

StART

MEETING SUMMARY

AUGUST 27, 2025; 5:00 PM – 7:00 PM

VIA ZOOM VIDEOCONFERENCE

Meeting Objectives:

- An update on Washington State's Commercial Aviation Work Group's (CAWG) efforts and finalizing StART's 2025/26 priorities

I. Facilitator Welcome, Meeting Management, Introductions, Opening Comments

Andrés Mantilla, Facilitator, Uncommon Bridges; Arif Ghouse, StART Chair/Interim SEA Managing Director, Port of Seattle (POS)

- Andrés introduced the agenda and ground rules for meeting participation
- Arif Ghouse, interim SEA Airport Managing Director commented on the CAWG and his role as a member. He thanked Ann Richart for joining the meeting.

II. Commercial Aviation Work Group (CAWG)

Ann Richart, Aviation Director, WSDOT

- Explained the delays in getting CAWG off the ground: change of governors; terms that had expired before the work had begun due to staggered term end dates; only 13 of the 19 slots appointed.
 - Nineteen voting members; 11 non-voting members. Voting members must invite non-voting members to join; 8 slots are filled
 - Ann reminded the group that although WSDOT is responsible for administering the Work Group and reporting on its findings, it is an independent work group created by the State Legislature
 - Had to develop a charter and operating procedures
- The enacting Legislation directs WSDOT to hire a consultant, but that contractor is accountable primarily to the work group, not the agency. *Question: What type of oversight does the governor or the legislature have?* The Governor independently appoints individual members; the legislature passed a bill enumerating specific groups that must be represented and dictates ongoing funding for the work group's continued operations as part of the State budgeting process. Legislation passed in 2023 created the CAWG. The enacted 2025 operating budget made several changes supported by StART. Legislature has four seats on the CAWG
- Meetings so far: July 2024; March 2025; September 17, 2025, is the next meeting
- Hiring a consultant

- Work Group has developed its own scope of work for the consultant
- Proposals are due September 5 – primarily to serve as the facilitator, provide the literature review and additional requested briefings on the following:
 - Washington State legal issues – Attorney General’s office cannot provide legal advice to the group because they are independent
 - Advanced air mobility/ Sustainable aviation
 - Regional air service – smaller communities that use SEA for connections
 - Multi-modal transportation planning
 - Create a task list and budget
- *Comment: Very disappointed in the time this has taken to get off the ground. We were close to a solution with the previous group. Where do we go from here? Ann believes that the group is motivated and there will be progress. All meetings have a public comment period and StART members can share thoughts with the CAWG directly.*
- *Comment: Frustration from the City of Des Moines. Past efforts have not been successful, and their residents are not hopeful for any future solution. It is difficult to know how the work group will affect surrounding communities. Des Moines residents want mitigation of SEA’s impacts, another airport does not help. StART should focus on what’s happening here today.*
- *Question: Can we influence this process in any way that makes any difference to the cities around the airport? Previous efforts to identify airport sites chose potential locations without having any advocates for that location. Communities that want to sponsor a new airport should be able to make a case for the economic benefit it would bring. Looking to have a city or county step forward and ask for the airport rather than being told they must accept a new airport; make this an opportunity for someone to step up.*
- *Question: do you have any optimism of anything positive coming out of this effort? We need to do something to change the rate of growth at SEA. Does StART have any influence with the group? Ann is optimistic and we have opportunities. A new airport doesn’t have to be the only solution. Looking at other alternatives is important. Portland and Vancouver can be options to take some of the traffic. Olympia and those living south may already be driving to PDX.*
- *Question: SEA will continue to grow; do we as StART have a chance to impact the CAWG? Definitely should be interaction between StART and the CAWG. StART should consider how they want to share their concerns and recommendations with the CAWG.*
- *Comment: Unlikely that a community will step up until the negative effects on near-airport cities are addressed. Burien believes that the Port is lobbying against the needs of near-airport cities. How will the CAWG address the negative aspects of hosting an airport? City of Yakima is interested in having the new airport if there’s an efficient way to get folks there. Snohomish County has added Seattle into the name of Paine Field. Another representative said residents see pros and cons to being next to the airport.*

