

StART

MEETING SUMMARY

DECEMBER 17, 2025; 5:00 PM – 7:00 PM

VIA ZOOM VIDEOCONFERENCE

Meeting Objectives:

- An overview of the FAA's Instrument Flight Procedures process and a review of StART's 2025/26 priorities to identify what to emphasize at future meetings.

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)

- The request was made to record the meeting
- Arif thanked the members for coming and participating. Introduced Maria Becce and Aaron Toffler, from the Roundtable of Airport Roundtables, and Joseph Bert from the FAA.

II. Roundtable of Airport Roundtables Launch

Maria Becce, Chairperson, LaGuardia Airport Committee; co-chair of the New York Community Aviation Roundtable, & Aaron Toffler, Executive Director, Massport Community Advisory Committee

- On November 13, the first exploratory meeting of the Roundtables of Roundtables occurred online and included representatives of airport committees from around the country. The goal of the meeting was to “explore ways that roundtables might benefit from connecting with each other, sharing learning, experience, and expertise.” Numerous ideas were discussed, and two Members of Congress provided pre-recorded greetings. Attendees then discussed options for what could come next:
 - Collaboration on a single project
 - Creating a repository of shared data
 - Seeking change to the FAA Noise Policy
 - Building out a legislative coalition
 - Or serving as the host for an educational series on noise
- Maria Becce provided extensive background and information about the Roundtable of Roundtables' first meeting.
 - Held a high-level meeting in November to share information and explore how roundtables might benefit from connecting with each other
 - Key concerns/issues:

- Working with the FAA, especially air traffic control
- Finding ways to change the noise discussion from politics to public health
- Looking into incentives like Fly Quiet programs
- Legislative strategy and changes for air and noise pollution
- Develop a shared roster of consultants
- Learn more about new and emerging technologies
- Getting relevant and current data, including virtual noise monitoring
- Aaron: The goal is to share information and become more effective. Want to pursue a project with consistent data across the country. Not everyone is certain about joining.
- *Question/Comment: Best 30-minute presentation at a StART round table so far! Are New York Community Aviation Roundtable (NYCAR) members all from the airport and communities right around LaGuardia and JFK? Sounds like the roundtable was created by a government agency; did they provide funding? The Roundtable was created by then-New York Governor Cuomo. Includes elected officials, and each area has community boards; and two citizen members are part of NYCAR.*
- *Question: How far along is this process? The first meeting in November was more about getting acquainted. Short-term goals: More flight dispersion. FAA calls that shifting noise; we call it sharing noise. Also, trying to get planes to a higher altitude faster. Long-term goal: aviation technology – allows for closer spaced flights, electric/hybrid planes, and airframe design improvements.*
- *From the Chat: Hello, Jeff - just reading through the chat postings. The Roundtable of Roundtables meeting on November 13 was the first-ever convening of airport roundtables across the country to get to know each other, share information, and determine whether we could identify a topic to work on together. We are happy to report that everyone thought it was worthwhile to continue working together. At this time, meeting participants are limited to the Chairs or Executive Directors of each Roundtable. However, we will continue to coordinate with Marco and Eric, and they will have all pertinent information to share with StART. I am always available to share information, and my email address is: mariarbecce@gmail.com. We have been working on the issue of excessive aircraft noise in New York since 2012. With the ongoing modernization of the FAA, I am hopeful we will see improvements in noise metrics, flight procedures, flight dispersion, and related areas. I am also hopeful for the use of Noise Abatement Departure Procedures, etc.*

III. Instrument Flight Procedures (IFP) Process and Gateway Overview

Joseph Bert, Team Manager, FAA

- The FAA's Instrument Flight Procedures (IFP) Information Gateway, also known as the IFP Gateway, allows any interested party or entity to submit proposed changes to flight paths, procedures, vector management, and other air traffic navigation areas where, in turn, the

