



**COMMISSION
AGENDA MEMORANDUM**

Item No. 11b

BRIEFING ITEM

Date of Meeting May 27, 2025

DATE: May 9, 2025

TO: Stephen P. Metruck, Executive Director

FROM: Sarah Cox, Director of Aviation Environment & Sustainability
Marco Milanese, Senior Community Engagement Manager, External Relations
Eric Schinfeld, Senior Federal and International Government Relations Manager,
External Relations

SUBJECT: SEA Stakeholder Advisory Round Table (StART) Annual Report

EXECUTIVE SUMMARY

In 2018, the Port of Seattle launched the SEA Stakeholder Advisory Round Table (StART) in partnership with the Highline Forum-member cities and other representational entities with a goal of enhancing cooperation and tackling the issues of most relevance to Seattle-Tacoma International Airport’s (SEA’s) neighboring cities.

StART provides a dedicated forum intended specifically for discussing and tackling airport and aviation industry concerns from Highline Forum-member cities and their residents. With the Port, the FAA, the primary air carriers, and the airport’s neighboring cities all represented around the table, StART brings together all the relevant parties with a common purpose to share information, collaborate and achieve results.

StART’s major accomplishments are primarily the result of efforts initiated by its two working groups: the Aviation Noise Working Group and the Policy Working Group.

StART OVERVIEW

Cognizant of SEA Airport’s traffic and location within a dense residential and commercial area in the Puget Sound, the Port of Seattle is committed to building open relationships with the community and local cities that foster trust, accountability, and collaboration. An important component of that commitment was the creation of StART in early 2018.

The Port of Seattle developed StART to enhance cooperation between the Port and the Highline Forum-member cities of SeaTac, Burien, Des Moines, Normandy Park, Tukwila, and Federal Way. This voluntary, non-governing, advisory roundtable is convened by the Aviation Managing Director and was developed in partnership with the leadership from the Highline Forum-member cities and other representational entities. With Lance Lyttle’s departure, Arif Ghouse, the

Meeting Date: May 27, 2025

Interim Aviation Managing Director, will serve as chair of StART. Sarah Cox, the Director of Aviation Environment & Sustainability, continues to serve as the alternate chair of StART.

StART provides all parties with the opportunity to:

- Support meaningful and collaborative public dialogue and engagement on airport-related issues;
- Provide an opportunity for the Highline Forum-member cities to inform airport-related decision-making;
- Raise public knowledge about the airport and its operations; and
- Most significantly, focus on identifying and implementing practical solutions to address community concerns about aircraft operations and the airport.

Each of the neighboring cities designates three members to serve on StART (two community representatives and a city employee), who are joined by representatives from Alaska Airlines and Delta Air Lines, an air cargo representative, and Port staff. The Federal Aviation Administration (FAA) attends in an ex officio role to provide agency expertise.

Meetings in 2024 and 2025 were facilitated by Andres Mantilla from Uncommon Bridges with assistance from Cheryl Swab.

For the last several years, StART has empowered the two working groups to work on identified priorities outside of StART meetings: the Aviation Noise Working Group and the Policy Working Group (formerly known as the Federal Policy Working Group).

StART MEMBERSHIP

The size and extent of StART’s membership is a decision solely made by StART’s Steering Committee, which was established to provide support, guidance, and strategic direction for StART. StART’s Steering Committee has received requests by other communities to join StART, and each time, decided to retain the current size of the membership due to the shared belief that the experience of the close-in Highline Forum-member cities is different and more multi-faceted than the experience of further out communities.

Changes to StART’s membership or to any of StART’s Operating Procedures cannot be made solely by the Port of Seattle. Consensus-based guidance is what shapes all decisions taken by StART’s Steering Committee, StART’s working groups, and StART itself.

For 2025, StART is in the process of identifying focus areas for future meetings; this process kicked off at the annual in-person planning meeting held at SEA on April 23rd. Other topics at the annual planning meeting included questions about StART’s operating structure, how meetings are organized, StART’s achievements and focus areas to date, and a discussion of which topics are most appropriate for StART vs. another forum.

Meeting Date: May 27, 2025

AVIATION NOISE WORKING GROUP

Since its inception, StART’s Aviation Noise Working Group – with a mission to prioritize and explore potential near-term actions to reduce and prevent aviation noise – has focused on its Aviation Near-term Noise Action Agenda, which includes several programs and efforts intended to provide aviation noise relief to the Highline Forum-member cities.

