



# AGENDA

## Burien Airport Committee

Tuesday, June 18, 2019 – 6:00 p.m.

Burien Community Center, 14700 6th Ave. SW, Chelsea Room

Page #

**1. CALL TO ORDER**

**2. APPROVE DRAFT MINUTES**

- 2.1 Approve minutes from May 21, 2019 Burien Airport Committee (BAC) meeting. 3 - 5

[May 21, 2019 Draft BAC Minutes](#)

**3. BUSINESS AGENDA**

3.1 Debrief Various Airport Meetings/Events: (All)

- Stakeholder Interviews with Stantec on June 4, 2019.
- Meetings with Lockridge Grindal Nauen at Des Moines on June 5-6th.
- Port of Seattle Presentation to Burien City Council on June 17th.

3.2 Old Business: 7 - 15

- Potential Letter to Port of Seattle to improve StART meetings.
- Potential Letter to Sen. Karen Keiser following up on Burien Resolution No. 408.
- Update of Airport Governance Structures of Large Airports (Javier Tordable)

[StART Operating Procedures-Updated Final 10-19-18](#)

[Airport Governance-Complaint breakdowns -JT 061219](#)

[Airport Governance-Ownership data JT 061219](#)

3.3 New Business: 17 - 19

- Potential Letter to FAA-Northwest Mountain Region on Part 150 concerns.
- Next Steps on Addressing Noise, including Part 150.

[Draft Ltr to Port-Part 150 Study noncompliance-SP 052819](#)

**4. PUBLIC COMMENT**

**5. ADJOURNMENT**

Next meeting is Tuesday, July 16, 2019 at 6:00 p.m. at the Burien Community Center.

**COMMITTEE MEMBERS**

**Councilmember Nancy Tosta, Chair Mayor Jimmy Matta Councilmember Pedro Olguin**

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

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

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



Language interpretation services are available upon request. Please phone 206-248-5517 at least 48 hours prior to the meeting to request assistance.

Servicios de interpretación de español están disponibles bajo petición. Por favor de llamar al numero 206-248-5517 por lo menos 48 horas antes de la reunion para solicitar asistencia.



City Council, advisory board, and committee meetings are accessible to people with disabilities. American Sign Language (ASL) interpretation and assisted listening devices are available upon request. Please phone 206-248-5517 at least 48 hours prior to the meeting to request assistance.

Las reuniones del Concejo Municipal, Consejo consultivo y el comité son accesibles a personas con discapacidades. Interpretacion de lengua de señas americana y aparatos de escucha asistida están disponibles bajo petición. Por favor de llamar al numero 206-248-5517 por lo menos 48 horas antes de la reunion para solicitar asistencia.



# MINUTES - Draft

## Burien Airport Committee

Tuesday, May 21, 2019

Burien Community Center, 14700 6th Ave. SW, Shorewood Room

**PRESENT:** Councilmember Nancy Tosta (Chair); Mayor Jimmy Matta; Larry Cripe; Jeff Harbaugh, Sharyn Parker; Javier Tordable; Debi Wagner; Lisa Marshall, City Attorney; Lori Fleming, Management Analyst.

**GUEST:** Thara Johnson, Senior Planner.

**ABSENT:** Councilmember Pedro Olguin; Brian Wilson, City Manager.

### 1. CALL TO ORDER

The meeting was called to order at 6:01 p.m. New member, Jeff Harbaugh, was welcomed to the Committee.

### 2. APPROVE DRAFT MINUTES

**Approve minutes from April 16, 2019 Burien Airport Committee (BAC) meeting.**

The minutes from the April 16, 2019 Burien Airport Committee meeting were approved.

### 3. BUSINESS AGENDA

#### 3.1 Update on SAMP EIS process and Event in Des Moines on June 6, 2019.

Senior Planner Thara Johnson is taking over the City's Environmental Official duties for the Sustainable Airport Master Plan (SAMP) from Chip Davis, Community Development Director, who is retiring later this month. The cities of Burien, Des Moines, Normandy Park, and SeaTac have jointly hired a consulting firm, Lockridge Grindal Nauen for an environmental review of the SAMP. The consultant prepared a letter to the Port of Seattle dated September 28, 2018 with a long list of comments and concerns regarding the SAMP.

