

StART FACILITATOR'S MEETING SUMMARY

December 9, 2020

5:00 pm – 7:00 pm Video Conference

Participant	Interest Represented		Participant	Interest Represented	
Eric Zimmerman	Normandy Park	X	Scott Kennedy	Alaska Airlines	X
Mark Hoppen	Normandy Park	X	Matt Shelby (Alt)	Alaska Airlines	-
Jennifer Ferrer-Santa Ines (Alt)	Normandy Park	-	Tony Gonchar	Delta Air Lines	-
Carl Cole	SeaTac	X	Scott Ingham (Alt)	Delta Air Lines	X
Kyle Moore (Alt)	SeaTac	-	Shan Hoel	Air Cargo	-
Robert Akhtar	SeaTac	-	Justin Biassou	FAA	X
Tejvir Basra	SeaTac	X	Lance Lyttle	Port of Seattle	X
Michael Matthias	Des Moines	-	Arlyn Purcell	Port of Seattle	X
Brandon Miles	Tukwila	-	Marco Milanese	Port of Seattle	X
Erica Post	Tukwila	-	Eric Schinfeld	Port of Seattle	X
Tod Bookless	Tukwila	X	Tom Fagerstrom	Port of Seattle	X
Bill Vadino	Federal Way	X	Stan Shepherd	Port of Seattle	X
Dave Berger	Federal Way	X			
Chris Hall	Federal Way	X			
Brian Wilson	Burien	X			

Additional Participants: Dave Suomi, FAA; Clare Gallagher, Port of Seattle; Dave Kaplan, Port of Seattle; Tim Toerber, Port of Seattle; Kelly Schimelfenig, Port of Seattle

Facilitator: Phyllis Shulman, Civic Alchemy

Note Taker: Amanda Murphy, Amanda Gray Consulting

Meeting Objectives

To provide an update of what was discussed at the December 7 StART Federal Policy Working Group. To begin identification of StART's 2021 priorities through reflection of what has been learned and what is needed to further StART's objectives.

Welcome

Lyttle welcomed participants and thanked everyone for all of their work over the year. He stated that this is the last meeting of the year. He expressed enthusiasm for discussing priorities for 2021 and getting a greater understanding for what is important now for StART members. He shared that the city representatives and he discussed updates to StART's Operating Procedures and the conversation went

well. Lyttle concluded his opening comments with an acknowledgment that the facilitator, Phyllis Shulman, will be concluding her engagement with StART and that this was her final meeting. He commented that facilitating StART has not been an easy task and how important it has been to have a neutral, skilled facilitator to guide meetings and the overall process. He expressed appreciation for Phyllis' contribution to StART's success and her guidance from the beginning and throughout the last three years.

Recap of Federal Policy Working Group

Eric Schinfeld, Federal Government Relations Manager

Schinfeld provided a briefing on the December 7 meeting of the StART Federal Policy Working Group (FPWG). Schinfeld and representatives from congressional offices provided insights and analysis on how the national election results may impact the work of StART. He explained that while aviation and airport noise is not a partisan issue, the areas of policy that Congress focuses on can look different depending on which party controls the House and Senate. Whether the Republicans retain the Senate or whether they do not changes the likelihood of passing major legislative packages. He emphasized that it is important to have realistic expectations and to consider smaller or practical pieces of legislation that can be moved forward. It is important to note that there are also Executive Orders and regulatory actions that may be possible, and those options are being analyzed. It will be important to focus on what tactics and strategies are best utilized to influence decisions. He also noted that although there may be opportunities to address some of the airport issues in an infrastructure bill, there are differences between Republicans and Democrats regarding funding.

