



SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

October 23, 2019 Recap

The Sea-Tac Stakeholder Advisory Round Table (StART) meeting took place on October 23, 2019 with a focus on discussing the results of the Aviation Noise Working Group's recent efforts, recapping the Federal Policy Working Group's latest meeting, introducing the new FAA Community Engagement Officer, and providing input to the scope of the ground noise analysis. This voluntary, advisory roundtable, convened by Seattle-Tacoma International Airport Managing Director Lance Lyttle, is a venue for the Port of Seattle to engage with the communities of SeaTac, Burien, Des Moines, Normandy Park, Tukwila and Federal Way. Representatives from Delta Air Lines, Alaska Airlines, and Lynden Transport are also members. The Federal Aviation Administration (FAA) participates as a non-member. The cities of Burien, Des Moines, and Federal Way have temporarily suspended their involvement in StART.

The Airport Managing Director, Lance Lyttle, provided an update on the effort to re-engage the suspended cities. Letters have been sent to each city requesting meetings to discuss community concerns, with the hope that the suspended cities return to StART.

Lyttle also shared that the Runway Use Agreement was enacted on September 4, 2019 and that results are encouraging. Since enactment, there is significantly less use of the third runway during the late-night hours (12 a.m. – 5 a.m.). He also stated that the Port has sent a second letter to air carriers regarding the A320 whistle noise fix and has received responses from United Airlines, Alaska Airlines, Air Canada, and Spirit Airlines.

Justin Biassou was introduced as the new FAA Community Engagement Officer by Dave Suomi, the Northwest Regional FAA Administrator. Biassou provided a summary of his background and experience in the aviation industry and reviewed his role and responsibilities. He will operate as part of a national team, working on outreach in the NW Mountain Region. His focus will be on outreach, public engagement, and collaboration on noise concerns and he will attend airport related round tables.

The Aviation Noise Working Group (Working Group) reported on their October 14 meeting. The summary, provided by Tom Fagerstrom, Port of Seattle, focused on the status and results of several of the Working Group's recommended efforts including:

- The Noise Abatement Departure Profiles analysis is nearing its conclusion. Based on the consultant's analysis, the distant procedure appears to provide the most benefit in noise reduction for surrounding communities.
- Revised Runway Use Agreement implementation. Since September 4th (date of the agreement's enactment), there is an average of less than two operations per night on the third runway during the late-night hours. (compared to the previous average of ten).

The Federal Policy Working Group (FP Working Group), met on September 9. Marco Milanese, Port of Seattle, provided an overview of the meeting.



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- The work-plan was updated to include the development of potential legislation to allow for secondary noise insulation packages in limited situations where the initial infrastructure has “failed”.
- Joint letters to Congress and the FAA on the Port’s and airport cities shared federal advocacy priorities were discussed. The Port looks forward to finalizing these letters in the coming weeks.

Tom Fagerstrom, Port of Seattle, provided a detailed summary of the Late-Night Noise Limitation Program’s 3rd Quarter Results. Data is posted on the Port’s website (<https://www.portseattle.org/programs/late-night-noise-limitation-program>). He reviewed which air carriers had the most exceedances. 6% of all late-night flights exceeded noise thresholds, and of these 62% were cargo with FedEx Express and China Airlines Cargo having the most. Eva Air made up the majority of passenger flight exceedances and had the highest overall number of exceedances among all carriers during late night hours. Letters will be sent to all air carriers that operated during these hours and in-person meetings will be scheduled with air carriers that had the most exceedances.

The focus of the meeting was on the Airfield Noise Assessment. Brad Nicholas, HMMH, was introduced as the consultant who will be carrying out the assessment. Brad provided a brief overview of the general nature of the noise issues that frame the study. He shared a draft of the scope of the study and solicited input from StART participants on the scope. He specifically requested feedback on: identification of which sources of ground noise should be included as part of the analysis; and suggestions for specific locations and times for where and when ground noise monitoring should occur.

Public comment was heard. The next meeting is scheduled for December 11 at 6 pm, at the Conference Center at Seattle-Tacoma International Airport. The public is invited to attend.

All October 23 StART meeting documents can be found on the Port of Seattle [website](#).