The Aviation Noise Working Group is composed of a subset of StART members, Port staff and additional staff from the Highline Forum-member cities along with other representative entities and a Port-funded noise consultant to provide expert advice.

In 2024 and 2025, work on the Aviation Near-term Noise Action Agenda continued but with more focus on results monitoring, considering potential refinements, and promoting the agenda’s outcomes both with internal and external audiences.

The Working Group also discussed several noise-related topics that Port staff believed would expand the group’s overall understanding of the noise environment or that StART members had expressed interest in. These subjects included an overview of the sound insulation process, noise abatement flight procedures, and aircraft go-around procedures.

Aviation Noise Working Group highlights in 2024 and 2025 include:

- (1) Promoting Single-engine Taxiing** – Recommended in StART’s Ground Noise Study, single-engine taxiing is an established practice with many air carriers. Though it has a modest effect on reducing noise, it does have a measurable effect on reducing aircraft emissions. In coordination with the FAA, the air carriers and the members of the Working Group, voluntary SEA language promoting its use was enacted in the fall of 2024.
- (2) Residential Sound Re-insulation** – Directed by the Port Commission, Port staff developed and implemented a comprehensive analysis of single-family homes that had previously received a Port-funded noise insulation package. The Working Group was briefed throughout the assessment, with multiple opportunities to ask questions and provide input. In early 2025, the Port’s re-insulation pilot program was announced, and the working group was the first external audience to receive a preview of the program.
- (3) Part 150 Noise and Land Use Compatibility Study** – A Part 150 Study is required by the FAA to update airport noise programs and establish eligibility for FAA grant funds. SEA’s last Part 150 Study was completed and approved by the FAA in 2014. Airports typically stand up a Technical Review Committee (TRC) during a Part 150 Study and task it with providing technical input and guidance throughout the life of the study. Along with appointed land use planners, the working group members participate on the TRC and two of the 2024 working group meetings included substantial agenda time dedicated to the Part 150 Study. The Part 150 Study provides local communities, and particularly the Highline Forum-member cities, with a significant opportunity to influence current aviation noise reduction and prevention programs and recommend new approaches.

Meeting Date: May 27, 2025

Aviation Near-term Noise Action Agenda – Earlier Achievements

(1) Late Night Noise Limitation Program – The Program is a voluntary effort to reduce late night noise by incentivizing air carriers to fly at less noise sensitive hours or transition to quieter aircraft. The Program commenced in July 2019 with regular reporting each quarter to StART, air carriers and other external audiences. Four noise monitors track all late night operations between the hours of 12:00 AM and 5:00 AM and capture any takeoffs or landings above established noise thresholds. EVA Air and FedEx Express, two carriers that Port staff had met with as part of the Program’s outreach targeting air carriers with the most late night noise exceedances, did eventually incorporate newer, quieter aircraft into their fleets. Aircraft fleets go through continual change and so Port staff continue to meet with air carriers regularly about late night noise. In 2024, meetings were held with China Airlines Cargo to urge their continued transition to the quieter 777 and EVA Air to urge for greater use of the quieter 787.

(2) Runway Use Plan – The Informal Runway Use Plan, implemented in late 2019, minimizes use of the Third Runway during late night hours (12:00 AM to 5:00 AM). Late night operations on the Third Runway dropped dramatically since implementation of the Runway Use Plan from a typical average of 12 to 13 operations during late night hours pre-Runway Use Plan to a 2023 average of less than two operations per late night post-Runway Use Plan implementation. In 2024, the average climbed up to 4.8 late night operations primarily due to nighttime runway construction pushing more operations to the Third Runway. However, as of 3/31, the average number of late night operations on the Third Runway in 2025 dropped to 2.9 representing a significant improvement over 2024.

(3) Glide Slope Adjustment – The goal is to raise Runway 34R’s glideslope to lessen aircraft approach noise. Implementation is contingent on the Sustainable Airport Master Plan’s (SAMP) finalization and FAA approval.

(4) Noise Comment Reporting – The Port provides up-to-date, accessible information on noise complaints and comments submitted by the public. Online monthly reporting began in June 2020 with updates provided at all Working Group meetings.

(5) Discouraging Reverse Thrust – Identified as a noise source in StART’s Ground Noise Study, reverse thrust is used by pilots to decelerate aircraft upon landing. In coordination with the FAA, the air carriers and the members of the Working Group, updated voluntary SEA language discouraging use of reverse thrust at SEA at all times of the day and beyond what is necessary was implemented in early 2023.