Schinfeld also reviewed the European Union aviation industry's initiatives to connect aviation recovery with increasing environmental sustainability. He referenced a recently completed report written by the EU Aviation Roundtable. In their recommendations, they specifically addressed how to meet environmental goals with operational goals, seeing recovery as an opportunity to improve upon addressing environmental issues. This is an important model to consider as StART develops strategies. The following are links to the reports that Schinfeld discussed:

https://www.beuc.eu/publications/aviation_round_table_report_on_the_recovery_of_eu_aviation.pdf

<https://www.transportenvironment.org/publications/air-frances-bailout-climate-conditions-explained>

<https://www.transportenvironment.org/publications/austrian-airlines-bailout-climate-conditions-explained>

Schinfeld provided an update on the virtual Washington DC Fly-In that will include meetings between the six cities engaged with StART and Port with members of Congress, the FAA, and the US Department of Transportation. He noted that, so far, five of the six cities confirmed their interest in participating and are in the process of deciding who would like to participate. Each city is limited to three people. Dates are in process of being confirmed. The next step will be to put together joint talking points. Consideration is being given to having the congressional conversations in January and then meetings with the FAA and administration in February or March. An agenda and list of participants, once finalized, will be shared with local congressional staff. The agenda will be presented as a StART policy agenda. In addition, participants from the cities and Port will have an opportunity to discuss anything that is important to them.

2021 Priorities: StART Reflections

Phyllis Shulman, StART Facilitator

Shulman reviewed the purpose of the priorities discussion, that the responses to the priorities survey and discussion at this meeting is a starting point that assists in setting the direction for 2021 and for developing future agendas. She reminded members that it is not a voting exercise. The discussion was structured on a series of reflection questions to be answered by specific StART participants.

Question 1: How has your perspective changed from when you began your involvement in StART? (All respond)

Responses included:

Eric Zimmerman, Normandy Park Community Representative:

Commented that this has been a great learning opportunity and has been an invaluable process for our city and staff to engage in dialogue with the Port. It has been a faithful process and a great opportunity for identifying important issues. StART has taken action and changed our city's understanding as well as our communities perspective of what can and can't be done. The community can see that they are actually being heard through StART's accomplishments. Zimmerman stated that he doubted this effort, at first, but now sees that the Port does care about the communities. He now sees both the Port and airlines as partners and looks forward to continuing the work.

Brian Wilson, Burien City Representative:

Stated that one of the greatest challenges for airport communities is to balance airport growth with the impacts on communities. StART is helping to meet this challenge by having an eye towards the future by identifying partners and working together to try and meet this balance. It all comes down to relationships. Wilson reflected that while Burien has had some tough litigation, it is important to build the relationships and work together in StART to take action. He emphasized his gratitude and stated, on behalf of Burien, that this effort is important.

Scott Kennedy, Alaska Airlines Representative:

Thanked Shulman for all her work over the last three years. That work has been critical to StART's success. Kennedy stated that when he started this effort he was skeptical, but now sees the value. It has been a great learning opportunity and an opportunity to share the issues facing the airline, how we operate, and why. He expressed his appreciation for the openness and the commitment to making incremental changes and exploring what is possible.

Tejvir Basra, SeaTac Community Representative:

Stated agreement with previous comments. Noted that at the beginning of StART there was a lot of uncertainty. Together StART members did a good job gathering feedback from everyone, identifying key issues, and learning what was important to others. While things have been challenging and combative at times, he sees that we have moved forward and continue to do good work together.

Mark Hoppen, Normandy Park City Representative:

Commented that his greatest realization was that the Port is not a monolith, it is a community. Even during the time when cities wanted to withdraw from StART, there was still communication and we have identified what is needed to change StART and are now moving forward. He emphasized that the working groups have been very important and successful. They have been incrementally addressing the needs of communities and this is important. Hoppen also stated that the Federal Policy Working Group is very important and the Washington DC virtual fly-in meeting is a very positive step in the right direction.

Bill Vadino, Federal Way City Representative:

Stated that the relationship building, the fellowship, and the learning has been great. As we move into the new year, StART has our work cut out because we have to find real solutions to the challenges. He emphasized that the Federal Policy Working Group will provide a good opportunity to make some things actionable.

Question 2: Taking the long view, what realistic outcomes would you like for StART to contribute to?
(Cities respond)

Carl Cole, SeaTac City Representative:

Echoed what Vadino said. Commented that good progress has been made. The health and environmental work are most important and he expressed surprise for how much progress StART has made to date.

Eric Zimmerman, Normandy Park Community Representative:

Commented that he had feared that the Port would one day not see the value of keeping StART operating which thankfully, did not occur. Stated that it is slow moving work, but it is important to continue so we can strengthen relationships and work and learn together.