The consultants will be in town on June 5-6, 2019, meeting with the four cities City Managers and Environmental Officials **only** on June 5<sup>th</sup>, and meeting with the Des Moines Aviation Committee at 5:00 pm and their City Council at 7:00pm on June 6<sup>th</sup>. **The Burien Airport Committee is welcome to attend the June 6<sup>th</sup> meetings at Des Moines.**

The Burien Airport Committee unanimously approved a Motion to ask the consultants (Lockridge Grindal Nauen) to compare the list of concerns in their September 28, 2018 letter to the Port of Seattle, against the list of issues the Port of Seattle is addressing. Is what was we asked for in the letter, what we are getting?

#### 3.2 Discuss recommendation process for representatives to State Commercial Aviation

Burien Airport Committee  
May 21, 2019

**Coordinating Commission.**

SB5370 was signed by the Governor and provides for the creation of a state commercial aviation coordinating committee to provide a recommendation for another airport location by January 1, 2022. The committee will consist of 15 representatives from various industries, organizations, locations, etc. Chair Tosta offered to check with the City's State Lobbyist to find out how the selection process will occur.

**3.3 Discuss Burien's Continued Role in StART.**

It was suggested that a letter should be sent to the Port of Seattle on improvements to StART meetings. Possible items to address include: Inclusion of members in agenda setting; distribution of agendas in a timely manner; approval of meeting minutes by members, better understanding of decision making process; time for members to bring issues back to community.

Another suggestion was to review StART's Charter and recommend changes to that.

**3.4 Discuss Federal Way letter to UW Professors on MOV-UP ultrafine particles study.**

The Federal Way City Council recently sent a letter to the University of Washington (UW) Professors working on the MOV-UP Ultrafine particles study. The letter requested additional monitoring sites and recommended the UW apply to the Port of Seattle for more grant funds. They are requesting other City Councils to approve a similar letter. Discussion occurred on whether the City of Burien would like to do a letter to the UW too. In January 2019, the Burien City Council approved Resolution Number 408, Requesting Monitoring and Health Impact Assessments of SeaTac Airport Operations. Thus, it was suggested that a letter be drafted to Senator Karen Keiser requesting follow-up to Burien's Resolution No. 408, attaching the Federal Way (and other cities) letters to UW as support. Such letter should cc: Puget Sound Clean Air Agency (PSCAA) and Washington State Department of Ecology (DOE)

**3.5 Continued discussion on forming a "Coalition of Local Electeds" to address airport issues.**

The formation of the "Coalition of Local Electeds" was a suggestion by our federal representatives, however, with federal staffing changes and state initiatives underway, will not be pursued.

**3.6 Follow-up on homework assignments: Different Governance Structures of airports - Sound Insulation Program - Airport Improvement Program (AIP).**

Discussion occurred on Part 150 Study and using 2018 as a baseline rather than 2012, as well as other Part 150 concerns. It was suggested that a letter be sent to the FAA-Northwest Mountain Region to list concerns and ask for a response to them. BAC member Sharyn Parker agreed to draft the letter.

Two airport governance articles were handed out; with BAC member Javier Tordable agreeing to review the materials as it relates to Large airports.

Burien Airport Committee  
May 21, 2019

For the next meeting, Sharyn Parker will invite a presenter to review Sound Insulation materials.

3.7 **Discuss 2019 priorities for the Burien Airport Committee.**

The priorities of the Burien Airport Committee were previously discussed and include the drafting of various letters.

**2. PUBLIC COMMENT**

No public comments.

**5. ADJOURNMENT**

The meeting was adjourned at 7:33 p.m.





## SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

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### OPERATING PROCEDURES

Updated on October 19, 2018

#### Background

In fall 2017, the Port of Seattle (Port) developed the Sea-Tac Stakeholder Advisory Round Table (StART) to enhance cooperation between the Port and the neighboring cities of SeaTac, Burien, Des Moines, Normandy Park, Tukwila and Federal Way (cities). This voluntary, non-governing regional roundtable is being convened by the Aviation Managing Director, influenced by discussions with leadership from the cities representing their communities.

#### Purpose

StART provides Southwest King County cities, communities, 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 communities to inform the airport-related decision making of the Port of Seattle and other Southwest King County jurisdictions/organizations; and
- Raise public knowledge about the airport and impacted communities.