(6) Encouraging Continuous Taxi to Takeoffs – Recommended in StART’s Ground Noise Study, continuous taxi to takeoffs – also known as rolling takeoffs – have less of a noise footprint than traditional takeoffs that require aircraft to power up after coming to a complete stop. In coordination with the FAA, the air carriers and the members of the Working Group, voluntary SEA language promoting continuous taxi to takeoffs was enacted mid-2023.

POLICY WORKING GROUP

Because the Port of Seattle is extremely limited in its authority to address some of the core concerns that local residents have expressed about aviation activities, StART formed the Federal

Meeting Date: May 27, 2025

Policy Working Group (now known as the Policy Working Group) as a way to identify areas of consensus and collaboration between the Port and the Highline Forum-member cities on new tools, new authorities, new resources, new approaches and new engagement from the federal government, and to engage Members of Congress in pushing for these shared priorities. The Working Group has developed and continues to implement a shared Port-Cities Federal Policy Priorities agenda.

In 2024 and 2025, the Working Group expanded its focus to the state level and finalized its first ever State Policy Agenda, modeled on the successful collaboration that the Port and the airport cities had with the federal agenda.

The Working Group is comprised of a subset of StART members, Port staff, and additional staff from the Highline Forum-member cities along with U.S. Congressional staff from offices that represent the Highline Forum-member cities.

Federal Level

At the Federal level, the Working Group prioritized advocacy surrounding the FAA Reauthorization Act of 2024 as well as several agency rulemakings related to aircraft emissions standards and FAA noise policies. At the state level, the Working Group prioritized legislative actions in the 2025 State Legislative Session that support StART’s work on mitigating aircraft noise and emissions.

In particular, the Port and the airport cities successfully identified seven shared federal policy priorities for inclusion in the FAA Reauthorization Act in 2024. Through joint advocacy, including the first ever StART DC Fly-in, StART was able to celebrate the inclusion of four policies in the final legislation:

- (1) Instituting a deadline for action and a stakeholder advisory committee on the **FAA Noise Policy Review** (NPR)
- (2) Continuing the **FAA’s Environmental Mitigation Pilot Program**
- (3) The passage of US Representative Smith’s Protecting Airport Communities from Particle Emissions Act, which requires more federal attention and engagement on the sources, characteristics, dispersion, and potential health effects of **ultrafine particulates** from aircraft engines
- (4) Addressing **regional airport capacity** needs by directing the release of FAA guidance on siting and expansion of airports

In addition, StART continues to work toward implementation of two additional priorities:

1. Working with US Senator Murray and US Representative Smith to move forward on their legislation to allow for homes located within the airport’s current FAA-recognized noise contour that meet broader criteria for **“failed” insulation** to be eligible for secondary investments
2. Continuing to make progress on federal policies that support the development and deployment of **Sustainable Aviation Fuel (SAF)** incentives and investments

Meeting Date: May 27, 2025

State Level

StART's State Policy Agenda includes five state-level policy and budget items priorities for the 2025 State Legislative Session. Similar to the StART DC Fly-in, StART held its first ever Olympia Day on the Hill on February 12, 2025 to advocate for these priorities, which are as follows:

(1) Effectively implement the Noise Insulation Repair and Replacement Program

- a. As necessary, pass legislation amending RCW 53.54 and the Port District Equity Fund/Grant, to ensure that State regulations and programming are complementary to Federal and Port programs and funding
- b. Ensure that existing State resources are utilized for maximum return on investment
- c. As appropriate, advocate for additional resources from the State to ensure continual progress with the goal of addressing the full scope of issues identified by ongoing surveys and assessments

(2) Make tangible progress toward identifying additional regional airport capacity in the next three years

- a. Either administratively or via legislation, assign near-term deadlines for the **Commercial Aviation Working Group (CAWG)** to identify and achieve clear, substantive, recommendations for action
- b. Secure adequate resources for the CAWG to achieve the abovementioned work within the identified timeline
- c. As part of its work, direct the CAWG to explore opportunities to provide incentives to sites of future commercial air service development

(3) Sustain existing State programs to enhance air quality

- a. As appropriate, request additional resources for existing air quality mitigation programs at the Dept. of Ecology for residences, recreational facilities, and education facilities not covered by other programs
- b. Support continued investment in OSPI programs to improve air quality in schools
- c. Work with OSPI, Ecology, and any other relevant State agencies to ensure that residences, schools, and other public buildings within near-airport communities have adequate access to existing programs

(4) Maintain and expand Sustainable Aviation Fuel (SAF) production and use in Washington