Question 3: What have you learned about the issues and needs of the cities? What else is important to know? (FAA, Airlines and Port staff respond)

Arlyn Purcell, Port of Seattle:

Commented that she was new at the Port when StART began. Stated that it has been great just learning about the cities and their concerns and needs. For example, she stated that she learned how important it is for the cities to be able to understand the accuracy of the Port's noise monitoring program. Due to all the cities' input there has been the realization that the noise program needs to be more upfront and transparent regarding the noise monitoring system. There will be more frequent reporting on this system.

Lance Lyttle, Port of Seattle:

Stated how the Port views things from different lenses and the assumptions made are different from the cities' perspectives. As an example, conversations in StART have clarified that ground noise is an issue. This was previously not even contemplated if it wasn't for the cities bringing it

to light. An assumption was also made that cities would not want to install temporary noise monitors due to COVID-19, but cities were interested with continuing. This emphasizes that the assumptions that are made by staff at the Port are not always correct. Lyttle commented that he has increased his understanding of the concerns related to the third runway, which was build prior to his time at SEA.

Scott Ingham, Delta Air Lines Representative:

Commented that he learned that there was a significant gap in trust between the cities and the Port and airline carriers. Over time he has seen trust being built. Ingham noted the importance of the Port and airline carriers engaging to learn about what is important for cities. He emphasized that in the next few years there will be opportunity to reduce aviation noise due to fleet changes in response to the impacts of COVID-19.

Justin Biassou, FAA:

Commented that relationships have been paramount to building the level of trust so that engagement and communication with each other can be increased. We are now utilizing each other as a resource and there is a commitment to working together. Biassou noted that he has interacted with a number of aviation roundtables this year and that StART is incredibly successful and has accomplished much. He appreciated the opportunity to work with Shulman and the great work she has done.

David Suomi, FAA:

Shared that he certainly now understands the commitment and the duty the FAA has to communities. FAA now has community engagement officers. He stated that Justin is a great community engagement officer who communicates information from StART to the FAA. Suomi stated that he has learned the importance of reaching out to communities early and often and that they are committed to doing so.

Question 4: What else is needed to further strengthen the working relationships among StART members? *(All respond)*

Marco Milanese, Port of Seattle:

Commented that there is more StART can do regarding learning together beyond meetings, for example utilizing field trips and on-the-ground learning when we can convene in person.

Lance Lyttle, Port of Seattle:

Stated that StART needs some more “wins” like the implementation and results of the Runway Use Agreement. He would like to see StART accomplish more of these types of practical solutions in addition to some policy wins. These accomplishments will reflect StART’s seriousness in getting things accomplished. The working groups have the opportunity to create these achievements.

Brian Wilson, Burien City Representative:

Commented on the need to be able to articulate and promote what StART has accomplished together. This serves to show how important working together and strengthening relationships is

and how actionable solutions can be identified through StART. One example of that is the reduction of noise in Burien due to the Runway Use Agreement. Communities have commented on how important this has been. Wilson suggested to focus on the future and what we can do together and not on the past.

Eric Zimmerman, Normandy Park Community Representative:

Stated agreement with Wilson that the Runway Use Agreement was a huge win. Shared that this accomplishment was emotionally important for his family because they live near the runway and noise at night has been significantly decreased. He appreciated that there have been things that StART is not able to accomplish or were unfeasible, but feels that the process of discernment is important. Zimmerman shared that he wants to continue to be a champion of the process and that Normandy Park is engaged and committed to represent the interests of the community in StART.

2021 StART Priorities: Development of Priorities

Phyllis Shulman, StART Facilitator

The development of priorities discussion began with a review of StART's accomplishments and the recommendations from the StART task force on community engagement. Shulman then reviewed the results of the priorities survey. During the discussion, members provided additional topics for consideration and comments. All comments will be provided to the StART Steering Committee who will utilize them to inform StART's 2021 agendas. Survey results (as of 12-10) are attached as Appendix B. A number of priorities from previous years have been addressed through StART's accomplishments. These include:

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

Priorities Discussion:

Discussion focused on sharing additional topics for priorities and comments related to topics already identified. Additional comments included:

Dave Berger, Federal Way Community Representative:

Inquired about an item listed under the Federal Policy Agenda regarding a study done by the GAO that may provide guidance regarding future policy.

