

StART

MEETING SUMMARY

FEBRUARY 25, 2026; 5:00 PM – 7:00 PM

VIA ZOOM VIDEOCONFERENCE

Meeting Objectives:

- An overview of SEA's growth projections and its capacity considerations. The latest on the Sustainable Airport Master Plan Near-Term Project's environmental review.

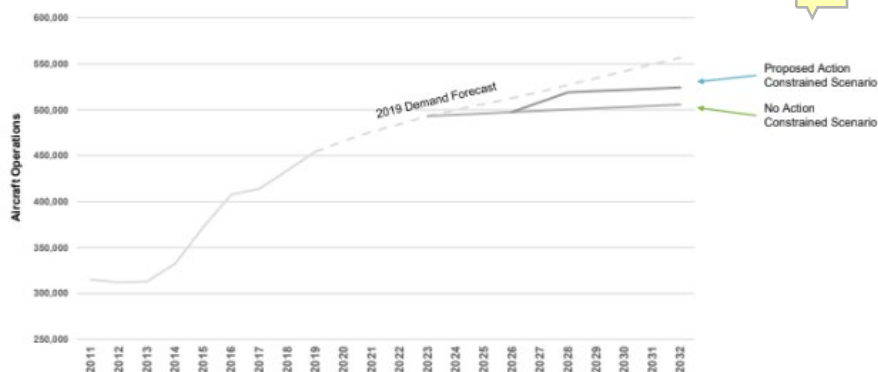
- I. Facilitator Welcome, Meeting Management, Introductions, Opening Comments
Andrés Mantilla, Facilitator, Uncommon Bridges; Wendy Reiter, Airport Managing Director, Port of Seattle (POS)
 - Introduced Jack Dovey - New Federal Way StART Representative
 - Introduced Will Booth - New SeaTac StART Representative
 - Introduced Julia Martinez - Uncommon Bridges Project Associate assisting with notetaking

- II. SEA Airport Growth Projections
Presentation by Steve Rybolt, Environmental Program Manager, POS & Rob Adams, President, Landrum & Brown
 - Airport Planning Process
 - Identify Passenger Demand for the Airport
 - Forecasting
 - Passengers
 - Aircraft operations
 - Automobiles
 - Identify Limitations/Constraints to Meeting Forecasted Demand
 - Physical
 - Operational
 - Level-of-Service (LOS)
 - Develop Alternatives to Overcome Constraints
 - Evaluate Alternatives
 - Feasibility
 - Costs
 - Other impacts
 - Develop Recommendations
 - Challenges to Aviation Forecasting
 - Dynamic Nature of Aviation
 - Airline Bankruptcy/Consolidation
 - Aircraft Manufacturing
 - Cargo/E-Commerce
 - Consistent Elements
 - Passenger demand for air travel has proven to be extremely resilient

- Approach to Long Term Forecasts
 - Passenger Activity Levels (PALs) versus Year-Based Predictions
 - PALs Used as Triggers for Action
- Unconstrained Forecast
 - Projection of pure demand
 - Does not consider the airport limitations
- Identifying Constraints/Limitations
 - Physical Constraints
 - Example: No Federal Immigration Service = no international flights
 - Operational Constraints
 - Example: Runways too close together = less capacity for flights
 - Level-of-Service (LOS)
 - Example: Small gates hold rooms = queuing into the common hallways
- Constrained Operating Growth Scenario
 - Simulation/Capacity Modeling Predicts Operational and LOS Constraints
 - Reality of Airport Capacity is Nuanced
 - Three US airports have regulatory caps on aircraft activity (LGA, JFK, DCA)
 - Without regulatory caps, even the most congested airports continue to see growth
 - Sustainable Airport Master Plan Near-Term Projects Environmental Review Forecast
 - SAMP Demand Forecasts and Constrained Scenarios

	Type	2027		2032	
		Aircraft Operations	Passengers (millions)	Aircraft Operations	Passengers (millions)
SAMP Demand Forecast (2015)	Unconstrained	477,000	56.0	527,000	63.0
SAMP Updated Demand Forecast (2019)	Unconstrained	520,000	61.1	557,400	70.9
No Action (w/o projects) scenario	Constrained	467,000	58.1	506,000	60.7
Proposed Action (w/projects) scenario	Constrained	508,000	59.2	524,000	63.1

- Environmental Review Analysis Based on Constrained Growth Scenarios



- Questions/Comments from Presentation:
 - Passenger Demands - how is this information collected and who determines the priorities?