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 SeaTac, Burien, Des Moines, Normandy Park, Tukwila and Federal Way.

StART is the preeminent forum for information-sharing, discussing the communities' concerns, and providing feedback to the Port for issues related to Sea-Tac 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 Stakeholders).

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

*StART enhances cooperation between the Port of Seattle and the neighboring cities of Sea-Tac Airport*

### **Reporting Structure**

Through discussions at StART meetings, StART members will provide input and feedback to the Port's Aviation Managing Director and staff.

StART shall have an informal relationship structure to the Highline Forum, with opportunities to provide regular reports on StART activity. The Highline Forum provides Southwest King County cities (elected representation and senior staff), educational governing bodies, and the Port with the opportunity to share information, interact with outside speakers and other governmental organizations, and work in partnership on initiatives that benefit the residents of Southwest King County.

Each member-city of the Highline Forum will be given a formal role to designate StART members (see Membership), identify recommended briefing topics to StART, and/or invite StART to present on a regular basis.

After completion and upon achieving consensus from StART members, an Annual Report shall be presented to the Port of Seattle Commission and the Highline Forum. Upon request to the chair, each city will 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 a non-elected city employee.
- Two (2) airline representatives from each of the two highest passenger volume carriers serving Sea-Tac Airport (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 the second representative.



Each Highline Forum-member city may assign one (1) non-elected city employee to serve as an alternate for the city employee member. The alternate employee from each city must be assigned by the chief administrative officer. 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; membership shall be renewed in January of every even numbered year. 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 anytime a member is appointed to or terminates service on StART.

#### **Federal Aviation Administration**

Representatives from the Federal Aviation Administration (FAA) are expected to participate at StART meetings. Periodically, time will be set aside at meetings for representatives to provide updates and briefings at StART meetings.

#### **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 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 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 where it appears that a member is not acting in accordance with the Commitments from Stakeholders.

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 to be used in the development of StART meeting agendas, which will be periodically updated through discussions with members. 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 for public view.

#### **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. Meetings typically begin at 6 PM and conclude at 8 PM. If Christmas falls on the fourth week in December, StART will be held on the third Wednesday in December.

Special meetings may be called upon with twenty-four (24) hours notice by the Sponsor. Any regularly scheduled or special meeting may be cancelled upon the concurrence of a simple majority of members. Each party shall designate one of its members to have the authority to so act.

- **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 Sea-Tac Airport unless otherwise noticed. It is possible that some meetings will be held at locations away from the airport.

- **Notification of Meetings**

Attendance at StART meetings is open to the public and the media. All meeting materials, including agendas, 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 posted one week prior to a meeting for the public to view. Meeting notices, agendas, and final meeting summaries will be posted on the Port of Seattle's StART website: [www.portseattle.org/page/sea-tac-stakeholder-advisory-round-table](http://www.portseattle.org/page/sea-tac-stakeholder-advisory-round-table).

- **Meeting Agendas**

Each meeting may include the following agenda items: updates from the Aviation Managing Director, roundtable updates from each member and informational presentation(s).

The facilitator and Port staff will develop the Agenda for each StART meeting. Members will receive advance copies of the Agenda and are able to provide input and suggest changes prior to the agenda's finalization. A running list of aviation topics of interest will be kept by the facilitator and periodically updated through discussions with members.

At the final meeting of the year, members will complete a yearly evaluation.

- **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 Port staff 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; StART will not follow procedural rules of order and will not entertain motions or record votes.

StART will use consensus to shape feedback, which will be captured in a formal meeting summary developed by the facilitator. Consensus-based actions are 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.

### **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 Port. Working groups adhere to the StART Commitments from Stakeholders. 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.

### **Amending the Operating Procedures**

Operating Procedures may be amended by consensus of the Airport’s Managing Director and the non-elected employee representatives from each of the Highline Forum cities. Proposed modifications to the Operating Procedures will be distributed in writing to the Airport’s Managing Director and the non-elected employee representatives. Any proposed modification to StART’s Operating Procedures will be evaluated at a separately scheduled meeting with the Airport’s Managing Director and the non-elected employee representatives. If there is consensus, modifications to the Operating Procedures will be communicated to the StART members.