Brian Wilson, Burien City Representative:

Noted that Burien provided comments that are stated at the end of the survey results. Stated that it is important to get some actionable items as a priority and not just items related to learning. Stated support for a lot of the items listed in the survey.

Eric Zimmerman, Normandy Park Community Representative:

Stated that there are all a lot of great topics listed in the survey. Zimmerman encouraged StART to utilize a feasibility metric for setting priority actions for next year so that StART can focus on impacting change. Requested that as potential actions emerge, the Port analyze and communicate the feasibility or lack of feasibility of those actions, so our time will be well spent.

Brian Wilson, Burien City Representative:

Commented that it would be helpful to discuss the connection between StART and the Highline Forum. He noted that mitigation is important to communities, so supporting initiatives and policies that mitigate impacts should be a priority for StART.

Tod Bookless, Tukwila Community Representative:

Commented that there are many important and valid concerns about noise and that a Working Group is focused on that. In addition to focusing on aviation noise, he encouraged StART to consider other issues, for example, economic development, thriving communities, and environmental issues. Bookless suggested that StART may want to add a working group or task force on environment, air quality, or economic development. Issues like charging stations or ground vehicles could be looked at.

Bill Vadino, Federal Way City Representative:

Recommended that StART increase its focus on economic development and environmental issues and ultrafine particle. He suggested that StART consider forming additional working groups to focus on those areas.

Dave Berger, Federal Way Community Representative:

Emphasized that what is most important is for StART to continue to build the trust of the communities. He encouraged the StART Steering Committee to look at priorities that would make a tangible, visual, and audible impact in the quality of life for communities being impacted. If there could be one or more tangible improvements for Federal Way, it would go a long way in building back both trust and seeing the Port as a credible entity. Berger noted that it is important to show that StART isn't just doing analysis, but is helping to make tangible improvements. It will be

difficult to demonstrate improvement in the near future because of the pandemic and the decreased level of flights, but when the number of flights increase, it will be important to demonstrate tangible improvements in noise reduction.

Chris Hall, Federal Way Community Representative:

Commented that it is important to move toward action items. He shared appreciation to the FAA scientists who attended StART and the discussion of ultra-fine particles. Hall shared the importance of identifying tangible action items now that can help to reduce impacts to communities as the airline industry recovers.

Public Comment

Compiled public comments are included as Appendix A.

Facilitator's Closing Comments

Phyllis Shulman, StART Facilitator

Shulman shared reflections based on her three years as the neutral facilitator for StART. She shared appreciation for the opportunity to help StART find constructive ways to address important issues. She acknowledged that there were some stressful and uncomfortable times, but that is to be expected when people who have a range of interests and who have historic conflict start to try to develop a more cooperative relationship. Shulman shared some overall observations of and guidance for StART:

- The importance of focusing more on relationship building and less on political dynamics including political stances, winning and losing, and political strategies and demands. A focus on strengthening relationships includes: engaging in authentic conversations, building respect, finding common interests (not positions), and truth telling. Building relationships often opens doors to unexpected outcomes.
- Minimize stereotyping and objectifying participants in StART including individuals who attend as part of the public. Shift from thinking of individuals involved as “the Port”, “the activist”, “the airlines”, “the FAA”, “the rabble rouser”...Acknowledge the humanity and most importantly the dignity of the people in the room. Practice putting oneself in the shoes of the others...what would it be like to do the job of the airport director, be a resident living under a flight path, be working for an airline, have the responsibility of ensuring safety for air travelers? She emphasized that the more individuals who participate in StART can break down barriers and find connection, the more possibilities emerge for common meeting interests.

Next Meeting: February 24, 2021, 5:00pm – 7:00pm via video conference

Appendix A Summary of Public Comments

Public Comment

Bernadine Lund, (Federal Way with Quiet Skies Puget Sound and volunteer with 350 Seattle Aviation Group) (oral comments):

- Stated that as of 2019 ,FAA reported 150,00 piston aircraft. She is not sure how many come into Seattle, but they still have leaded gasoline, which is harmful, especially to children. The FAA has shown that they are having trouble getting batteries to support alternative fuel sources for small planes so believes it is unrealistic to think we are close to being able to do this for big planes. Commented that a recent study has shown that air travel will be decreasing in the long term. She hopes that people will be decreasing air travel and using more sustainable travel options. This is the only way we can meet our climate goals for 2050.

