

# StART

## MEETING SUMMARY

OCTOBER 22, 2025; 5:00 PM – 7:00 PM

VIA ZOOM VIDEOCONFERENCE

### Meeting Objectives:

- A review of the FAA's Record of Decision for the Sustainable Airport Master Plan's Near-Term Projects and the latest regarding the Part 150 Noise Study and StART's working groups.

### 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 and announced the following: *the FAA intended to present on 10/22 on the agency's Instrument Flight Procedures Request Process. But due to the government shutdown, FAA presenters are unavailable, so the presentation has been postponed to a later StART meeting.*
- Arif Ghouse, Interim SEA Airport Managing Director, started with an opening statement on the parameters around the questions that will be answered today by he, Sarah and Clare regarding the SAMP environmental review.

### II. Sustainable Airport Master Plan Near-Term Projects Update

Arif Ghouse, and Sarah Cox, Aviation Environment & Sustainability Director, POS

Arif and Sarah provided a similar presentation to what was given at the public 10/8 webinar. Arif set the context for why we need the Sustainable Airport Master Plan (SAMP), and Sarah walked through the environmental review.

- FAA completed its federal environmental review through the National Environmental Policy Act, or NEPA. They released their Final Environmental Assessment and Finding of No Significant Impact (FONSI) Record of Decision on September 26, which found that the 31 SAMP Near Term Projects would not have a significant environmental impact, once all the required mitigation has been done.
- The NEPA environmental review is only one step in the process; the Port will now take the lead on conducting an environmental review using the State Environmental Policy Act, or SEPA.
- In the year 2010, SEA Airport served approximately 31 million annual passengers. In the year 2019, SEA served around 52 million passengers.
  - There are several reasons for this significant increase, but the most tangible one is the economic and population growth of the Puget Sound region.

- Planning
  - 31 projects are proposed, which include a second, stand-alone terminal processor with 19 additional gates.
- Environmental Review
  - The 31 projects were evaluated for potential impacts related to air quality, biological resources, land use, historical resources, hazardous materials, and more.
  - FAA is the lead on the NEPA process, with the Port as the Project Sponsor.
  - For the SEPA process, the Port will be the Lead Agency.
  - SAMP NTP priorities:
    - Accommodate 56 million annual passengers at an optimal level of service
    - Accommodate projected cargo demand
    - Ensure airfield infrastructure meets FAA airport design standards
    - Enhance the efficiency of the overall taxiway layout
    - Meet projected fuel storage demand, including space for Sustainable Aviation Fuels
  - The Draft NEPA EA was released by the FAA on October 21, 2024. Surface transportation was the only resource category that identified significant impacts that would require mitigation.
  - The release of the Draft Environmental Assessment initiated the public comment period. The FAA extended the public comment period twice.
  - In the Final Environmental Assessment, there were changes in three areas. Climate, environmental justice, and cumulative impacts were removed because of regulatory changes by the Trump Administration.
  - *Question: Because of some Trump administration changes, the categories they were stricken and not considered in the final? Correct. The analysis and information is still available in the draft NEPA EA.*
  - *Question: Ultrafine particles are not included in the analysis. Why? FAA's decision. Not a requirement under the FAA's NEPA framework.*
  - *Question: Is there an opportunity to push back on some of these issues important to our communities? Also, frustration that the Port is not pushing back harder on these issues. Under NEPA, FAA removed these categories. Under SEPA, over which the Port does have control, they will be included.*
  - *Question: Do you have to accept airport traffic? Yes, Port cannot deny an airlines' request to add flights.*
  - *Question: What happens when we exceed capacity? Service levels will be reduced.*
  - *Question: Are airlines going to push service to Portland and other locations when capacity is exceeded? The airlines may make strategic decisions to move certain flights.*
  - *Question: Does this process include air and water quality criteria? Yes*
  - *Question: FAA and Port both produce environmental documents, which will be the controlling document? Both have different actions and mitigations; Port is required to*

comply with NEPA and SEPA.

- *Question: Is there a way to address the ultrafine particles issue?* Regulatory processes may change; if the Department of Ecology requires standards, Port will implement that outside this process.
- Of the 18 conditions, 16 are conditions that are already common practices at SEA.
- Surface Transportation requirements (impacts were identified and will be mitigated when the first project is initiated).
  - Intersection improvements or support to 26 intersections. This is ~\$40 million dollars in improvements required within the community.
- FAA's NEPA findings are one step in a longer process. Individuals have 60 days from 9/26 to appeal the Final EA and FONSI ROD.
- In the meantime, the Port has begun the additional analyses as part of the SEPA process, with a goal to open public comment on a SEPA Draft EIS in late Quarter 1, 2026.
- *Question: What are some of the other factors that will help determine if projects move forward that are not related to environmental impacts?* Capital projects criteria is also applied to these projects (e.g., budget, operations, etc.).
- *Question: How will the Port incorporate the equity analysis and equity checklists into the work proposed in the SAMP?* Both are within scoping.
- *Comment: Port can choose to go above and beyond the SEPA standard; hoping the Port will exceed requirements.*
- *Question: Did the NEPA consider relocating cargo services?* No, since a large percentage of cargo goes through the belly of passenger planes. *Question: Who pays for the mitigation projects?* The Airport pays for those projects; not tax levy funding.
- *Question: Has anyone appealed the NEPA finding?* Port is not aware of any filings to date.