III. Finalize Strategic Priorities, Andrés Mantilla, Uncommon Bridges

- In April and the following meetings, members discussed what can we prioritize in this space and where we can work together on shared action. Already received good feedback from the Steering Committee. We are doing one more round of feedback from the StART membership; would like to get to agreement to move forward on adopting the shared priorities.
- There were a lot of issues everyone cares about; prioritize areas where StART could address the most pressing challenges while also understanding that there are parameters about what we can do.
- Three areas of strategic priorities:
 - Reducing noise impacts
 - Impact of FAA DNL decision
 - State legislation: pollution and environment
 - Sound insulation
 - Share Action from Steering Committee
 - Presentation from FAA on go-arounds
 - SAMP understanding
 - Spending more time to understand and digest how the Port's sound insulation program and repair and replacement pilot programs are implemented
 - FAA on-line flight procedures portal – suggested flight patterns or routes around SEA
 - *Comment: Biggest impact we've had is the voluntary Late Night Noise Limitation Program to get airlines to use quieter planes.*
 - *Comment: Over decades, we've been trying to fix packages that have failed but haven't succeeded. It seems futile to try to continue doing something that isn't working. Would like to see a new program like what is done around San Francisco Airport.*
 - *Comment: Agreement with what was said above. It's a local issue and needs a local solution. Tying it to the FAA is not working.*
 - Environmental Justice – aviation fuel, fine particulates
 - More conversations and investments in air quality
 - Building out an information hub that can show the progress on outcomes and deliverables and make information available to the public
 - *Comment: Air quality is a critical issue (monitor and study); need to reliably know the health impacts*
 - *Comment: Partner with the UW and make sure UW programs are integrated into our work and continue to be funded.*
 - *Comment: SAF we have that as a priority but not sure we can impact it. What can we do in StART to influence it? Not sure it should be a priority.*

- Airport Capacity
 - Continue to understand SAMP
 - Get involved in the CAWG
 - Tune into Paine Field process
 - *Question: Alaska moving some flights to PDX, can the airport communities in Portland stop them from doing that? Response - If you take federal money, airports have to let airlines use airports.*
 - *Comment: We are just one of many airport city coalitions and so hard to affect change in Washington, DC. If the Port and communities agree, let's set up a national coalition of StART and StART-like groups to have a bigger impact in Washington, DC.*
- This information will go back to the Steering Committee to be finalized. Email any additions you may have to Cheryl to be included.

IV. Policy Working Group Activities

Eric Schinfeld, Federal Relations Manager, POS & John Flanagan, State Government Relations Manager, POS

- Updated versions of the draft legislative agendas will be sent out before the next Policy Working Group meeting.
- Appreciated the comments about working nationally with other airport communities to jointly advocate on federal policy issues and how to build bigger coalitions. Port is very interested in this idea and we will take it up at the next policy working group meeting. Larger coalitions at both the federal and state levels would be helpful.
- Federal agenda: trying to get our final two priorities enacted into law and ensure that our other priorities are implemented and timelines are met (e.g., FAA deadline to review DNL). While this is a different political climate, we can still achieve success.
- *Question: If the FAA doesn't meet the timeline for the DNL review, what happens? At the least, Members of Congress who support the provisions will have to raise their concerns. Congress has some ability to exert pressure if deadlines are not met.*
- CAWG – Concerns about whether StART has a legislative role there. We did have success in re-establishing provisions vetoed by Governor Inslee related to the CAWG's scope of work, re-establishing reporting requirements, and assigning hard deadlines to the work group's deliverables. We also lobbied for updates to the legislation to include language requiring the CAWG to study and provide recommendations on possible incentives for airport communities.
- Air quality – Call out ongoing work being done at UW.
- High speed rail – Specifically mentioned and support for the work happening at the state level.
- *Comment: Advocate for House Bill 5626. Issue because Port lobbied against it last session.*

Would like to see support for the bill included in the state legislative priorities. This will be discussed at the October Policy Working Group meeting.

