air quality, reducing climate impacts, and energy efficiency.
- Exploring ways to produce sustainable aviation fuels at commercial scale, creating an industry with the potential for large-scale economic development and job creation.
- Discovering science-based solutions will benefit the aviation industry and improve the health and quality of life of those living and working around airports.

Also, here is a **bill** Amanda alerted me to re: **cleaner airplanes**:

Rep. Don Beyer (D-VA) today (December 2020) introduced the **Cleaner, Quieter Airplanes Act**, legislation that would bolster NASA's efforts to reduce emissions from the aviation industry while also reducing the impact of airplane noise in airport-adjacent communities.

"The Cleaner, Quieter Airplanes Act would address climate change and noise pollution from aircraft, two of the most persistent problems I hear about from Northern Virginians," said Rep. Beyer. "As the climate crisis continues to inflict damage on American communities, Congress must look at every available option to reduce emissions, and that should include the aviation industry. In addition to being better for the planet, this legislation will also lead to quieter skies above and peace of mind to communities near airports. I appreciate the support for this bill on both sides of Capitol Hill, and will be making the case for it in the House as our Committee takes up NASA's authorizing legislation."

Companion legislation was previously introduced in the Senate by Sen. Ben Cardin (D-MD), with cosponsors including Sen. Elizabeth Warren (D-MA) and Sen. Chris Van Hollen (D-MD).

Aviation currently accounts for approximately 3 percent of the nation's total greenhouse gas emissions, and emissions from this sector are expected to triple by 2050 given the projected growth of passenger air travel and freight. In addition, as air traffic volumes increase, communities are increasingly impacted by noise pollution from airplanes.

This legislation sets a goal for cleaner, quieter airplanes by 2030 (regional transport planes) and 2040 (single-aisle planes), and it authorizes NASA to accelerate its work developing and demonstrating the technologies to make this goal a reality.

Specifically, this bill:

- Establishes an ambitious goal of commercial airplanes emitting 50 percent less greenhouse gas and 50 percent less noise compared to 2019 levels by 2030 for regional planes and 2040 for larger, single-aisle planes.
- Authorizes NASA to accelerate its work on electrified propulsion systems and the integration of multiple technologies and airframe concepts to achieve noise and emissions reductions.

- Challenges NASA to work with industry partners to carry out flight tests by 2025 and to bring new airplanes into service between 2030 and 2040.
- Requires NASA to provide guidance on new technologies to help the FAA's work to ensure the safe and effective deployment of these technologies.

Besides the benefits of less pollution and lower noise impacts on our communities, the initiative established in this legislation will help drive industry growth and innovation, maintain our competitiveness with other countries that are moving aggressively on electrified propulsion technologies, and ensure that United States airlines can fly with U.S.-generated technology to other countries that adopt stricter standards for noise and emissions.

By setting an ambitious goal and challenging NASA to work in collaboration with industry partners, this bill will help drive innovation, economic competitiveness, and a transformational shift to a cleaner, quieter, more sustainable aviation industry.