- Forecasting in general - is there any communication with the actual airport cities?
- Small gate hold rooms (queuing into the common hallways) is a common issue at the airport -- it is rare to not have this issue at an airport.
- How would SEA's growth impact the surrounding communities particularly with regards to flight paths?
- What is the likelihood of airplanes landing and remaining idle on taxiway adjacent areas to wait for a gate to become available?
- Are the cargo flights (i.e., no passengers) taken into consideration when it comes to Constrained vs Unconstrained growth projections; or are these flights sent to Boeing or Paine Fields?
- I have not been able to identify any benefits to Burien from additional growth.
- In a future presentation, could we discuss difference between capacity and constraint, how it relates to model inputs and results, and options SEA has to respond?

III. Sustainable Airport Master Plan Near-Term Projects Update

Sarah Cox, Aviation Environment & Sustainability Director, POS

- Working on the SEPA EIS, targeting a Q2 release of the draft.
- Will provide a 30-day advance notification of the release of the draft.
- Anticipating the issuance of the final determination in Q4 of 2026.
- The date of the final determination will be based on the extent of the type and number of comments received.
- Will refine it as we move forward through the environmental process, similar to NEPA.

IV. Policy Working Group Activities

John Flanagan, State Government Relations Manager, POS

- Secondary noise packages repair and replacement federal legislation was passed into law. This allows the FAA to run a pilot at up to two airports to do secondary noise insulation, which we've been pushing for a long time.
- The next step will be implementation, for which we're still waiting for news from the FAA.
- Canceled the StART Day we had in Olympia this year, mainly due to low attendance.
- Still planning a StART Day down in Olympia next year.
- Senate Bill 5652, which was Senator Orwall's legislation, did not pass.
- The state is in long-term noncompliance with FAA regulations regarding the use of the aviation fuel tax collected at the state level.
- Federal law requires the money to be dedicated to aviation purposes, which is not happening according to the FAA.
- We have been in conversations with the Senate Transportation Chair, the Senate budget chair, and some other folks about how to fit language into one of the transportation revenue bills to secure State-level funding for noise mitigation.

V. Aviation Noise Working Group Activities

Marco Milanese, Community Engagement Manager, POS

- The Aviation Noise Working Group met this month, back on February 9th.

- Covered the late-night noise limitation program and its fourth-quarter numbers.
- SEA had more exceedances during that quarter than in previous quarters.
- Good news on late night 3rd runway.
- In 2025, the average per late night was 4.3 landings.
- Through February 4th of this year, averaging 2.3 landings per night.
- December had a high number of go-arounds, with a daily average of 5.7. That was primarily due to some really bad weather and windy days in December.
- January, just the opposite. averaged 2.3 go-arounds per day.
- Noise comments in December- 7,283 total comments, from 161 distinct households.
- The top communities for providing noise comments and complaints were Vashon, Des Moines, and Seattle.
- Reviewed our late-night noise limitation program and investigated what expansion would look like if an extra hour was added: 11 pm to 12 am.
- The current program is from 12 am to 5 am.
- We found that the 11 pm to 12 am time slot is busy at SEA and includes many more departures than arrivals and very few cargo flights and wide-body flights.
- The working group members discussed and concluded that it is difficult to expand into that hour.
- Working group members requested the Port to look at the 5 am to 6 am time slot and do the same hypothetical analysis.
- Seeing, at most, maybe 2 to 3 westerly turns over Burien with propeller-type aircraft, and those are primarily now just FedEx and Air Canada flights.
- With the Horizon retirement of turboprops, it's not happening much anymore.
- Ended with a sound insulation update regarding single-family homes, places of worship, and apartments. Also touched on the ongoing acoustic testing and insulation work underway as part of the sound installation repair, and replacement pilot program.

VI. Public Comment

- 4 people signed up. 1 was not present to speak.
- David Goebel:
 - David Goebel is President of Vashon Fair Skies.
 - I was disappointed that during the SAMP update, staff didn't provide an update on the pending litigation.
 - A complaint was filed with the Ninth Circuit.
 - Believes it has a real possibility for relief.
 - Seattle has pointless flights arriving low and level for dozens of miles.
 - Believes these are things that could be easily rectified with the Ninth Circuit.
- Charles Fitzgerald:
 - Charles Fitzgerald is a retired aviation illustrator and high school art teacher, and is trying to get involved with the airport's art collection.
 - Believes it is one of the best in the country.
 - Would like to be involved or volunteer in some way but has not received a response.
- Lynda Wong:
 - Lynda reviewed the StART annual report.

