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June 14, 2019

Mr. Bill Pettit  
Regional Airport Properties Mgr.  
Federal Express  
3680 Hacks Cross Rd., Bldg. H, Third Floor  
Memphis, TN 38125

Re: Sea-Tac Late Night Noise Limitation Program

Dear Mr. Bill Pettit:

I am writing today to ask Federal Express to join the Port of Seattle in implementing a new program being developed that will focus on aircraft operations during the late night hours of 12:00 a.m. to 5:00 a.m. at Seattle-Tacoma International Airport. The Port, in conjunction with the Sea-Tac Stakeholder Advisory Round Table (StART), developed this program with the goal of incentivizing air carriers to fly at less sensitive hours or transition to quieter aircraft during these hours wherever possible. StART was formed by the Port in early 2018 as a way for neighboring communities to engage with Port staff, airline industry representatives and the FAA and work together on possible solutions to aviation-related concerns. As aircraft operations have steadily increased in recent years at Sea-Tac, our neighboring communities have expressed increased concern about the noise they experience. A focus of particular interest to the community is the level of operations during late night hours, as well as the individual operations that may produce the highest noise levels during these hours. This program will bring these operations into focus and provide the opportunity for possible incremental noise improvements for the airport's nearby communities.

The Late Night Noise Limitation Program will monitor noise levels of all aircraft operations during the hours of 12:00 a.m. to 5:00 a.m. by utilizing four of the airport's 24 noise monitors. After extensive data review, the Port has established specific noise level thresholds at each of the monitor locations. The noise threshold for departing aircraft is set at 91 decibels, and the thresholds for arriving aircraft range from 82 to 89 decibels depending upon the monitor location. The noise thresholds are designed to specifically highlight the noisiest operations within these hours. Aircraft that the Port expects to exceed these thresholds most often during the late night hours include the Boeing 747, Boeing 777, MD11, and similar large aircraft types. On occasion, other aircraft could also potentially exceed a noise threshold due to various operational circumstances.

Under the program, any aircraft operation during these hours that exceeds a noise threshold for either a departure or arrival will be included in quarterly reporting to StART as well as on the Port's website to allow community members to view statistics on which airlines are operating at night. Airlines with noise exceedances will also be notified by Sea-Tac Airport's Noise Programs Office. The Late Night Noise Limitation Program reports are currently in development and the Port anticipates releasing the initial report regarding third quarter operations in October 2019. The reports will also be an opportunity to share any positive outcomes of this program with the community.

The Late Night Noise Limitation Program will also impact Sea-Tac's annual Fly Quiet Awards. Each year, the airport honors three airlines that were the best at limiting noise impacts on local communities. All airlines are given scores based upon the noise levels of their operations, the level of adherence to noise abatement flight procedures, and adherence to the airport's ground maintenance run-up regulations. Beginning next year, noise exceedances during the Late Night Noise Limitation Programs hours will become incorporated into the Fly Quiet Program's scoring.

Further information regarding the Late Night Noise Limitation Program is available by contacting Sea-Tac Airport's Noise Programs Office at (206) 787-5393. Our staff is available to meet and discuss the program further at your convenience.

The Port of Seattle and StART request that Federal Express undertake a careful review of operations during late night hours, with an openness to considering actions to reduce activity, modifying the type of aircraft used, and/or move the operations to a less-sensitive time. The Port understands that often there are distinct operational challenges involved with aircraft and flight scheduling changes. However, if there are opportunities to make a change during these nighttime hours, the potential benefits to Sea-Tac's neighboring communities would be great.

Sincerely,

A handwritten signature in blue ink, appearing to read "Lance Lyttle", enclosed within a blue oval scribble.

Lance Lyttle  
Managing Director, Sea-Tac Airport