Appendix B
StART Survey Compiled Results- Priorities 2021
(as of 12-10-20)

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), Tej Basra (STCR2)

Topic	Put an X by each item that you are <u>most</u> interested in discussing	Mark with an X your top 5 priorities
COMMUNITY ENGAGEMENT		STCR
Broaden community engagement and maximize the role of community representatives potentially including: <ul style="list-style-type: none"> ○ 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. 	<p>STCR2</p> <p>ST</p> <p>ST</p>	<p>ST</p> <p>ST</p>
AVIATION NOISE		DM; STCR
Understanding Day Night Average Sound Level (DNL) and Sound Exposure Level (SEL) <i>(see notes)</i>	DM; NP; B; STCR; STCR2	NP
Review of practices to reduce noise at other airports including internationally and comparison of those practices to SEA's efforts	DM; NP; B; ST; STCR	NP; CRNP
Pilot operational procedures that could reduce aircraft noise and air pollution	DM; NP; B; ST	
Airline fleet modernization/ environmental performance & funding incentives	DM; NP; ST	
Implementation of NextGen programs/procedures	DM; NP; ST; STCR2	
Propeller/turbo-prop flight paths <i>(see notes)</i>	NP; B; STCR2	NP; B
Ground Noise Analysis <i>(see notes)</i>	NP; B; ST; NPCR; STCR; STCR2	NPCR
Noise Abatement Departure Profile Study	DM; NP; ST	
Noise Program funding/grants <i>(see notes)</i>	DM; NP; B; ST; STCR	B; NPCR

AIR QUALITY/HEALTH IMPACT	DM	DM; STCR
Further phases of University of Washington (UW) ultra-fine particle (UFP) Study	NP; B; ST; STCR2	ST; TCR; NPCR; STCR2
Regional air quality overview	NP; STCR2	TCR
Port air quality programs	NP; STCR; STCR2	TCR
International green aviation standards		TCR
Sustainable aviation fuels & other alternative energies	B	TCR
FUTURE OF AVIATION/MOBILITY		STCR
Washington State Air Cargo Movement Study <i>(see notes)</i>	DM; NP; B; STCR2	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; STCR2	NPCR; STCR2
Paine Field	NP; STCR2	
Airline recovery strategies and implementation	STCR2	
Community principles and priorities to be shared with airlines, FAA and Port during the recovery	DM; NP; ST; STCR; STCR2	STCR2
FEDERAL POLICY		STCR
Implementation of key FAA Reauthorization provisions, including <ul style="list-style-type: none"> ○ 65 DNL evaluation and alternative metrics ○ Overflight noise/human health study 	DM; NP; B; ST; STCR	NP; B
Legislation that furthers Port-cities priorities: <ul style="list-style-type: none"> ○ Air Traffic Noise and Pollution Expert Consensus Act ○ Protecting Airport Communities from Particle Emissions Act ○ Secondary Insulation for "Failed" Packages 	DM; NP; B; ST; STCR; STCR2	DM; NP; B; ST; STCR2
Updated guidance on key studies: <ul style="list-style-type: none"> ○ WHO Europe Study ○ GAO Study of Community Noise Impacts 	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"> ○ 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 	DM; B; STCR; ST; STCR2	DM; STCR2

ADDITIONAL TOPICS ADDED:	
Late Night Noise Limitation Program	DM
<ul style="list-style-type: none"> • Community Engagement and dissemination of information through media • Aviation Noise Abatement Success and Failures • Need for secondary noise abatement program, and noise abatement program to include commercial/residential buildings • Training/education on Aviation Noise provided for Community Reps • Participation/discussion with other major airport committees to understand broader perspective of aviation noise issues and resolutions 	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"> • Review of 65 DNL evaluation and alternative metrics • 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 	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

<p>There should be substantial steps on the impacts of noise and emissions that have results.</p> <p>--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.</p> <p>--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.</p> <p>--The Port should have a larger role in the Ultrafine particle follow-on studies, including financial participation.</p> <p>--Concerns from cities that suspended involvement from StART should be discussed including updates to the operating procedures.</p> <p>--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.</p> <p>-- 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.</p>	<p>FW</p> <p>FW</p>
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NOTES FROM BURIEN:

TOPIC:	COMMENTS:
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