StART
2021 Annual Report
SEA Stakeholder Round Table

Item No: 11 a_attach_5
Meeting Date: March 22, 2022

Seattle-Tacoma International Airport
2021 StART Members

Burien
Diana Smith
Jeff Harbaugh
Brian Wilson
Garmon Newsom II (Alt)

Des Moines
Bob Leonard
Peter Philips
Michael Matthias
Susan Cezar (Alt)

Federal Way
Dave Berger
Chris Hall
Bill Vadino
Steve McNey (Alt)

Aviation Noise Working Group
Arlyn Purcell
Bill Vadino
Bob Leonard
Brian Wilson
Carl Cole
Chris Hall
Christopher Schaffer
Colin Rice
Dave Berger
Eric Zimmerman
Amy Arrington
Erica Post
Jeff Harbaugh
Jennifer Kester
Justin Biassou
Lance Lyttle
Lynae Craig
Marco Milanese
Amy Arrington
Michael Matthias
Robert Akhtar
Scott Ingham
Scott Kennedy
Stan Shepherd
Steven Osterdahl
Susan Cezar
Tim Toerber
Tom Fagerstrom
Vince Mestre

Federal Policy Working Group
Alex Stone
Amy Arrington
Anthony Hemstad
Arlyn Purcell
Bill Vadino
Brian Wilson
Chris Hall
Dave Berger
Diana Smith
Eric Schinfeld
Erica Post
Jeff Harbaugh
Justin Biassou
Kyle Moore
Lance Lyttle
Marielle Trumbauer
Megan Utzem
Michael Matthias
Robert Akhtar
Tommy Bauer

Normandy Park
Eric Zimmerman
David Lashley
Amy Arrington
Mark Hoppen
Chief Dan Yourkoski (Alt)

SeaTac
Tejvir Basra
Robert Akhtar
Carl Cole
Kyle Moore (Alt)

Tukwila
Erica Post
Tod Bookless
Brandon Miles
Laurel Humphrey (Alt)

Alaska
Scott Kennedy
Randy Fiertz (Alt)

Delta
Scott Ingham (Alt)
Tony Gonchar

Air Cargo
Shan Hoel

FAA (non-members)
Justin Biassou
David Suomi

Port of Seattle
Lance Lyttle
Arlyn Purcell (Alt)
Eric Schinfeld
Marco Milanese

Facilitation Team
Brian Scott
Dori Krupanics
Welcome & Summary
Committed to Collaboration in 2022

I am pleased to present this report on SEA Stakeholder Round Table’s (StART’s) 2021 activities on behalf of the city government officials, community representatives, Port staff, and airline representatives who make this collaboration successful.

This report features a Summary of 2021 Activities (pgs. 4-7). Topics include a renewed culture of trust and collaboration, a new Steering Committee, pandemic and recovery, impact studies, and the Sustainable Airport Master Plan (SAMP) process, as well as summaries of the topics explored by the Federal Policy and Aviation Noise Working Groups. An overview of each StART and Working Group meeting agenda is also included (pgs. 8-9).

I want to especially recognize the 12 community representatives who each volunteered dozens of hours to learning, sharing knowledge, and advocating for the needs and desires of their neighbors and communities. Together, all of StART’s members, presenters, and observers, including the Federal Aviation Administration (FAA), make this forum a powerful force for greater understanding and collaboration between SEA and the communities that surround the airport.

I was delighted to see everyone come back to the (virtual) table in 2021 after some challenges in earlier years. The new Steering Committee (composed of city representatives, Alaska Airlines, the FAA, and Port staff) played a key role in setting StART agendas and administering our new operating procedures. This new approach allowed procedural issues of concern to be arbitrated through collaborative dialogue, which expanded everyone’s sense of trust.

I also want to call out the Port’s Marco Milanese, Eric Schinfeld, Arlyn Purcell, Stan Shepherd, Tom Fagerstrom, and Clare Gallagher who worked tirelessly to coordinate meetings, organize presenters, prepare information, and follow-up on requests. Their spirit of community service is a credit to the Port of Seattle.