### **Annual Report**

StART will have an annual evaluation to review accomplishments and outstanding issues. With assistance from Port staff, the facilitator will produce an annual report based on StART’s yearly evaluation. After completion and upon achieving consensus from StART members, the annual report shall be presented to the Port of Seattle Commission and the Highline Forum. Upon request to the chair, each city will receive a presentation of the Annual Report.



## SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

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### COMMITMENT FROM STAKEHOLDERS

StART members will participate in good faith, which means:

1. Set aside time to prepare for and participate in the meetings.
2. Participate fully, honestly and fairly, commenting constructively and specifically.
3. 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.
4. Allow people to say what is true for them without fear of criticism from StART members.
5. Avoid side conversations during meetings.
6. Provide information as much in advance as possible of the meeting in which such information is to be used and share all relevant information to the maximum extent possible.
7. Generate and explore all options on the merits with an open mind, listening to different points of view with a goal of understanding the underlying interests of other StART members.
8. Consult regularly with their appointing bodies and provide their input in a clear and concise manner.
9. Each member agrees to work toward fair and practical feedback that reflects the diverse interests of all StART members and the public.
10. When communicating with others, 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.
11. Strive for consensus in shaping feedback and closure on issues.
12. Self-regulate and help other members abide by these commitments.





Code	Airnoise complaints	City	Name	Size	S	M	L	Administrator	Admin=City	Admin=County	Admin=Auth	Admin=Other
KBOS	75145	Boston, MA	Logan International Airport	L	0	0	0	1 Massachusetts Port Authority	0	0	0	1
KBUR	683869	Burbank, CA	Bob Hope International Airport	M	0	0	1	0 Burbank Glendale Pasadena Airport Authority	0	0	0	1
KBWI	307811	Baltimore, MD	Baltimore/Washington International Air L	L	0	0	0	1 Maryland Aviation Admin.	0	0	0	0
KCLT	24491	Charlotte, NC	Charlotte Douglas International Airport	L	0	0	1	1 City of Charlotte	1	0	0	0
KDAL	3	Dallas, TX	Dallas Love Field	M	0	0	1	0 City of Dallas	1	0	0	0
KDCA	87481	Washington DC	Ronald Reagan Washington National A/L	L	0	0	0	1 Metropolitan Washington Airport Authority	0	0	0	1
KDFW	68	Dallas, TX	Dallas Ft Worth International Airport	L	0	0	1	1 DFW Airport Board of Directors	0	0	0	1
KDTW	248	Detroit, MI	Detroit Metropolitan Wayne County Air L	L	0	0	0	1 Wayne County Airport Authority	0	1	1	0
KEWR	2101	Newark, NJ	Newark Liberty International Airport	L	0	0	0	1 Port Authority of New York and New Jersey	0	0	0	1
KHPN	1386	White Plains, NY	Westchester County Airport	S	1	0	0	0 County of Westchester	0	1	0	0
KIAD	6740	Washington DC	Washington Dallas International Airport L	L	0	0	0	1 Metropolitan Washington Airport Authority	0	0	1	0
KJFK	222163	New York, NY	JFK	L	0	0	0	1 Port Authority of New York and New Jersey	0	0	1	0
KLAX	248302	Los Angeles, CA	Los Angeles International Airport	L	0	0	0	1 Los Angeles World Airports	0	0	0	1
KLGA	15722	New York, NY	LaGuardia Airport	L	0	0	0	1 Port Authority of New York and New Jersey	0	0	0	1
KLGB	28270	Long Beach, CA	Long Beach Airport	S	1	0	0	0 City of Long Beach	1	0	0	0
KMCO	8754	Orlando, FL	Orlando International Airport	L	0	0	0	1 Greater Orlando Aviation Authority	0	0	1	0
KMDW	889	Chicago, IL	Chicago Midway International Airport	L	0	0	0	1 City of Chicago	1	0	0	0
KMSP	9184	Minneapolis, MN	Minneapolis St Paul International	L	0	0	0	0 Metropolitan Airport Commission	0	0	0	1
KONT	11564	Ontario, CA	Ontario International Airport	M	0	1	0	0 Los Angeles World Airports	0	0	0	1
KORD	52188	Chicago, IL	O'Hare International Airport	L	0	0	0	1 City of Chicago	1	0	0	0
KPDX	60	Portland, OR	Portland International Airport	M	0	1	0	0 Port of Portland	0	0	0	1
KPHL	19	Philadelphia, PA	Philadelphia International Airport	L	0	0	0	1 City of Philadelphia	1	0	0	0
KPHX	1883	Phoenix, AZ	Sky Harbor International Airport	L	0	0	0	1 City of Phoenix	1	0	0	0
KSAN	256366	San Diego, CA	San Diego International Airport	L	0	0	0	1 San Diego County Regional Airport Authority	0	1	1	0
KSAT	988	San Antonio, TX	San Antonio International Airport	M	0	1	0	0 City of San Antonio	1	0	0	0
KSEA	173000	Seattle, WA	Seattle-Tacoma International Airport	L	0	0	0	1 Port of Seattle	0	0	0	1
KSFO	6362	San Fran, CA	San Francisco International Airport	L	0	0	0	1 City and County of San Francisco	1	1	0	0
KSJG	1147	San Jose, CA	Norman Y Mineta San Jose International M	M	0	1	0	0 City of San Jose	1	0	0	0
KSNA	57367	Santa Ana, CA	John Wayne Orange County Airport	M	0	0	1	0 Orange County	0	1	0	0
TOTAL	2283532				29656	754986	1498878	YES	116201	321729	1358589	749889
								NO	2167331	1961803	924943	1533543





