

Sea-Tac Stakeholder Advisory Round Table Update

- 9/25 Highline Forum – Lance Lyttle

StART's Purpose

- StART was created to establish a forum:
 - For constructive community input and action
 - And, to begin to work together more cooperatively to identify possible solutions

StART's Workplan

- In early 2018, a series of prioritization exercises led to an agreed upon focus on aviation noise
- Creation of a working group to study potential near-term actions to prevent & reduce aviation noise

Aviation Noise Working Group

Near term actions to prevent & reduce noise:

- Late Night Noise Limitation Program – ✓
- Runway Use Plan Agreement – ✓
- Glide Slope Adjustment – **IN PROCESS**
- Airfield Noise Assessment – **IN PROCESS**
- Noise Abatement Departure Profile – **IN PROCESS**
- A320 Aircraft Noise – **INITIATED**

Late Night Noise Limitation Program

- Voluntary effort to reduce late night noise by encouraging air carriers to fly at less sensitive hours or transition to quieter aircraft
- Adds a new 4th category to the Fly Quiet Program
- Commenced on July 1, 2019

Runway Use Plan Agreement

- Revised current agreement to minimize use of the 3rd Runway during late-night hours
- Late night hours: 12 am to 5 am
- In effect: September 4, 2019

Glide Slope Adjustment

- Raising Runway 34R's glideslope to lessen aircraft approach noise
- From 2.75 to 3.0/3.1 degrees
- Port will relocate navigational aids to allow for glideslope adjustment
- Early estimate of 4 years to complete

Ground Noise Analysis

- Investigate and determine airfield ground noise sources and identify potential mitigation measures
- Examples: reverse thrust/taxiing aircraft/aircraft maintenance/etc.
- Consultant hired - work to begin in fall

Noise Abatement Departure Profile

- Implement a steeper take-off to lessen departure noise for farther out airport communities
- Consultant currently studying feasibility
- Analysis expected completion: end of 2019

A320 Aircraft Noise

- Undergone outreach to air carriers on timeline for installing device that limits descent noise
- Initiated second round of follow-up with air carriers

Federal Policy Working Group

Shared federal advocacy agenda for reducing aviation-related impacts in local communities:

- Implement FAA Reauthorization Act provisions
- Support current legislation
- Submit new legislation/requests

Federal Policy Working Group

Ensure Congressional & FAA Engagement through:

- Joint letters highlighting priorities
- Potential DC visit
- Coalition building with peer airports/cities

FAA Reauthorization Provisions

- 65 DNL noise standard evaluation study results
- Impact of overflight noise on human health study
- Environmental mitigation pilot program

Current Legislation

- Rep. Smith: Protecting Airport Communities from Particle Emissions Act
- Rep. Lynch: Air Traffic Noise and Pollution Expert Consensus Act

New Legislation/Requests

- Secondary noise investments for previously insulated homes
- Investments in alternatives to commercial air travel
- FAA response to WHO Europe Environmental Noise Guidelines
- GAO Study on community noise impacts

StART Update

Questions?