- a. Ensure effective implementation of enacted SAF incentives (ESSB 5447)
- b. In partnership with the broader coalition of SAF stakeholders; advocate for the creation of more policy supports and funding programs benefitting SAF production and supply chain development
- c. Support the continued work of the SAF Research and Development Center at Paine Field, including pushing for additional monetary support from the State

(5) Decarbonizing ground transportation, reducing transportation emissions, and electrification

Meeting Date: May 27, 2025

a. Support proven strategies, policies, and investments intended to phase out the use of fossil fuels and to reduce overall emissions from ground transportation networks that serve the airport. This includes, but is not limited to:

- i. Investments in EV charging infrastructure;
- ii. Clean trucking incentives;
- iii. Continued investments in multi-modal networks, active transportation facilities, and transit;
- iv. Active engagement in state and federal efforts to create a regional high-speed rail network;
- v. Identification of, or a legislative directive to create, a body at the State level tasked with coordinating public and private sector investments in electric aviation and other zero-emission technologies;
- vi. General support for funding and legislative action that will help facilitate Washington as a leader in transportation innovation.

At its May 27 meeting, the Port Commission will hear a separate presentation on the 2025 State Legislative Session, that includes an update on progress on the above StART state priorities.

ATTACHMENTS TO THIS BRIEFING

- (1) Port-Cities 2023 FAA Reauthorization Priorities One Pager
- (2) StART 2025 State legislative Priorities
- (3) StART Annual Report –Policy Working Group
- (4) StART Annual Report – Aviation Noise Working Group
- (5) StART Annual Report – Overview
- (6) StART Aviation Near-term Noise Action Agenda Summary
- (7) Presentation Slides

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

- May 14, 2024 – The Commission was briefed on StART’s 2023 Annual Report
- March 28, 2023 – The Commission was briefed on StART’s 2022 Annual Report
- March 22, 2022 – The Commission was briefed on StART’s 2021 Annual Report
- March 9, 2020 – The Commission was briefed on StART’s 2019 Annual Report
- January 22, 2019 – The Commission was briefed on StART’s 2018 Annual Report



**Shared Aircraft Noise & Emissions Policy Priorities
for the 2023 FAA Reauthorization Act**

The growth of operations at Seattle-Tacoma International Airport has elevated aircraft noise and air emissions as one of the highest priorities for our community. To address these issues, we need federal partnership to provide new tools, new authorities, new resources, new approaches, and new FAA engagement that can make a tangible difference. The inclusion of the following policies in the 2023 FAA Reauthorization will move us toward this vision.

- 1) **Pass HR2533/S1167 – The Sound Insulation Treatment Repair and Replacement Program Act:** We support Senator Murray’s and Representative Smith’s legislation that would allow for federal funding to replace “failed” noise insulation packages.
- 2) **Pass HR 1048 – The Aviation Noise and Emissions Mitigation Act:** We support Representative Smith’s legislation that would empower the EPA to play a productive role in addressing community concerns about aircraft noise and emissions.
- 3) **Impose a deadline for action on FAA Neighborhood Environmental Survey (NES):** We propose two policies for inclusion in the 2023 FAA Reauthorization:
 - Creation of an Aircraft Noise Advisory Committee (ANAC) consisting of representatives from key federal agencies, airports, airlines, aerospace manufacturers, and community groups from airport cities to recommend whether and how current federal aircraft noise policy should change.
 - Creation of a statutory deadline six months after the submission of the ANAC recommendations for the FAA to make a final determination on next steps.
- 4) **Expand Sustainable Aviation Fuels (SAF) incentives and investments:**
 - Increase the authorization for the Fueling Aviation’s Sustainable Transition via Sustainable Aviation Fuels (FAST SAF) grant program by at least \$300 million, with a focus on SAF projects.
 - Extend the total duration of the SAF tax credits (SAF Blender’s Tax Credit and Clean Fuel Production Credit combined) to producers for 10 years from the date a facility is placed in service.
 - Provide continued support for the Center of Excellence for Alternative Fuels and Environment (ASCENT) and the FAA’s Continuous Lower Energy Emissions and Noise (CLEEN) Program.
- 5) **Renew the FAA Environmental Mitigation Pilot Program:** As created by Section 190 of the 2018 FAA Reauthorization Act, we support the permanent authorization of this program at \$6 million per year.
- 6) **Pass HR 1049 – The Protecting Airport Communities from Particle Emissions Act:** We strongly support Representative Smith’s legislation, which would bring more federal attention and engagement on ultrafine particulates from aircraft engines.
- 7) **Ensure FAA support for new regional airport capacity:** We would like to see policies that clarify the process for FAA regulatory review and agency collaboration with cities and states in high air travel demand regions looking to invest in new airport capacity, and dedicates funding for new airport capacity in high demand regions.