- FAA can then review, evaluate, and decide whether to make that change or not. Joe walked through how to launch a proposed procedure change request, the various entities involved with the review at the FAA and at the airport, how progress can be tracked, and the general timeline for a request's consideration.
- Prioritization: depends on what the change in procedure is intended to do. Is it for safety and efficiency, or moving aircraft to decrease noise, etc.
 - Procedures should be submitted through the IFP Gateway if:
 - You are requesting a new IFP
 - You are requesting an amendment to an existing published IFP
 - You are requesting that an existing procedure be cancelled
 - Procedures should not be submitted through the IFP Gateway if:
 - Changes handled solely by Air Traffic Control (ATC) or ATC automation with no required changes to the IFP
 - Changes handled by the aircraft Pilot in Command with no required changes to the IFP
 - Change requests to frequencies, airport lighting, or airport diagrams on a published IFP
 - How to find the IFP gateway:
https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/
 - You can register and if there is something that appears on the IFP gateway for a specific airport you've requested, it will send you a notice.
 - Once you submit a request, it will take two to four months before it appears on the tab in the portal
 - If a chart date is assigned more than two years out, it won't appear
 - Timelines
 - Currently, more than 4,000 procedure requests are in process
 - ≈ 2.6 years to complete every project currently in the queue
 - Unless directly related to safety, expect the request to take at least two years to process
 - Projects are sequenced based on the criticality of the change
 - Projects are not sequenced by the simplicity of the change
 - IFP Gateway is open to everyone, but making a request through a roundtable may work better than individual cities submitting.
 - Questions: *What type of requests do you receive?*
 - Example: request for a departure path that doesn't go over the city of San Francisco. They were able to make the change from 1AM to 5AM and continue evaluating.
 - Example: San Diego – preference for flights going further over the ocean before turning back; we were able to push procedure two miles further out.
 - Example: A few at LAX as well. All these requests came through roundtables. Most important is for the FAA to know what the roundtable is trying to accomplish

- Port needs to adopt a policy for how it will handle these requests when the FAA asks them for input
- What role should StART play in this process? How do folks think about how we would address this:
 - *Comment: Biggest issue is that we are not experts in flight path design; we might have a need for an external expert to come in and provide advice*
 - *Question: Is there enough airport staff expertise to prioritize some flight path changes? SEA would need a consultant's help. How many would benefit? How many would be worse off? That would be important. Criteria/policy could be developed before a consultant reviews options.*
 - *City representatives should think about how they would want to weigh in*
- *Questions: What geographic constraints apply to individuals or entities submitting a proposed change? Don't let that hinder you; go ahead with the requests.*

IV. Revisiting StART's 2025/25 Priorities

Andrés Mantilla, Uncommon Bridges

- StART members were asked to provide feedback on which priorities deserve a greater emphasis for presentations and discussions at future meetings. The three general priority categories are: 1) Reduce Noise Impacts, 2) Environmental Justice/Air Quality, and 3) Airport Growth & Capacity.
- *Comment: Our understanding of the SAMP process is that their findings of no impact did not address health impacts; it merits a more thorough analysis of the data. Changes might be made locally if we better understood the health issues.*
- *Follow-up: A growth and land use conversation around airport growth and capacity. Within airport growth, data on where the extra flights are going and what that means for frequency. What does this expansion mean for the lived experience of these communities?*
- *Comment: The Steering Committee will discuss a presentation from the Port on the projected effects of the airport's growth.*
- *Comment: Regarding the health data, quantity of data seen in the past few years shows that we need mitigation for those most impacted by the health issues*

V. Policy Working Group Activities

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

- National Defense Authorization Act has passed which includes legislation allowing for FAA funding of secondary noise insulation repair and replacement
 - Applies to homes in the 65 DNL but now expands potential eligibility to any home that was insulated from 1993 to 2002. Homes insulated after 2002 are not eligible.
- State update:
 - Policy Working Group looked at the shared state agenda. During the last StART

meeting, member cities requested an amendment to the shared agenda indicating that StART does not have a shared position on SB 5652. **New language was provided by John and is attached to these notes as well**

- The group also discussed an idea raised in prior StART meetings by the city of Des Moines about pursuing funding from the state to study the impacts of SAMP to local communities; until draft proviso language is shared and agreed upon by the group, it will not be included in the updated shared agenda.
 - *Question: What is different about this study? Who will oversee this study?*
Need to determine what we are trying to capture that has not been part of the SAMP environment analysis or other previous studies. We'll need a draft proviso to build on. John and Anthony are coordinating. Overall, the group agreed that a third-party contractor would be best to oversee the study
- State agenda will continue to serve as a living document, and changes will be made throughout the interim as the group agrees on updated priorities.
- The next Policy Working Group meeting will be on January 5

VI. Aviation Noise Working Group Activities

Marco Milanese, Community Engagement Manager, POS

- At the meeting, an early recap of the Late Night Noise Limitation Program's 4th quarter numbers, Third Runway use to date, monthly averages for aircraft go-arounds and the October totals for noise comments/complaints were all provided. The latest on the Port's ongoing sound insulation efforts was covered, along with the reasoning behind the recent change to the single-engine taxiing language to emphasize minimum thrust instead.
- The bulk of the meeting was reserved for the Technical Review Committee (TRC) to provide input on the Part 150 Noise Study. Attendees were provided an update on the outreach done to date and what feedback was collected during the outreach. Then, as the study transitions to the Noise Compatibility Program (NCP) phase, members were reminded of the type of efforts that are typically evaluated within the NCP phase and then asked to share their ideas and recommendations for inclusion.
- Port clarified that they had prepared a draft letter to send to congratulate China Airlines Cargo for their fleet modernization plan and sent it around for approval and once edits were received, sent around a second time for approval. *Comment: Burien does not agree to the letter and another city supported that position. No letter will be sent by StART.*

VII. Sustainable Airport Master Plan Near-Term Projects Updates

Sarah Cox, Aviation Environment & Sustainability Director, POS

- Sixty-day NEPA appeal process is closed. Moving forward with SEPA process; scheduled to be released at the end of Q1 2026 with a final determination in Q4 2026.