DRAFT by SP May 28, 2019

Ms. Courtney Gregoire, Chairman  
 Port of Seattle Commission  
 Seattle, WA

Dear Ms. Gregoire:

According to the USDOT, FAA's "Report To Congress, National Plan of Integrated Airport Systems (2019-2023), page 1, Overview" fifth bullet point, "Airports should be compatible with surrounding communities, maintaining a **balance** between the needs of aviation, the environment, and the requirements of residents." (emphasis added) Unfortunately, the Port of Seattle nor the FAA is sufficiently conscientious to understand that the regulatory system's oversight of Sea-Tac Airport, and the Port's refusal to undertake a new Part 150 Land Use Compatibility Study make them both out-of-compliance with federal regulations.

This situation did not just happen; local communities have complained bitterly the past few years that Sea-Tac's 2013-2018 Part 150 Study showed modest growth for the five-year period projected which woefully understated real operational growth that propelled (no pun intended) Sea-Tac from 14<sup>th</sup> busiest airport to 8<sup>th</sup> in the United States during the implementation of this Part 150 Study. Contrast these anemic growth projections from the Part 150 Study with what Sea-Tac projected as new critical infrastructure improvements contained in the Sustainable Airport Master Plan and one is left to question whether Sea-Tac's growth projections came from the same organization!

### **Regulatory Scope**

Contained in Sea-Tac's aforementioned 2013-2018 Record of Approval (ROA) from June 2014, the FAA noted in Item #21, Measure P-2: Periodically review and, if necessary, update the Noise Exposure Maps (NEMs) and the Noise Compatibility Program (NCP) – Page 6-47 and Table 6-1. The first sentence describes FAA's regulatory framework for triggering a new Part 150 Study:

***"The NEMs should be updated every five years or when there are significant changes in operating levels and patterns in accordance with the FAA's guidelines for determining what constitutes as potentially significant increase in operations (1.5 dB DNL increase in the area impacted by 65+ DNL)."***

Compare the above paragraph with current statistics for growth--both actual and projected--at Sea-Tac Airport and it's apparent to **everyone** that the 1.5 dB DNL increase has not only occurred, but probably been exceeded multiple times and its noise contours approaching never-before-affected neighborhoods!

In case there's any doubt, FAA's **own** noise analyses contained in its April 2018 CATEX (Categorical Exclusion for Letter of Agreement Update to Automate a 250 degree Westerly Turn

for Southbound Turboprops When Seattle-Tacoma International Airport is Operating in North-Flow Between the Hours of 6 am and 10 pm) includes the following rationale for doing its own noise analyses within the Study Area, which is roughly Seahurst, downtown Burien, parts of White Center and West Seattle:

On page 35 of Section 5.2.7, fourth paragraph that begins “As FAA started preparing NEPA documentation for the Preferred Alternative, the first noise analysis results were compared to the noise contours from the SEA Part 150 Study dated October 2013. FAA discovered that the noise exposure levels in the Turboprop-Only Analysis were not consistent with the Part 150 noise contours. This resulted in FAA conducting a second noise analysis that used all arriving and departing aircraft to account for the noise from all aircraft operating within the General Study Area.” Here, FAA admits that the current 2013-2018 Part 150 Study by Sea-Tac Airport is inconsistent with reality in 2018 and this fact compels FAA to conduct its own noise analyses within the General Study Area.

