



AGENDA

Burien Airport Committee

Tuesday, July 19, 2022 – 6:00 p.m.

Zoom Webinar

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

Staff Liaison: Nathan Hawthorne, Paralegal | Email nathanh@burienwa.gov

NOTE: As the state is still in a declared state of emergency for COVID-19 under [Proclamation 20-05](#), agencies have the option to conduct remote meetings, or to limit in-person, under this revision to the law. In an effort to encourage our community to continue to view and participate in Advisory Body Meetings, we request that you contact the Advisory Body Staff liaison for more information regarding meeting access.

1. CALL TO ORDER

2. ROLL CALL

Deputy Mayor Kevin Schilling, Chair
Karen Veloria, Vice Chair
Mayor Sofia Aragon
Councilmember Jimmy Matta
Holly Mouser-Guerra
Savannah Sly
Stephen Wydick
Jeff Harbaugh
City Attorney Garmon Newsom II, Ex-Officio Member

3. APPROVE MINUTES

- a) **Minutes of the May 19, 2022, Burien Airport Committee Meeting** 3 - 5
[Burien Airport Committee - 19 May 2022 - Special Meeting - Minutes](#)
- b) **Minutes of the June 21, 2022, Burien Airport Committee Meeting.** 7 - 8
[Burien Airport Committee - 21 Jun 2022 - Minutes](#)

4. BUSINESS AGENDA

- a) **Climate Action Plan Updates**
(Savannah Sly, BAC Member)
- b) **Review revised FAA reauthorization letter and discuss potential action** 9 - 13
(Garmon Newsom II, City Attorney)
[Port-Cities 2023 FAA Reauthorization Letter DRAFT V3](#)

- c) **Update on StART (SEA Stakeholder Advisory Round Table) Activities**
(Garmon Newsom II, City Attorney)

- d) **Federal Legislative Updates**
(Mayor Sofia Aragon)

5. 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.

6. ADJOURNMENT

- a) The next Burien Airport Committee meeting is scheduled for **Tuesday, August 16, 2022, at 6:00 p.m.** via Zoom webinar.

Staff Liaison: Nathan Hawthorne, Phone 206-439-3165 | Email nathanh@burienwa.gov



MINUTES

Burien Airport Committee

Thursday, May 19, 2022
Zoom Webinar

NOTE: In accordance with Governor Inslee's [Proclamation 20-28.15 - Open Public Meetings Act and Public Records Act Proclamations](#), the City was required to provide a remote meeting public attendance option, and requirements for in-person meetings were suspended. In an effort to encourage our community to continue to view and participate in Council meetings, we request that you visit our website for more information regarding [Virtual Meeting Access](#).

1. CALL TO ORDER

Chair Schilling called the Burien Airport Committee meeting to order at 6:02 p.m.

2. ROLL CALL

- a) Members Present:
Deputy Mayor Kevin Schilling, Chair
Mayor Sofia Aragon
Jeff Harbaugh
Holly Mouser-Guerra
Savannah Sly
City Attorney Garmon Newsom II, Interim Ex-Officio

It was noted that Vice Chair Karen Veloria arrived late.

3. APPROVE MINUTES

- a) **Minutes** of the April 19, 2022 Burien Airport Committee Meeting
*It was moved by Committee Member Jeff Harbaugh, seconded by Mayor Sofia Aragon, to approve the minutes of the April 19, 2022, Burien Airport Committee meeting.
Motion passed unanimously.*

4. BUSINESS AGENDA

- a) **Discussion of June 21, 2022, Burien Airport Committee (BAC) Meeting Conflict:**

Chair Schilling led a discussion to decide if ending the meeting early is acceptable in order to not conflict with the June 21, 2022 Council meeting. Committee plans to end the meeting at 6:30.

b) Presentation on Burien's Climate Action Plan:

Environmental Education Specialist, Paige Morris, provided a presentation on Burien's Climate Action Plan. Committee Member Sly will bring future recommendations for actionable items to bring to Council.