Item No. 11b_Attachment_1
Meeting Date: May 27, 2025

SEA Stakeholder Advisory Round Table
Shared Policy Priorities - 2025 State Legislative Session

The growth of operations at Seattle-Tacoma International Airport (SEA) has provided significant benefit to the region, however near-airport communities also face elevated levels of aircraft noise and emissions from transportation. Meanwhile, the airport is near its capacity, meaning that the region must immediately identify additional capacity to move people and goods, or else risk increased congestion and a chokepoint on economic growth. To help address these issues, the Port of Seattle and near-airport communities suggest passage and implementation of the following state-level policy and budget items. We hope to partner with the State Legislature and State Government to create these new tools, resources, and approaches that can make a tangible difference in our communities.

- 1) Effectively implement the Noise Insulation Repair and Replacement Program
 - As necessary, pass legislation amending RCW 53.54 and the Port District Equity Fund / Grant, to ensure that State regulations and programming are complementary to Federal and Port programs and funding.
 - Ensure that existing State resources are utilized for maximum return on investment.
 - As appropriate, advocate for additional resources from the State to ensure continual progress with the goal of addressing the full scope of issues identified by ongoing surveys and assessments.

- 2) Make tangible progress toward identifying additional regional airport capacity in the next three years
 - Either administratively or via legislation, assign near-term deadlines for the Commercial Aviation Working Group (CAWG) to identify and achieve clear, substantive, recommendations for action.
 - Secure adequate resources for the CAWG to achieve the abovementioned work within the identified timeline.
 - As part of its work, direct the CAWG to explore opportunities to provide incentives to sites of future commercial air service development.

- 3) Sustain existing State programs to enhance air quality
 - As appropriate, request additional resources for existing air quality mitigation programs at the Dept. of Ecology for residences, recreational facilities, and education facilities not covered by other programs.
 - Support continued investment in OSPI programs to improve air quality in schools.
 - Advocate regularly with state-level agencies that administer air quality-related programs (OSPI, Ecology, etc.) to educate those agencies on the circumstances and needs of overburdened communities in South King County with the goal of ensuring that rule-making and decision-making are sensitive to those communities' needs.
 - Establish frequent engagement with implementing state agencies to ensure that residences, schools, and other public buildings within near-airport communities have adequate, ongoing access to existing air-quality programs.

- 4) Maintain and expand Sustainable Aviation Fuel (SAF) production and use in Washington
 - Ensure effective implementation of enacted SAF incentives (ESSB 5447)
 - In partnership with the broader coalition of SAF stakeholders; advocate for the creation of more policy supports and funding programs benefitting SAF production and supply chain development.
 - Support the continued work of the SAF Research and Development Center at Paine Field, including pushing for additional monetary support from the State.

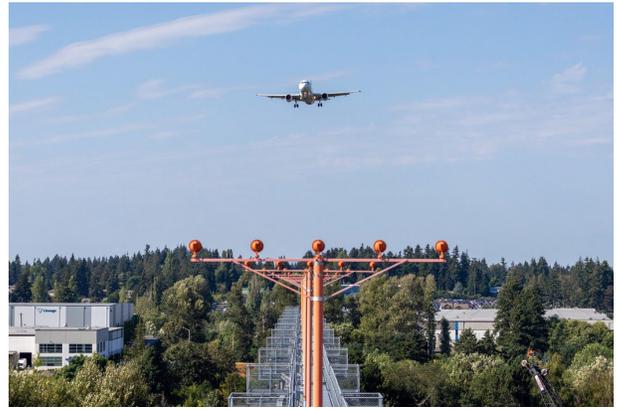
- 5) Decarbonizing ground transportation, reducing transportation emissions, and electrification
 - Support proven strategies, policies, and investments intended to phase out the use of fossil fuels and to reduce overall emissions from ground transportation networks that serve the airport. This includes, but is not limited to:
 - Investments in EV charging infrastructure and clean trucking incentives;
 - Continued investments in multi-modal networks, active transportation facilities, and transit;
 - Active engagement in state and federal efforts to create a regional high-speed rail network;
 - Identification of, or a legislative directive to create, a body at the State level tasked with coordinating public and private sector investments in electric aviation and other zero-emission technologies;
 - General support for funding and legislative action that will help facilitate Washington as a leader in transportation innovation.