V. Aviation Noise Working Group Activities

Tom Fagerstrom, Noise Programs Manager, POS

- What was covered at the August 11th meeting:
 - Tom and Paris covered the Late Night Noise Limitation Program's 2nd quarter results, Third Runway use to date, the latest monthly averages for aircraft go-arounds and June's totals for noise comments/complaints.
 - A sound insulation update was also provided which included the current work involving single-family homes, places of worship and apartments.
 - The Port's Sound Insulation Repair and Replacement Pilot Program was also covered; 262 homes met the eligibility requirements for acoustical testing and 132 of the 262 applied to participate in the acoustic testing. Interior acoustic testing is ongoing and expected to be complete in the fall. Report is available to review [here](#).
 - The bulk of the meeting was dedicated to the Part 150 Study and the work of the Study's Technical Review Committee (TRC) including the latest involving the submittal of the Draft Noise Exposure Map (NEM) Report to the FAA, the plan to meet with the local jurisdictions to discuss current and future land-use within the 65 DNL, the kick-off the Noise Compatibility Program (NCP) phase of the study where a host of measures to limit aircraft noise exposure on the surrounding communities are explored and the overall public schedule. Tom also shared the dates and locations for Part 150 Study's upcoming public workshops this fall. Information is located at [SEA Part 150](#).
 - The Part 150 Study consultants and the FAA had a meeting with Vashon Island residents to discuss possible noise analysis work to be conducted in conjunction with the Study.
- *Question: Only a few homes are taking advantage of the packages, do homeowners still have to sign away any legal claims?* Requirements remain the same. Port staff described the extensive outreach the Port does to reach those possibly eligible for the program.
- *Question: Can you confirm that you use different types of outreach?* Postcards, letters, multiple languages, door to door when construction is being done on the block. Biggest factor is whether the home was recently purchased. New homeowners are more inclined to apply.
- *Question: Was there an FAA representative with you when you met with Vashon?* No, this was by design. Wanted them to meet with Port staff and ESA to listen to concerns and gather more data.

VI. SAMP

Clare Gallagher, Capital Project Delivery Director, POS

Work remains on schedule for FAA's publication of NEPA final determination. Final date not confirmed but they expect to publish the Environmental Assessment during the timeframe of 9/22-10/31. In advance of the release, Port staff is planning to brief the Port Commission at a public session (9/23, 10/14 or 10/28). Port will confirm which meeting as soon as they know. Publication will start the FAA's 60-day public appeal period. Port's Environmental Impact Study for SEPA on schedule to publish in Q1 of 2026.

VII. Public Comment

- Brian Davis – Vice Chair of the Burien Airport Committee. City leadership has determined the Sound Insulation Repair and Replacement Program is not viable and this will be communicated to the Port Commission. Testing is only for acoustics and does not consider other types of failures. Only five have qualified. State funding seems unlikely. Many homes are now outside the zone and no longer eligible. The Port should fund a new program through its property tax levy like San Francisco Airport does. Three million dollars a year will go a long way.
- David Goebel – President of Vashon Fair Skies. Thank you for setting up the meeting. Surprised more cities are not included in efforts. Vashon has no man-made noise until now. Shattered the entire natural environment. Not been allowed to be represented on StART. Do something about the webinar panelist mode. Go back to in person or hybrid meetings so meetings are not so opaque.