Mayor Aragon requested that the Committee follow up with Dave Kaplan, Port of Seattle, at the next meeting regarding partnerships for the climate action plan and any climate items in the upcoming SAMP.

c) StART (SEA Stakeholder Advisory Round Table) Activities:

Interim Ex-Officio Newsom, provided a report on the StART activities. Committee discussion ensued.

d) Approve Draft Letter to Port of Seattle Requesting that Port of Seattle ask the Federal Aviation Administration (FAA) for a Longer Period to Review the Sustainable Airport Master Plan (SAMP):

Interim Ex-Officio Newsom, provided a draft letter for Committee's approval to forward to Council for approval.

e) Federal Legislative Updates:

No updates were provided.

5. PUBLIC COMMENT

- a) No public comment.

6. ADJOURNMENT

- a) The next Burien Airport Committee meeting is scheduled for Tuesday, June 21, 2022, at 6:00 p.m. via Zoom webinar.

It was moved by Committee Member Jeff Harbaugh, seconded by Committee Member Mouser-Guerra, to adjourn the meeting at 7:00 p.m. Motion passed unanimously.

Draft

Burien Airport Committee

May 19, 2022

Nathan Hawthorne, Staff Liaison, Recorder



MINUTES

Burien Airport Committee

Tuesday, June 21, 2022
Zoom Webinar

NOTE: As the state was still in a declared state of emergency for COVID-19 under [Proclamation 20-05](#), agencies had the option to conduct remote meetings, or to limit in-person, under this revision to the law. In an effort to encourage our community to continue to view and participate in Advisory Body Meetings, we request that you contact the Advisory Body Staff liaison for more information regarding meeting access.

1. CALL TO ORDER

Chair Schilling called the Burien Airport Committee meeting to order at 6:01 p.m.

2. ROLL CALL

- a) Members Present:
Deputy Mayor Kevin Schilling, Chair
Mayor Sofia Aragon
Jeff Harbaugh
Holly Mouser-Guerra
Karen Veloria
Steve Wydick
City Attorney Garmon Newsom II, Interim Ex-Officio

It was noted that Savannah Sly could not attend and Councilmember Matta arrived late.

3. APPROVE MINUTES

- a) **Minutes** of the May 19, 2022, Burien Airport Committee Meeting.

There were no questions on the minutes, but no formal motion or approval occurred. A follow up will be added to the July agenda.

4. BUSINESS AGENDA

- a) **Climate Action Plan Updates:**

This item was tabled to next meeting.

b) **Follow-up on Port partnerships and inclusion of climate initiatives in the SAMP that relate to Burien's Climate Action Plan:**

Dave Kaplan, Port of Seattle, provided information on initiative the Port is undertaking that could work in conjunction with Burien's Climate Action Plan.

c) **StART (SEA Stakeholder Advisory Round Table) Activities:**

Interim Ex-Officio Newsom, provided a report on the StART activities. Committee discussion ensued.

d) **Federal Legislative Updates:**

No updates to provide for this meeting.

5. PUBLIC COMMENT

- a) No public comment.

6. ADJOURNMENT

- a) The next Burien Airport Committee meeting is scheduled for Tuesday, July 19, 2022, at 6:00 p.m. via Zoom webinar.

It was moved by Committee Member Jeff Harbaugh, seconded by Committee Member Veloria, to adjourn the meeting at 6:40 p.m. Motion passed unanimously.

Nathan Hawthorne, Staff Liaison, Recorder



September XX, 2022

The Honorable Patty Murray
United States Senate

The Honorable Maria Cantwell
United States Senate

The Honorable Adam Smith
United States House of Representatives

The Honorable Pramila Jayapal
United States House of Representatives

The Honorable Rick Larsen
United States House of Representatives

The Honorable Marilyn Strickland
United States House of Representatives

Dear Senator Murray, Senator Cantwell, Representative Smith, Representative Jayapal, Representative Larsen, and Representative Strickland,

On behalf of the Port of Seattle and the six cities surrounding Seattle-Tacoma International Airport (SEA), we are pleased to write to share our aircraft noise and emissions policy priorities for inclusion in next year’s Federal Aviation Administration (FAA) Reauthorization legislation.

Prior to the COVID-19 pandemic, SEA was not only the 8th busiest airport in the country in terms of passenger volumes, but also one of the fastest growing – increasing from 31 million passengers in 2010 to almost 52 million passengers in 2019. This growth – and the associated number of operations and overflights in near-airport communities – has elevated aircraft noise and air emissions as one of the highest community priorities for the Port and the cities of SeaTac, Burien, Des Moines, Normandy Park, Tukwila, and Federal Way.