I am proud of StART’s accomplishments in 2021 and look forward to an even more productive 2022.

In Community,

Lance Lyttle
SEA Airport Managing Director

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2021 StART Activity Summary

For the SEA Stakeholder Advisory Round Table, 2021 was a year of renewal, group learning, and trust building.

StART provides Highline Forum-member cities, airline representatives, the Federal Aviation Administration (FAA) and the Port with a forum for meaningful and collaborative public dialogue; informing airport-related decision-making; raising public knowledge about airport operations and impacts; and a focus on practical ways to reduce the impact of the airport on Highline Forum-member cities. The intent is to foster a spirit of good will, respect, and openness while encouraging candid discussion between the Port and all StART members.

In its first three years, StART had many successes but also challenges with communication, cooperation, and trust. StART members addressed these issues head-on and approached 2021 as a new beginning with everyone committed to a spirit of collaboration. The following are highlights from the year. More detail is available on the Port’s website (https://www.portseattle.org/page/StART_Partners) and in the StART meeting minutes.

(Meeting dates are included for reference)

Renewed Culture of Trust & Cooperation

The strongest feature of StART in 2021 was a renewed culture of trust and cooperation. Each of the StART member cities and the Port of Seattle agreed to an amended set of Operating Procedures that strengthen behavior expectations for StART membership, clarify the role of the facilitator, and establish a Steering Committee. The Steering Committee serves to guide implementation of the Operating Procedures, develop StART agendas, and troubleshoot any issues that arise. Brian Douglas Scott of BDS Planning & Urban Design also took over facilitation duties for StART, as well as Working Group, and Steering Committee meetings. These changes have helped build a spirit of collaboration on common objectives among the StART participants.
Steering Committee
The StART Steering Committee is made up of the SEA Managing Director, the designated executive representative of each StART member city, and an airline representative. The FAA also attends Steering Committee meetings. The group meets about a month before each StART meeting to set the upcoming agenda, outline topics for future meetings, and manage implementation of the Operating Procedures. During 2021, the Steering Committee addressed two substantial issues regarding StART membership. The group decided that community representatives whose circumstances change and make them no longer a resident, business, or property owner in their respective communities are allowed to finish their StART term representing that city but are ineligible for reappointment at the end of their term. The Steering Committee also reviewed the criteria for communities eligible for StART membership and decided to continue limiting membership to the six Highline Forum cities that immediately surround SEA.

Pandemic & Recovery
A major theme of Working Group and StART meetings during 2021 was passenger traffic at the airport. Traffic levels started slow but began growing early in the year and grew much more rapidly later in the year as pandemic impacts receded and passengers became more comfortable with air travel. Another key feature of airport traffic was the dramatic growth of air cargo, which continued growing steadily throughout the year.

Impact Studies
The Working Groups and full StART also gave considerable attention to several studies related to the impacts of commercial air traffic. Studies reviewed included:

- Federal Aviation Administration Neighborhood Environmental Survey (February 24th)
- Seattle-King County Public Health: Health Impacts of Aviation Study (June 23rd)
- FAA and Boston University Aviation Emissions Research within the Vicinity of Airports (August 25th)
- HMMH Ground Noise Study (October 27th & December 8th)

Sustainable Airport Master Plan (SAMP) Process
Another theme of StART meetings in 2021 is the upcoming environmental review for the Sustainable Airport Master Plan Near-Term Projects (SAMP NTP). StART members see the SAMP process as an opportunity to share formal input regarding their concerns about airport operations, aircraft impacts on their communities, and the potential for future growth in flights and passenger volumes. Of particular interest are the timeline for the SAMP NTP environmental review and opportunities and timing for public input.
**Federal Policy**