VIII. Public Comment

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

- David Goebel – President of Vashon Island Fair Skies. Three cities and Vashon Island Fair Skies filed an appeal on the SAMP EA’s FONSI ROD basically suing the FAA.

The FAA IFP Gateway is helpful, and he is signed up and gets notifications. He’s submitting a copy of his SAMP EA appeal and a summary of what the issues are. Recommend that people read it. Refers to what Maria refers to. Seattle StART excludes communities. Impacts are considered insignificant. Their quality of life has been shattered by these changes.

- Ursula Euler – longtime resident of Thurston County. Actively involved over the past three or four years on the CAC and the CAWG, and she also attends StART meetings. Katherine Caffrey from Des Moines made a good point. Not questioning FAA’s data collection but should future growth estimates be just based on past growth. Knowing who is flying and why would be good information to have as long as it’s collected by a neutral third party like the International Council on Clean Transportation. Her contact information is available to members.
- StART written comment by Vashon Island Fair Skies – 17 December 2025
 - I was very surprised this evening that the passing of the 60 day window after publication of the SAMP EA’s FONSI ROD was explicitly noted, without describing why 60 days is notable, and more to the point, without bothering to mention that the very thing the FAA was hoping would not happen during that 60 day period, its very raison d’être, had in fact happened. Twice. Specifically, two separate Petitions for Review were filed with the 9th Circuit. The universe of colorful analogies here occupying this shared space of absurdity and comedy is vast, and rather than having all the fun myself, I leave it as an exercise to the reader to construct their own most amusing examples.
 - Below, or attached depending on how Uncommon Bridges wants to format things, you will find VIFS’ concise Petition for Review. It provides the Cliff Notes version of our various issues that will be fully developed in our formal brief next year. You would be well advised to read this, and deliberately ponder to what degree StART has become, or in fact always was, a Potemkin round table of sorts.

IX. Wrap Up/Next Steps

- Next Meeting is TBD – 5:00 PM – 7:00 PM
- Strong interest from StART members in attending the Roundtable of Roundtable Meetings in the future.
- *Comment: Who is the manager of StART? Right now?* The Steering Committee is the manager.
- Requested information:

- Ursula Euler - ueuler@hotmail.com (public speaker)
- Maria Becce - mbecce@mbstubs.com (roundtable of airport roundtable speaker)
- Aaron Toffler - atoffler@massportcac.org (roundtable of airport roundtable speaker)

MEMBERS	INTEREST REPRESENTED	PRESENT
ADOLFO BAILON	BURIEN - CITY	✓
ALETA BEST	FAA (EX OFFICIO)	-
ALETHIA MILLER	ALASKA AIRLINES (ALT)	✓
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 (EX OFFICIO)	✓
JOE DUSENBURY	DES MOINES - COMMUNITY REPRESENTATIVE	✓
JOSEPH BERT	FAA (EX-OFFICIO)	✓
JONATHAN YOUNG	SEATAC - CITY	✓
JULIE LE	SEATAC - COMMUNITY REPRESENTATIVE	-
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	✓
RYAN McMULLAN	PORT OF SEATTLE	✓
STEVE VITTNER	PORT OF SEATTLE	✓
PRESENTERS		
JOHN FLANAGAN	PORT OF SEATTLE	✓
TOM FAGERSTROM	PORT OF SEATTLE	✓
ERIC SCHINFELD	PORT OF SEATTLE	✓
MARCO MILANESE	PORT OF SEATTLE	✓
CONSULTANTS		
ANDRÉS MANTILLA	UNCOMMON BRIDGES	✓
CHERYL SWAB	UNCOMMON BRIDGES	✓
VINCE MESTRE	CONSULTANT	-
PUBLIC COMMENT		
AUDIENCE		
JEFFREY BOGEN		✓
LAURA HOLTHUS		✓
JC HARRIS		✓

SKY LARON	FAA	✓
MAKI DALZELL	FAA	✓
ALI LEE		✓
CHRIS NOTTOLI	ESA	✓
DAWSON FRANK		✓
ANTHONY HEMSTAD	CITY OF DES MOINES/HEMSTAD CONSULTING	✓
URSULA EULER		✓
DAVID GOEBEL	VIFS	✓
JOHN PARROT	KCIA	✓
ELIZABETH PARROT		✓
CAROLINE PINGAR		✓
EVAN NELSON		✓
ERIK UTTER		✓