

	Issue	Topic	Goal	Update
<i>Consensus Policies</i>				
	<b>65 DNL evaluation and alternative metrics</b>	FAA Reauthorization Implementation	Encourage timely release of the "noise annoyance survey" and relevant accompanying policy guidance	In April 2020, the FAA submitted a report to Congress in response to Sections 173 and 188 of the FAA Reauthorization Act: <a href="https://www.faa.gov/about/plans_reports/congress/media/Day-Night_Average_Sound_Levels_COMPLETED_report_w_letters.pdf">https://www.faa.gov/about/plans_reports/congress/media/Day-Night_Average_Sound_Levels_COMPLETED_report_w_letters.pdf</a> . The conclusion of the report is that the DNL continues to be the recommended metric.  The FAA has not released the "noise annoyance survey" to-date.
	<b>Overflight noise/human health study</b>	FAA Reauthorization Implementation	Help shape the scope and implementation of the study	No update at this time.
	<b>Environmental Pilot Program</b>	FAA Reauthorization Implementation	Help shape the scope of the grant program, and secure funding for an innovative local pilot for mitigation	The US House of Representatives passed its FY21 appropriations legislation that included direction for the FAA to "implement the Environmental Mitigation Pilot Program" as required in the FAA reauthorization bill. Negotiations with the US Senate are ongoing.
	<b>Air Traffic Noise and Pollution Expert Consensus Act</b>	Legislation	Advocate for passage	No update at this time.
	<b>Protecting Airport Communities from Particle Emissions Act</b>	Legislation	Advocate for passage	The US House of Representatives-passed HR 2, the Moving Forward Act, includes this legislation as an amendment. Negotiations with the US Senate are ongoing.
	<b>Secondary Insulation for "Failed" Packages</b>	Legislation	Advocate for passage	US Representative Adam Smith is currently finalizing this legislation for introduction. In addition, the US House of Representatives passed its FY21 appropriations legislation that included direction to the FAA to "consider residences that were mitigated prior to 1993 with sound insulation as 'unmitigated' if an airport can verify that the residences continue to fall within the latest day-night average sound level (DNL) 65 decibel (dB) contour, and have an interior noise level of DNL 45 dB or higher."

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	<b>WHO Europe Study</b>	Other	Request FAA formal explanation of interpretation of the study, and how they are including it in their policymaking	The FAA responded via email to US Representative Smith that they do not consider this study to be valid.
	<b>GAO Study of Community Noise Impacts</b>	Other	Request Congressional letter asking GAO for inclusion of "single site" airports in their analysis, along with metroplexes	In June 2020, the GAO reached out to SEA staff to begin their study of this issue in our community. SEA staff have spoken with them and connected them to airport communities as well; we are also providing them requested noise complaint data.
	<b>High Speed Surface Transportation Investments</b>	Other	Support federal funding for innovative high speed surface transportation options	No update at this time.
	<b>Late Night Noise Limitation Program</b>	StART Noise Working Group Initiatives	Build awareness of, and support for, this effort from the Washington Congressional delegation	Ongoing
	<b>Runway Use Plan Agreement</b>	StART Noise Working Group Initiatives	Build awareness of, and support for, this effort from the Washington Congressional delegation	Ongoing

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	<b>34R Glide Slope</b>	StART Noise Working Group Initiatives	Build awareness of, and support for, this effort from the Washington Congressional delegation; get their help in identifying federal funding for implementation	Ongoing
	<b>Ground Noise Analysis</b>	StART Noise Working Group Initiatives	Build awareness of, and support for, this effort from the Washington Congressional delegation	Ongoing
	<b>Noise Abatement Departure Profiles</b>	StART Noise Working Group Initiatives	Build awareness of, and support for, this effort from the Washington Congressional delegation	Ongoing
<i>Potential Additions</i>				
	<b>Noise Program Funding</b>	Legislation	Significantly increase funding for noise insulation of eligible buildings near SEA.	The US House of Representatives-passed HR 2, the Moving Forward Act, includes a set aside of 5% of airport improvement grants for airport emission reduction projects, airplane noise mitigation and other airport projects that reduce the adverse effects of airport operations on the environment and surrounding communities (increased from 4.5% thanks to an amendment from Representative Jayapal). Negotiations with the Senate are ongoing
	<b>Sustainable Aviation Fuel Funding</b>	Legislation	Significantly increase funding for deployment of Sustainable Aviation Fuels	No update at this time.
	<b>Aircraft Modernization and Environmental Performance Incentives</b>	Legislation	Investigate steps that could be taken - including those currently underway in Europe - to incentivize environmental performance of aircraft, including upgrading of fleets to more modern airplanes	The EU has tied aviation industry relief to environmental initiatives, including sustainable aviation fuel development, replacing older aircraft and upgrading of airport facilities
	<b>Supersonic Aircraft</b>	FAA Reauthorization Implementation	Ensure that noise standards for supersonic aircraft meet or exceed commercial aircraft noise standards	In June 2020, the Port submitted a comment letter to the federal rulemaking process underway.