The Federal Policy Working Group focused its energy on updating and implementing the shared Federal Policy Agenda that was developed in collaboration between the Port and the six cities. These policy priorities identify new resources, new flexibilities, and new policies that can address community concerns related to aircraft noise and emissions. 2021 saw a number of significant opportunities for progress, ranging from a joint comment letter in response to the FAA’s release of its “noise annoyance survey” to passage of the bipartisan infrastructure bill that included several airport and community provisions. A good example of positive momentum was the FAA’s formal recognition that homes with noise insulation installed before 1993 are eligible for upgrades with additional federal funding; the Federal Policy Working Group continues to work toward approval for secondary insulation for homes insulated pre-2001. The Working Group also held virtual “fly-ins” with U.S. Representative Pramila Jayapal (7th District) and U.S. Representative Adam Smith (9th District), each of whom represents a portion of the cities surrounding SEA. Looking forward, the Working Group plans to continue advocating for implementation of its priorities through FY23 appropriations and the 2023 FAA Reauthorization legislation.

**Aviation Noise**

The Aviation Noise Working Group, as part of its Aviation Near-term Noise Action Agenda, explored and discussed several issues related to aviation noise, including late night noise, how noise comments and complaints are captured, third runway usage, runway glideslopes, airfield ground noise, and rolling takeoffs. The group received quarterly reports on the Port of Seattle’s Late Night Noise Limitation Program, including a tally of late night noise exceedances by each airline and by type of aircraft. It is notable that late night cargo flights represent a majority of these exceedances and that nearly all exceedances are by older model aircraft since newer planes are typically quieter. The group also reviewed quarterly summaries of noise comments and complaints received by the Port, including where those complaints originate, with a strong majority from Vashon Island. The group also discussed reports on runway usage, with particular attention to the western-most runway (or “3rd Runway”), during the late night hours.

One well-received accomplishment for StART in 2021 was EVA Air, in response to the Late Night Noise Limitation Program, replacing their older and noisier aircraft with a newer and quieter Boeing 787 for their nightly late night flight between Seattle and Taipei. By doing this, they went from 85 noise exceedances in the third quarter of 2019 (the highest of all carriers in that quarter) to zero exceedances in the third quarter of 2021.
Guest Presenters at StART and Working Groups

- Donald Scata, Noise Division Manager, FAA & Sean Doyle, Senior Aviation Noise Policy & Research Specialist, FAA
- John Heimlich, VP and Chief Economist, Airlines for America
- Dr. Kris Johnson, Senior Social Research Scientist, Seattle/King County Public Health
- Dr. Elena Austin, Assistant Professor, UW School of Public Health
- Kevin Welsh, Executive Director, FAA Office of Environment and Energy & Dr. Jonathan Levy and Dr. Kevin Lane, Boston University
- U.S. Representative Adam Smith
- Annie Russo, Senior Vice President of Government and Political Affairs, Airports Council International – North America
- Amanda Wyma-Bradley, Legislative Assistant, Office of U.S. Representative Adam Smith
- Vince Mestre, Noise Consultant
- Gene Reindel, Vice President, & Mariano Sarrate, Consultant

Port of Seattle Personnel

- Michael Drollinger, Business Intelligence Director
- Clare Gallagher, Capital Project Delivery Director
- Tom Hooper, Manager of Aviation Planning
- Arlyn Purcell, Aviation Environmental Services Director
- Tim Toerber, Airline Resource and Scheduling Manager
- Colin Rice, Airfield/Airspace Planner
- Stan Shepherd, Airport Noise Programs Manager
- Tom Fagerstrom, Airport Noise Programs Coordinator
# 2021 StART Meetings

<table>
<thead>
<tr>
<th>February 24</th>
<th>April 28</th>
<th>June 23</th>
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| - StART’s Revised Operating Procedures  
- Neighborhood Environmental Survey Results  
- Federal Policy Working Group Update  
- Aviation Noise Working Group Update  
- Public Comment | - U.S. Airlines: Road to Recovery  
- SEA Aviation Forecast  
- Noise Insulation Program Overview  
- Federal Policy Working Group Update  
- Aviation Noise Working Group Update  
- Public Comment | - Seattle-King County Public Health: Health Impacts of Aviation Study  
- SAMP Public Process  
- Federal Policy Working Group Update  
- Aviation Noise Working Group Update  
- Public Comment |