The Port and these six cities work closely together to identify new mitigations and abatements for aircraft noise and emissions in our community; in fact, we have jointly created the SEA Stakeholder Advisory Round Table (StART) to provide a forum for collaborative efforts on this front. We are proud that this partnership has resulted in specific changes which have reduced late night noise, as well as reduced use of the 3rd runway (closest to the local neighborhoods) for late night landings.

There is only so much we can do on our own, however; the Port is extremely limited in its ability to directly impact these issues, and so we need federal partnership to provide new tools, new authorities, new resources, new approaches and new FAA engagement that can make a tangible difference. To that end, StART has been able to develop a significant list of jointly supported federal policies that we believe will move us toward this vision. The 2023 FAA Reauthorization is the best vehicle for us to make progress in implementing these priorities.

As you begin conversations regarding the development of the 2023 legislation, we ask that you work to include the following seven (7) aircraft noise and emissions policies in the final bill:

I. Reducing the impact of overflight noise on near-airport communities: The Port has received an increasing number of complaints from local residents over the last decade regarding overflight noise. In addition to the work of StART to identify voluntary FAA and airline measures to reduce noise, the Port has also doubled down on implementation of its noise program – insulating not only homes and schools but also now apartments, condominiums, and places of worship. Yet, there are additional ways that the federal government can be helpful on this front:

- 1) *Secondary insulation for "failed" packages:* Over the past 40 years, the Port has installed noise packages in approximately 9,500 homes. However, current FAA policy restricts airports from using federal funds to upgrade or repair noise insulation other than in those homes that received packages pre-1993. We believe strongly that homes located with the airport's current FAA-recognized noise contours that meet broader criteria for "failed" insulation should be eligible for secondary investments – particularly those homes where the warranty has expired, or the product manufacturer is out-of-business and therefore unavailable to honor warranties.
- 2) *Aviation Noise and Emissions Mitigation Act:* The Port and the airport cities share a belief that the U.S. Environmental Protection Agency (EPA) can play a productive role in addressing community concerns about aircraft noise and emissions. While the FAA is excellent at maintaining the safety and efficiency of the national airspace system, the EPA's core mission around protecting human health and the environment makes them a natural partner in such efforts. US Representative Adam Smith's legislation would support the collection of data and then fund initiatives to mitigate aircraft noise and emissions. These new tools could make a significant difference, particularly in terms of environmental justice.
- 3) *Deadline for action on FAA Neighborhood Environmental Survey:* In April 2020, the FAA released its report¹ – as required by Sections 173 and 188 of the 2018 FAA Reauthorization – evaluating alternative metrics to the current 65db day-night level (DNL) standard. The conclusion of that report was that "DNL is the recommended metric and should continue to be used as the primary metric for aircraft noise exposure."

However, in March 2021, the FAA released the results of their Neighborhood Environmental Survey (NES)², which found that noise annoyance extends far beyond the current FAA noise contour. In response to the public comment period following the release of the NES, the Port and the airport cities submitted a joint letter stating that "years of additional research to make policy decisions seems both unnecessary and detrimental" and that "[a]t the very least, the FAA should be very clear as to what it considers to be the current gaps in knowledge that prevent immediate policy decisions, and the timeline for completing additional information gathering and analysis before policymaking can be conducted."

The Port and the airport cities are very aware that any potential changes to the current 65 DNL metric – whether a lower decibel level and/or additional or alternative metrics – come with significant costs and tradeoffs, not the least of which being new eligibility for billions of

¹ https://www.faa.gov/about/plans_reports/congress/media/Day-Night-Average-Sound-Levels-COMPLETED-report-w-letters.pdf

² https://www.faa.gov/regulations_policies/policy_guidance/noise/survey

dollars of new investments in noise insulation for homes and buildings outside the current noise contour. Yet, without a clear timeline and deadline for whether and how FAA may act on the results of the NES, airports and communities are stuck in a frustrating limbo of uncertainty. We also believe that FAA could use a wider range of input on this challenging and complicated topic.