### III. Part 150 Noise Study, Tom Fagerstrom, Noise Programs Manager, POS

- Port staff and consultants recently completed public workshops for the Noise Exposure Maps phase of the Part 150 Noise Study.
- Three were in-person, and the fourth on 10/15 was virtual. At the workshops, the draft 2022 Noise Exposure Map (existing conditions) and the draft 2032 Noise Exposure Map (future conditions) were displayed along with all the inputs that went into their development.
- Using the 65 DNL noise metric, the 2032 map defines the area the FAA considers as impacted by aircraft noise and signifies where efforts to reduce noise exposure need to be concentrated. All land uses within the 2032 65 DNL contour were categorized and described at the workshops.
- The maps will be sent to the FAA for approval and the next phase of study, the Noise Compatibility Program phase, launches.

- Attendees at the workshops were urged to share their noise reduction ideas so they can be evaluated as part of that next phase of work.
- Port and consultants have met with staff from local cities to discuss the noise exposure maps and what it means for current and future land uses within each of the jurisdictions.
- Still accepting comments; submit through <https://www.portseattle.org/page/sea-part-150-noise-study>

#### IV. Policy Working Group Activities

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

- The federal government shut down on October 1; not expected to end any time soon.
- The Policy Working Group meeting was spent reviewing StART's proposed State Policy Priorities for the upcoming 2026 session and StART's Federal Policy Priorities for 2026.
- Key themes of the shared Federal Policy Priorities include implementing key pieces of the 2024 FAA Reauthorization Act which include an ultrafine particles study and a deadline for action and a stakeholder engagement process for the FAA's Noise Policy Review.
- Members also discussed including additional language in the agenda about pursuing other alternative fuels besides Sustainable Aviation Fuels.
- *Question: funding the FAA environmental mitigation program. If we support this, does this preclude the Port from doing their own program?* No, it does not.
- The shared State Policy Priorities include a focus on expanding funding options for noise insulation, enhancing air quality, identifying additional airport capacity in the region, and decarbonizing ground transportation.
- The members also discussed plans and dates for their visits to Olympia and to DC in 2026 to advocate for StART's priorities.
- *Comment: speaking for Burien, would like to see SB 5652 back on this agenda.*
- *Comment: not sure the City of Burien will be prepared to sign on unless other items are included.*
- *Comment: Must be legislators that can provide leadership on the state's Commercial Aviation Working Group (CAWG). Legislators cannot easily be added to the membership. But happy to work with legislators on the issue.*
- Copies of both sets of policy priority drafts were shared with the StART membership in advance.

#### V. Aviation Noise Working Group Activities

Marco Milanese, Community Engagement Manager, POS

- Summarized the October 13<sup>th</sup> Aviation Noise Working Group meeting.
- Late Night Noise Limitation Program's 3<sup>rd</sup> quarter numbers were provided including information on the StART letter in development congratulating China Airlines for using the 777 in place of the 747 for all cargo operations and the plan for the Port to meet with

FedEx regarding their late-night noise exceedances.

- Third Runway late-night use to date, monthly averages for aircraft go-arounds and the August and September totals for noise comments/complaints were also shared.
- Based upon a request from the members, Tom Fagerstrom led a conversation on expanding the hours of the Late-Night Noise Limitation Program and presented data on how hypothetical expanded hours (11 PM to 6 AM as opposed to 12 AM to 5 AM) would change the program. Even with the added two hours, those with the most exceedances still were, by a large amount, the cargo carriers.
- Ryan McMullan gave a high-level overview of the Port's ongoing sound insulation efforts – the current insulation program, a preview of what the future program could look like post-Part 150, and the Repair and Replacement Pilot Program.
- *Question: Go-arounds are something that happen for safety reasons. Is there still value in reporting the numbers at meetings? We could make a change, or the numbers could be included elsewhere.*

#### VI. SEA Managing Director Hiring Process

Marco Milanese, POS

- On 10/7 all StART members were sent an email on how they could provide their thoughts on what attributes they'd like the next Managing Director to possess.
- Feedback is being reviewed. Hopefully, the role will be filled in the next few months.
- *Question: how many have applied? Marco did not have that information.*

#### VII. Public Comment

- Two people signed up but did not attend the meeting.

#### VIII. Wrap Up/Next Steps

- Next Meeting is on December 17, 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	✓
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	-
<b>RESOURCES</b>		
PARIS EDWARDS	PORT OF SEATTLE	✓
RYAN MCMULLAN	PORT OF SEATTLE	✓
CLARE GALLAGHER	PORT OF SEATTLE	✓
STEVE VITNER	PORT OF SEATTLE	✓
<b>PRESENTERS</b>		
JOHN FLANAGAN	PORT OF SEATTLE	✓
TOM FAGERSTROM	PORT OF SEATTLE	✓
ERIC SCHINFELD	PORT OF SEATTLE	✓
MARCO MILANESE	PORT OF SEATTLE	✓
<b>CONSULTANTS</b>		
ANDRÉS MANTILLA	UNCOMMON BRIDGES	✓
CHERYL SWAB	UNCOMMON BRIDGES	✓
VINCE MESTRE	CONSULTANT	-
<b>PUBLIC COMMENT</b>		
<b>AUDIENCE</b>		
JEFFREY BOGEN		✓
LAURA HOLTUS		✓
JC HARRIS		✓
ROB MILLAR		✓
MAKI DALZELL	FAA	✓
MICHAEL WORKMAN		✓
ZACK SHIELDS	CITY OF SEATAC	✓
DAWSON FRANK	PAINE FIELD	✓
ANTHONY HEMSTAD	CITY OF DES MOINES/HEMSTAD CONSULTING	✓

NEXT MEETING: DECEMBER 17, 2025 - 5:00 PM - 7:00 PM

LOCATION: ZOOM WEBINAR