This is critical because at the time the CATEX was written in 2018, Sea-Tac’s Part 150 Study for 2013-2018 was in full force and no noise modeling updates had occurred, nor were any planned! Therefore, FAA was saying that they could not rely on Sea-Tac’s Part 150 Study as a determination of decibel contour levels; and it’s important to note that the Part 150 Study demonstrates that the majority, if not all, of the General Study Area had previously been within the 40-45 dB DNL. It’s also important to note that the Airport recently announced that its flight operations increased 33% between 2014-2016; and the decibel levels within the Study Area had increased by 5.2% of the Study Area to 65 dB DNL, or by 20 decibels!

It's apparent to the residents living within surrounding Sea-Tac communities that the FAA is an inadequate steward of the Airport’s regulatory compliance; and it appears that FAA is unwilling to step up to the challenge contained in its own Record of Approval. (Contemporaneously, please note local headlines where the fox (FAA) is again guarding the henhouse (Boeing); but this time, it’s Sea-Tac Airport.)

### **Desperate for Sound Mitigation**

Local residents in Burien, Sea-Tac, Normandy Park, Des Moines, and Federal Way assume that port commissioners understand there is a critical backlog of outstanding residences requiring noise mitigation in the form of reliable, best practices window and air ventilation technology. Sound insulation efforts began in the 1980s by Sea-Tac resulted in failed windows, poor and inconsistent workmanship, and many unhappy homeowners received inferior sound insulation products; while at the same time, homeowners signed away their “rights” via aviation easements with no legal recourse.

Also, let’s not forget that the last, 2013-2018 Part 150 Study only covered flights resulting from installation of the third runway. While the prior Sea-Tac Part 150 Study occurred in 2002 (to 2007?), what happened to measuring the noise generated by aircraft from 2007-2013? How

many homes are not sound insulated because they were neglected by Sea-Tac Airport from 2007-2019?

Here's one hint: The ROA for Sea-Tac was approved by the FAA in 2014 so that FAA AIP grant funds could "flow" to sound insulation projects; however, a contractor to begin this phase of sound mitigation of homes affected by the third runway was only hired in fall 2018—**four years after FAA approval!** Apparently, noise mitigation is not a high priority for Sea-Tac Airport administrators or port commissioners!

Now none of these facts should be a surprise to Sea-Tac managers or commissioners, but what is a surprise is that local communities have organized grass roots coalitions of unhappy homeowners and gained support from state and federal legislators to pressure FAA and Sea-Tac to respond to growing noise complaints with a meaningful window replacement program for failed and substandard products installed in the past and to achieve an aggressive schedule to complete a new Part 150 Study to begin immediately.

Local activists and elected officials successfully lobbied state legislators, and with leadership from state and federal legislators, assisted having several of the City of Burien's legislative initiatives enacted, and one of its three legislative resolutions adopted in December 2018 was the inspiration for legislation passed during the 2019 session and signed by the Governor: SSB 5370, that created a State Commercial Aviation Coordinating Commission. There were two other resolutions adopted by the City of Burien as well in December 2018: Resolution 407 regarding aircraft noise pollution and the absence of a new Part 150 Study; and Resolution 408 regarding monitoring and health impact assessments of Sea-Tac Airport operations. Therefore, there is much more to do!

Collectively, concerned people in communities surrounding Sea-Tac Airport are speaking with a single voice thru agreed-upon "ACCORDS" and with action focused on motivating port commissioners to be better environmental stewards and to respond in ACCORDance with their neighbors to achieve the "balance" described by the FAA's report to Congress. Furthermore, Port-sponsored committees and forums are not a substitute for action and people are tired of being manipulated into thinking that discussions represent real progress when they clearly do not!

Sincerely,

/s/ Burien City Councilmembers

cc: Local legislators—state and federal  
 Local elected officials in Airport communities  
 FAA Administrator for Northwest Mountain Region  
 Governor Inslee  
 Secretary of Transportation, WSDOT