To that end, we propose two policies for inclusion in the 2023 FAA Reauthorization:

- *Creation of an Aircraft Noise Advisory Committee (ANAC)*: Congress should direct the FAA to convene – within 60 days of passage – an aircraft noise advisory committee to evaluate existing research on aircraft noise impacts and annoyance; the costs and benefits of a wide variety of noise metrics; and other factors related to this topic. The ANAC should consist of representatives from key federal agencies such as EPA and the National Aeronautics and Space Administration (NASA), airports, airlines, aerospace manufacturers, and community groups from airport cities. Within one year of creation, the ANAC should submit its recommendations on the question of whether and how current aircraft noise policy should change.
- *Deadline for action on ANAC recommendations*: Congress should set a statutory deadline six months after the submission of the ANAC recommendations. During that period, FAA should consult with Congress on the recommendations, conduct a public comment period to solicit stakeholder input, and then make a final determination on next steps.

II. Reducing aircraft emissions: Ensuring continued progress on reducing aircraft emissions of carbon and other air particulates is key to not only preventing the worst impacts of climate change but also protecting human health. A transition to sustainable aviation fuels (SAF) represents the most tangible, near-term opportunity to achieve these goals; SAF not only reduces carbon emissions from aircraft, but also a wide range of additional air emissions including ultra-fine particulates (UFPs). Spurring the development and implementation of SAF must be a top priority for the 2023 FAA Reauthorization.

- 4) *SAF incentives and investments*: The House-passed Build Back Better Act contained two key policies that would make a substantive difference in SAF implementation – a SAF Blender's Tax Credit and a SAF infrastructure grant program. The former would help create price parity between SAF and traditional Jet A fuels, while the latter would help ensure the necessary construction investments to refine, blend and transport the fuels; for example, SEA could benefit from such funding to invest in additional fuel storage facilities or last mile pipeline infrastructure. We urge consideration of both policies in the 2023 FAA Reauthorization.
- 5) *Environmental Mitigation Pilot Program*: Section 190 of the 2018 FAA Reauthorization directed the creation of this fund, which was implemented as a one-time competitive grant opportunity in 2021. While SEA's application for funding through this program was not successful, we support the permanent authorization of this program at \$6 million per year, because of its potential to support innovative technology solutions to reduce aircraft noise and emissions issues.
- 6) *Protecting Airport Communities from Particle Emissions Act*: While most of the above-listed Port-Cities priorities are actions rather than studies, we understand that additional research

at the federal level is necessary to lay the groundwork for future decisions around UFPs from aircraft engines. We strongly support US Representative Adam Smith’s legislation, which would bring more federal attention and engagement on the sources, characteristics, dispersion, and potential health effects of UFPs.

III. Addressing regional airport capacity needs: The Port and the airport cities have all publicly recognized that the Puget Sound region needs additional airport capacity beyond SEA, which is why we have endorsed the Washington State Department of Transportation’s Commercial Aviation Coordinating Commission (CACC) siting process. The CACC’s mission to identify a new regional airport and/or expansion of other, smaller airports in the region will not only ensure that our economy can serve future air travel demand, but also that overflights will not be fully concentrated around SEA. However, while the CACC is tasked with identifying where future regional air travel capacity should be located, there is no current funding or implementation plan once their work is complete. The federal government can support this process by:

- 7) *Ensuring FAA support for new regional airport capacity:* We would like to see policy language in the FAA Reauthorization legislation that accomplishes three goals: 1) streamlines FAA regulatory review and agency collaboration with cities and states in high air travel demand regions looking to invest in new airport capacity; 2) dedicates funding for new airport capacity in high demand regions; and 3) provides additional FAA guidance on necessary steps to implement any final decisions from the CACC. While we do not know a specific timeline or strategy for regional airport capacity growth, it is essential to take the steps now that will smooth the path to meeting regional air travel demand over the coming decades.

Thank you again for the opportunity to share our FAA Reauthorization aircraft noise and emissions priorities, and we look forward to working with you over the next year to ensure that these policies are signed into law. We deeply appreciate all that you do for the Port and our communities, and please do not hesitate to contact us if we can provide any additional details.

Yours truly,

Commissioner Ryan Calkins
 President
 Port of Seattle Commission

Mayor Jim Ferrell
 City of Federal Way

Mayor Allan Ekberg
 City of Tukwila

Carl Cole
 City Manager
 City of SeaTac

Carolyn Hope
Interim City Manager
City of Burien

Michael Matthias
City Manager
City of Des Moines

Amy Arrington
City Manager
City of Normandy Park

Lance Lyttle
Aviation Managing Director
Seattle-Tacoma International Airport

DRAFT