StART

2024/25 Annual Report

SEA Stakeholder Advisory Round Table

Policy Working Group



The Policy Working Group is tasked with advocating for policies that create new aircraft noise and emissions reduction and mitigation tools, authorities, resources and approaches at the federal and state levels. The working group, comprised of a subset of StART members, Port staff, and additional staff from the Highline Forum-member cities and other representational entities, typically meets every other month and focuses on two major efforts: 1) tracking and advancing their shared policy priorities through the 2024 FAA Reauthorization Act, and 2) developing and advocating for a shared State Legislative policy agenda.

Federal Policy Priorities

Through unprecedented coordination and joint advocacy, the Port and the six airport-area cities celebrated the inclusion of four of their seven shared federal policy priorities in the 2024 FAA Reauthorization Act, which was signed into law in May 2024. Those policies were as follows:

1. **Implementation of a Deadline for Action and a Stakeholder Advisory Group for the FAA's Noise Policy Review**
2. **Renewal of the FAA's Environmental Mitigation Grant Program**
3. **Requirement of a Federal Study of Ultrafine Particle Emissions from Aircraft Engines**
4. **Requirement of a FAA report on policies and funding related to the development of new regional airport capacity**

The Policy Working Group continues to track the implementation of these new policies and looks for other ways to advance StART's remaining federal priorities.

State Legislative Agenda

The Policy Working Group also successfully crafted the first-ever Port and airport-area cities' shared state policy agenda and has been advocating for the passage of these priorities during the 2025 State Legislative Session. Those policies are as follows:

1. **Effectively implement the Noise Insulation Repair and Replacement Program**
2. **Make tangible progress toward identifying locations for additional regional airport capacity in the next three years**
3. **Sustain existing State programs to enhance air quality**
4. **Maintain and expand Sustainable Aviation Fuel (SAF) production and use in Washington**
5. **Decarbonize ground transportation, reduce transportation emissions, and promote electrification**

StART

2024/25 Annual Report SEA Stakeholder Advisory Round Table

Aviation Noise Working Group



Since its inception, StART's Aviation Noise Working Group, with a mission to prioritize and explore potential near-term actions to reduce and prevent aviation noise, has made its Aviation Near-term Noise Action Agenda its primary focus. The Agenda includes several programs and efforts intended to provide aviation noise relief to the Highline Forum-member cities. In 2024 and 2025, work on the Agenda continued but with more of a focus on results monitoring, considering refinements, if needed, and promoting the agenda's outcomes both with internal and external audiences.

The Aviation Noise Working Group is comprised of a subset of StART members, Port staff, and additional staff from the Highline Forum-member cities and other representational entities along with a noise consultant to provide expert advice. The working group typically meets every other month.

- Each meeting included a report on the **Aviation Near-Term Noise Action Agenda**, including tracking the **Runway Use Plan's** goal of minimizing use of the Third Runway during the late night hours and quarterly reports on the Late Night Noise Limitation Program which attempts to incentivize air carriers to fly at less noise sensitive hours or transition to quieter aircraft.
- Working Group members also received, at each meeting, a **Sound Insulation** update including the latest on the **Noise Insulation Repair and Replacement Pilot Program** and a SEA operations update.

Along with appointed land use planners, the working group members also participate on the Part 150 Noise Study's Technical Review Committee. The Part 150 Noise Study provides the Highline Forum-member cities with a significant opportunity to influence current aviation noise reduction and prevention programs and recommend new approaches. Two of the working group meetings dedicated substantial agenda time to the Part 150 Noise Study in 2024. Your paragraph text



StART

2024/25 Annual Report

SEA Stakeholder Advisory Round Table

StART provides the Port of Seattle with a dedicated forum intended specifically for discussing and tackling airport and aviation industry concerns from Highline Forum-member cities and their residents. With the Port, the FAA, the primary air carriers, and the airport's neighboring cities represented around the table, StART brings together all of the parties with a common purpose of sharing information, collaborating and achieving results.

