

**Sea-Tac Stakeholder Advisory Round Table (StART)
Aviation Noise Working Group
Near-Term Aviation Noise Action Agenda Summary (as of 5/14/19)**

<i>Near-term Action Item</i>	Late Night Noise Limitation Program	Runway Use Plan Agreement	Glide Slope Analysis	Ground Noise Analysis	Noise Abatement Departure Profiles
<i>Description</i>	Voluntary measures to reduce late night (12:00 AM to 5:00 AM) noise through incentivizing air carriers to fly at less noise sensitive hours or transition to quieter aircraft	Revise the current Runway Use Plan to minimize use of the 3rd Runway during the late-night hours (12:00 AM to 5:00 AM)	Raise Runway 34R's glideslope to potentially lessen aircraft approach noise	Analyze all airfield ground noise sources including reverse thrust and identify potential mitigation measures	Implement a "distant" Noise Abatement Departure Profile to lessen aircraft departure noise for farther out airport communities
<i>Components</i>	<ul style="list-style-type: none"> Reestablish conversations with air carriers on scheduling flights outside of the late-night hours Recognizing there are reasons why many air carriers fly during the late-night hours, establish noise threshold that identify the louder aircraft flying during the late-night hours to incentivize the transition to quieter aircraft Late night noise threshold observance would be tracked as part of the Port's already established Fly Quiet Program and publicized on a quarterly basis along with the results of the other Fly Quiet Programs' aircraft noise-related categories 	Updated language for: <ul style="list-style-type: none"> 3rd Runway daytime/evening runway usage 3rd Runway late night runway usage North flow Preferential Use during nighttime hours Monitoring of compliance in partnership with FAA 	Consider various strategies and timelines for raising Runway 34R's glideslope Once strategy for 34R is finalized, consider options for raising the glide slope on all runways to higher than 3 degrees	Analysis is expected to include (but not limited to): <ul style="list-style-type: none"> Aircraft taxiing Reverse thrust Aircraft breaking Auxiliary Power Units Aircraft powering up to cross runways Aircraft queuing prior to takeoff Engine maintenance Ground Support Equipment 	Analyze the tradeoffs and feasibility of implementing a "distant" Noise Abatement Departure Profile and the noise impact the profile would have on "close-in" and "distant" communities south and north of Sea-Tac
<i>Potential Changes</i>	Reduction of aircraft noise during the late night hours	Minimized Use of the 3rd Runway during the late-night hours / Noise benefit to 3rd Runway adjacent communities and communities underneath the 3 rd Runway's flightpath	Reduction of aircraft noise for communities south of Sea-Tac	Primarily, reduction of aviation noise for communities west and east of Sea-Tac.	Possible reduction of aircraft noise for farther out airport communities
<i>Key Responsible Parties</i>	Port of Seattle, airlines and cargo operators	Port of Seattle and FAA	Port of Seattle and FAA	Port of Seattle, FAA airlines and cargo operators	Port of Seattle, FAA, airlines and cargo operators
<i>Status Update</i>	Mid-year (2019) implementation. Continuing to educate air carriers about the program's impending launch and beginning work on how best to present the program's data online.	Nearing completion. Mid-year (2019) implementation	Port will permanently relocate the navigational aids to allow for 34R's glideslope to be raised (part of a larger taxiway reconfiguration project). Will pursue a 3.1 glideslope with the FAA. Port looking for ways to expedite the project including beginning design and procedural development early.	The Port will hire a consultant by the fall to begin the comprehensive analysis	The Port is close to hiring consultant to perform the analysis. Should be expected to complete work by fall, 2019.