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<th>August 25</th>
<th>October 27</th>
<th>December 8</th>
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| - Aviation Emissions Research within the Vicinity of Airports Update  
- SAMP Primer & Public Process Schedule  
- Federal Policy Working Group Update  
- Aviation Noise Working Group Update  
- Public Comment | - Aviation Legislation  
- Federal Update  
- Ground Noise Study Progress Report  
- SAMP Update  
- Federal Policy Working Group Update  
- Aviation Noise Working Group Update  
- Public Comment | - School Resilience to Air Pollution Study  
- Infrastructure Investment & Job Act Briefing  
- SAMP Update  
- Public Comment |
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<tr>
<th>Date</th>
<th>Federal Policy</th>
<th>Aviation Noise</th>
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<tbody>
<tr>
<td>February 1</td>
<td>• Biden Administration and Congressional Progress and Priorities Update</td>
<td>• StART's New Operating Procedures</td>
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<td>• Congressional Meetings: Opportunities for improvement</td>
<td>• Aviation Near-term Noise Action Agenda Update</td>
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<td>• Policy Updates</td>
<td>• Aircraft Fleet Changes at SEA</td>
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<td>• Airport Improvement Program Eligibility</td>
<td>• FAA Noise Annoyance Survey Results</td>
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<td>• Expansion of Sound Insulation</td>
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<td>• Letter to FAA: Request for Input on Research Activities to Inform Aircraft</td>
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<td>• Noise Policy</td>
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<td>• Appropriation Process/Member-Directed Spending Updates</td>
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<td>• Next Virtual Fly-in Meetings</td>
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<td>April 5</td>
<td>• Potential Aircraft Noise and Emissions Policy Opportunities for 2021</td>
<td>• 34R Glideslope Adjustment Progress to Date</td>
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<td>• Policy Updates</td>
<td>• Aviation Near-term Noise Action Agenda Update</td>
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<td>• New Federal Policy Agenda Items</td>
<td>• Temporary Noise Monitoring: Update &amp; Next Steps</td>
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<td>• EPA Grant Program</td>
<td>• Noise Abatement Departure Profiles Study Recap</td>
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<td>• American Jobs Plan Update</td>
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<td>• The Sustainable Skies Act</td>
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<td>• Congressional earmarks</td>
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<td>• Upcoming Emission Rule by EPA</td>
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<td>• FAA Environmental Program Grants</td>
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<td>• Prepare for FAA Presentation at the next StART Meeting</td>
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<td>June 7</td>
<td>• New Federal Policy Agenda Items</td>
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<td>August 2</td>
<td>• Federal Policy Update</td>
<td>• Aviation Near-term Noise Action Agenda Update</td>
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<td>• Community Feedback &amp; Working Group Decision on New Federal Policy Agenda</td>
<td>• 34R Glideslope Adjustment Progress to Date</td>
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<td>• Prepare for FAA Presentation at the next StART Meeting</td>
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<td>October 18</td>
<td>• Federal Policy Updates:</td>
<td>• Late Night Noise Limitation Program: Enhanced Outreach</td>
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<td>• Infrastructure Bill</td>
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<td>• Build Back Better Act</td>
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<td>• Vaccine Policies</td>
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<td>• Federal Funding &amp; Federal Debt Ceiling</td>
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<td>• 2023 FAA Reauthorization</td>
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Photo Captions

Previous Page:
Upper Left: Aircraft noise monitor locations
Upper Right: Noise footprint of a take-off role in south flow
Middle: Airborne particles and the respiratory system
Bottom: Aircraft noise diagram

This page:
Top: Aircraft noise monitoring equipment
Middle: Residential noise insulation program
Bottom: Air cargo operations