Cities appoint:

- Two community representatives
- One city representative and an alternate

Also appointed:

- Two airline representatives and alternates
- Air cargo representative
- Airport managing director and alternate

FAA participates as non-members

StART Guest Speakers

February 23, 2024

StART's Structure/SAMP Environmental Review
Marco Milanese, Community Engagement Manager &
Steve Rybolt, Environmental Projects Manager, POS

June 26, 2024

Commercial Aviation Work Group
Ann Richart, Director, WSDOT Aviation

October 23, 2024

Aircraft Go-arounds Analysis/SEA's Operational
Growth & Ensuring Safety
Paris Edwards, Noise Programs Coordinator, POS &
Joseph Bert, Team Manager, FAA

2025 StART Membership

Burien

Karen Veloria
Jeff Harbaugh
Adolfo Bailon
Garmon Newsom II (Alt)



Des Moines

Joe Dusenbury
Steve Novak
Katherine Caffrey
Rebecca Deming (Alt)



Tukwila

Petter Schilling
Kathleen Wilson
Brandon Miles
Laurel Humphrey (Alt)



Federal Way

Michael Brugato
Bill Vadino
Brian Davis (Alt)



Normandy Park

Moira Bradshaw
Bryan Tomich
Amy Arrington



SeaTac

Roger Kaded
Julie Le
Jonathan Young



Alaska

Scott Kennedy
Alethia Miller (Alt)



Delta

Scott Ingham



Air Cargo

Jennifer Martin
CFI Perishables

Port of Seattle

Lance Lyttle
Sarah Cox (Alt)
Eric Schinfeld
Marco Milanese



FAA (non-members)

Joseph Bert
Jennifer Redding
Aleta Best
Grady Stone



Uncommon Bridges Facilitation Team:

Andres Mantilla
Cheryl Swab
Brian Scott
Dori Krupanics
Skylar Benson



April 23, 2024

In-person Planning Session
Airfield Cargo Tour & Reception at SEA

August 28, 2024

FAA Noise Policy Review
Ryan Weller, Environmental Protection Specialist,
FAA

December 18, 2024

Impact of State & Federal Elections on StART's
Policy Agenda
John Flanagan, State Government Relations
Manager & Eric Schinfeld, Federal Government
Relations Manager, POS

SEA Stakeholder Advisory Round Table (StART)
Aviation Noise Working Group
Aviation Near-term Noise Action Agenda Summary (as of 5/25)

<i>Action Items</i>	Late Night Noise Limitation Program	Runway Use Program	Glide Slope Adjustment	Promoting Single Engine Taxiing	Discouraging Reverse Thrust	Encouraging Continuous Taxi to Takeoffs	Noise Comment Reporting
<i>Description</i>	Voluntary measure to reduce late night (12:00 AM to 5:00 AM) noise by incentivizing air carriers to fly at less noise sensitive hours or transition to quieter aircraft	Revise the current informal Runway Use Program to minimize use of the Third Runway during the late night (12:00 AM to 5:00 AM)	Raise Runway 34R's glideslope to lessen aircraft approach noise	To minimize noise and fuel burn, encourage single engine taxi when safe and conditions permit.	When conditions are right, discourage overuse of reverse thrust to decelerate aircraft	When conditions are right, promote continuous taxi to takeoffs (rolling takeoffs)	Provide up-to-date, accessible information on noise complaints and comments submitted by the public
<i>Components</i>	<ul style="list-style-type: none"> Ongoing outreach with air carriers about possible late night schedule and aircraft fleet changes including meetings with carriers with the most noise exceedances Established noise thresholds that identify aircraft exceeding noise thresholds during the late night hours Late night noise threshold observance tracked and reported out on a quarterly basis and publicized as part of the Fly Quiet Program 	Updated language for: <ul style="list-style-type: none"> Third Runway daytime/evening runway usage Third Runway late night runway usage 	Considered various strategies and timelines for raising Runway 34R's 2.75 degrees glideslope and settled on plan to permanently relocate 34R's navigational aids and pursue a 3.0 degrees glideslope with the FAA	Taxiing aircraft were identified as a source of noise in StART's 2022 Ground Noise Study	Reverse thrust was identified as a source of noise in StART's 2022 Ground Noise Study	Traditional takeoffs were identified as a source of noise in StART's 2022 Ground Noise Study.	Monthly statistics and heat map reports posted on Port website detailing totals and trends by city, zip code and subject matter. Regular updates regarding noise complaint data provided at StART meetings.
<i>Change</i>	Reduction of aircraft noise during the late night hours	Reduction of aircraft noise for Third Runway adjacent communities and communities underneath the Third Runway's flightpath	Potential reduction of aircraft noise for communities south of SEA	Modest reduction of aircraft noise and a measurable effect on reducing aircraft emissions for close-in airport communities	Reduction of aircraft noise for close-in airport communities	Modest reduction of aircraft noise for communities close to the runway ends	Transparent and convenient information on noise complaints and comments submitted by public
<i>Key Responsible Parties</i>	Port of Seattle, airlines and air cargo carriers	Port of Seattle and FAA	Port of Seattle and FAA	Port of Seattle, FAA and airlines	Port of Seattle, FAA, airlines and air cargo carriers	Port of Seattle, FAA, airlines and air cargo carriers	Port of Seattle
<i>Status Update</i>	COMPLETE: Program commenced in July 2019 with regular reporting each quarter to external audiences. EVA Air and FedEx Express, two carriers that Port staff met with as part of the Program's outreach, did eventually incorporate newer, quieter aircraft into their fleets.	COMPLETE: Implemented in September 2019. Late night operations on the Third Runway dropped dramatically from an average of 12 late night landings pre-implementation to an average of less than two late night landings in 2023. The average has fluctuated since 2023 but remains well below the pre-implementation average. Usage continues to be monitored and details communicated at StART meetings.	IN PROCESS: The 34R glide slope adjustment is incorporated into a SEA taxiway reconfiguration project. Preliminary design is complete. Implementation is contingent on the Sustainable Airport Master Plan's (SAMP) finalization and FAA approval.	COMPLETE: New SEA voluntary language promoting use of single engine taxiing implemented in October 2024.	COMPLETE: Updated SEA voluntary language discouraging use of reverse thrust at all times and beyond what is necessary, implemented in January 2023.	COMPLETE: New SEA voluntary language promoting use of continuous taxi to takeoffs implemented in July 2023.	COMPLETE: Monthly reports began in June 2020.