VIII. Wrap Up/Next Steps

- Next Meeting is on October 22, 2025 – 5:00 PM – 7:00 PM

MEMBERS	INTEREST REPRESENTED	PRESENT
ADOLFO BAILON	BURIEN - CITY	✓
ALETA BEST	FAA (EX OFFICIO)	-
ALETHIA MILLER	ALASKA AIRLINES	✓
AMY ARRINGTON	NORMANDY PARK - CITY	✓
ARIF GHOUSE	PORT OF SEATTLE - CHAIR	✓
BILL VADINO	FEDERAL WAY – CITY	✓
BRANDON MILES	TUKWILA - CITY	-
BRYAN TOMICH	NORMANDY PARK – COMMUNITY REPRESENTATIVE	✓
GARMON NEWSOM II	BURIEN – CITY (ALT)	-
JEFF HARBAUGH	BURIEN – COMMUNITY REPRESENTATIVE	✓
JENNIFER REDDING	FAA	✓
JOE DUSENBURY	DES MOINES – COMMUNITY REPRESENTATIVE	✓
JOSEPH BERT	FAA	✓
JONATHAN YOUNG	SEATAC – CITY	✓
JULIE LE	SEATAC – COMMUNITY REPRESENTATIVE	-
JENNIFER MARTIN	AIR CARGO REPRESENTATIVE, CFI FORWARDERS	-
KAREN VELORIA	BURIEN – COMMUNITY REPRESENTATIVE	✓
KATHLEEN WILSON	TUKWILA – COMMUNITY REPRESENTATIVE	✓
KATHERINE CAFFREY	DES MOINES - CITY	-
LAUREL HUMPHREY	TUKWILA – CITY (ALT)	-

MICHAEL BRUGATO	FEDERAL WAY – COMMUNITY REPRESENTATIVE	-
MOIRA BRADSHAW	NORMANDY PARK – COMMUNITY REPRESENTATIVE	✓
PETER SCHILLING	TUKWILA – COMMUNITY REPRESENTATIVE	✓
REBECCA DEMING	DES MOINES – CITY (ALT)	-
ROGER KADEG	SEATAC – COMMUNITY REPRESENTATIVE	✓
SARAH COX	PORT OF SEATTLE – CHAIR (ALT)	✓
SCOTT INGHAM	DELTA AIR LINES (ALT)	✓
SCOTT KENNEDY	ALASKA AIRLINES	-
RESOURCES		
PARIS EDWARDS	PORT OF SEATTLE	✓
STEVE VITNER	PORT OF SEATTLE	✓
MARCO MILANESE	PORT OF SEATTLE	✓
JULIE KINZIE	PORT OF SEATTLE	✓
PRESENTERS		
JOHN FLANAGAN	PORT OF SEATTLE	✓
TOM FAGERSTROM	PORT OF SEATTLE	✓
ERIC SCHINFELD	PORT OF SEATTLE	✓
ANN RICHART	DIRECTOR AVIATION, SDOT	✓
CLARE GALLAGHER	PORT OF SEATTLE	✓
CONSULTANTS		
ANDRÉS MANTILLA	UNCOMMON BRIDGES	✓
CHERYL SWAB	UNCOMMON BRIDGES	✓
VINCE MESTRE	CONSULTANT	-
PUBLIC COMMENT		
BRIAN DAVIS	BURIEN AIRPORT COMMITTEE	✓
DAVID GOEBEL	VASHON FAIR SKIES	✓
AUDIENCE		
ASHLEY ZAYED		✓
ANGELA CHEUNG		✓
DAWSON FRANK		✓
LAURA SCHLADATZKY		✓
RYA BUTTERFIELD	FAA	✓
SUZETTE MOORE		✓
SKY LARON	FAA	✓
ZACK SHIELDS	SEATAC	✓
DAVE KAPLAN	PORT OF SEATTLE	✓
JC HARRIS		✓
ANTHONY HEMSTAD	CITY OF DES MOINES/HEMSTAD CONSULTING	✓

NEXT MEETING: OCTOBER 22, 2025 - 5:00 PM - 7:00 PM

LOCATION: ZOOM WEBINAR