- There is still no visible relief, no clear reduction in late night noise, no obvious decrease in pollution, and no concrete improvements that they can point to at home or at school.
- From a community perspective, this looks like a lot of process and positioning without measurable outcomes.
- Requests that over the next year, StART set and report on a small number of specific time-bound commitments that residents can feel in their daily lives.
- Suggestions would be how airport decisions will reduce, not just redistribute, harms for communities nearest the airport.
- Plain language summaries of airport growth impacts by city, a table linking SAMP projects to specific mitigations, maybe even a short list of policy or noise actions with timelines.
- In Burien, they're already being pushed out of housing and rezoned towards industrial and commercial uses because of airport proximity, noise, and pollution.
- Asking that the Port recognize these land use consequences as part of airport impacts and come back with specific strategies developed with cities and communities to prevent airport-driven rezonings from forcing more people out of their homes.

VII. Wrap Up/Next Steps

VIII. Adjourn

Andrés Mantilla, Facilitator, Uncommon Bridges

- TENTATIVE NEXT MEETING: APRIL 29 - 5:00 - 7:00 PM VIA ZOOM

MEMBERS	INTEREST REPRESENTED	PRESENT
ADOLFO BAILON	BURIEN - CITY	X
ALETA BEST	FAA (EX OFFICIO)	
ALETHIA MILLER	ALASKA AIRLINES	X
AMY ARRINGTON	NORMANDY PARK - CITY	X
BARTON DELACY	DES MOINES – COMMUNITY REPRESENTATIVE	X
BILL VADINO	FEDERAL WAY – CITY	X
BRANDON MILES	TUKWILA - CITY	
BRYAN TOMICH	NORMANDY PARK – COMMUNITY REPRESENTATIVE	X
JACK DOVEY	FEDERAL WAY- COMMUNITY REPRESENTATIVE	X
JEFF HARBAUGH	BURIEN – COMMUNITY REPRESENTATIVE	X
JENNIFER REDDING	FAA	
JEREMY HAMMAR	NORMANDY PARK – CITY (ALT)	X
JOE DUSENBURY	DES MOINES – COMMUNITY REPRESENTATIVE	X
JOSEPH BERT	FAA (EX OFFICIO)	
JONATHAN YOUNG	SEATAC – CITY	
KAREN VELORIA	BURIEN – COMMUNITY REPRESENTATIVE	X
KATHLEEN WILSON	TUKWILA – COMMUNITY REPRESENTATIVE	
KATHERINE CAFFREY	DES MOINES - CITY	X
LAUREL HUMPHREY	TUKWILA – CITY (ALT)	
MICHAEL BRUGATO	FEDERAL WAY – COMMUNITY REPRESENTATIVE	X
MOIRA BRADSHAW	NORMANDY PARK – COMMUNITY REPRESENTATIVE	
PETER SCHILLING	TUKWILA – COMMUNITY REPRESENTATIVE	

REBECCA DEMING	DES MOINES – CITY (ALT)	
ROGER KADEG	SEATAC – COMMUNITY REPRESENTATIVE	X
SARAH COX	PORT OF SEATTLE – CHAIR (ALT)	X
SCOTT INGHAM	DELTA AIR LINES (ALT)	
SCOTT KENNEDY	ALASKA AIRLINES	
WENDY REITER	PORT OF SEATTLE – CHAIR	X
WILL BOOTH	SEATAC – COMMUNITY REPRESENTATIVE	X
RESOURCES		
PARIS EDWARDS	PORT OF SEATTLE	X
RYAN McMULLAN	PORT OF SEATTLE	
STEVE VITTNER	PORT OF SEATTLE	
JOHN FLANAGAN	PORT OF SEATTLE	X
PRESENTERS		
MARCO MILANESE	PORT OF SEATTLE	X
STEVE RYBOLT	PORT OF SEATTLE	X
ROB ADAMS	LANDRUM & BROWN	X
CONSULTANTS		
ANDRÉS MANTILLA	UNCOMMON BRIDGES	X
JULIA MARTINEZ	UNCOMMON BRIDGES	X
VINCE MESTRE	CONSULTANT	
PUBLIC COMMENT		
DAVID GOEBEL		X
LYNDA WONG		X
CHARLES FITZGERALD		X
AUDIENCE		
RYA BUTTERFIELD	FAA	X
SKY LARON	FAA	X
CLARE GALLAGHER	PORT OF SEATTLE	X
DAVE KAPLAN	PORT OF SEATTLE	X
KALENA GLOVER	DELTA AIRLINES	X