SEA Stakeholder Advisory Round Table

Item No. 11b supp
Meeting Date: May 27, 2025

SEA Stakeholder Advisory Round Table 2024/25 Annual Report

- Andres Mantilla, StART's facilitator and Partner at Uncommon Bridges
- Marco Milanese, Senior Community Engagement Manager
- Eric Schinfeld, Senior Federal and Intl. Government Relations Manager



StART 2024/25 Annual Report Presentation

- Overview
- Accomplishments & Efforts
 - Aviation Noise Working Group
 - Policy Working Group
- Q&A



StART

SEA Stakeholder Advisory Round Table

StART Overview

- StART provides the Port with a dedicated forum intended to enhance cooperation and tackle the airport-related issues of most relevance to SEA's neighboring cities
- StART brings together all the relevant parties with a common purpose to share information, collaborate and achieve results

StART Overview

- Developed in consultation with the Highline Forum-member cities
 - Burien, Des Moines, Federal Way, Normandy Park, SeaTac & Tukwila
- Alaska Airlines, Delta Air Lines, air cargo and FAA all play key roles
- Uncommon Bridges serves as facilitator
- StART's Steering Committee provides strategic direction



Accomplishments

Aviation Noise Working Group

StART 

SEA Stakeholder Advisory Round Table

Aviation Noise Working Group

Completed Initiatives:

- Late Night Noise Limitation Program
- Runway Use Plan
- Noise Comment Reporting
- Discouraging Reverse Thrust
- Encouraging Continuous Taxi to Takeoffs



Aviation Noise Working Group



Focus in 2024/25:

- Promoting Single-engine Taxiing
- Residential Sound Re-insulation
- Part 150 Noise Study Technical Review Committee

Accomplishments Policy Working Group

StART 

SEA Stakeholder Advisory Round Table

Policy Working Group – Accomplishments

- In 2024, 4 of StART’s Federal Policy Priorities included in the 2024 FAA Reauthorization Act:
 - Instituting a deadline and a stakeholder advisory group for FAA action on the Noise Policy Review
 - Continuation of the Environmental Mitigation Pilot Program
 - Federal study of ultrafine particulates
 - FAA report on siting of new regional airport capacity
- In 2025, continuing efforts to make progress on SAF and federal funding of secondary noise insulation

2025 State Legislative Priorities

- In 2024, created first ever StART State Policy Priorities Agenda
 - On February 12, 2025, led first ever StART Olympia Day on the Hill
- 5 shared state policy priorities:
 - Effectively implement the Noise Insulation Repair and Replacement Program
 - Make tangible progress toward identifying additional regional airport capacity in the next three years
 - Sustain existing State programs to enhance air quality
 - Maintain and expand Sustainable Aviation Fuel (SAF) production and use in Washington
 - Decarbonizing ground transportation, reducing transportation emissions, and electrification

QUESTIONS ?

