

DRAFT LETTER OF AGREEMENT

EFFECTIVE: (__, 2019)

SUBJECT: Informal Runway Use Program

1. PURPOSE: To establish the Noise Abatement Informal Runway Use Program for the Seattle-Tacoma International Airport (KSEA). This program has been established by the Port of Seattle (POS) and is administered by the Federal Aviation Administration (FAA) at Seattle Terminal Radar Approach Control (S46) and Seattle Air Traffic Control Tower (SEA). The goal of this informal runway use program is to establish a clear understanding of the preferred way in which all of the runways will be used in various operating conditions. However, it is not intended that the program described herein would restrict operations or adversely discriminate against any user. Deviations from specified runway use may be necessary because of emergencies, weather, traffic volume, airport construction, or maintenance work. Under these circumstances, runway selection will be in accordance with FAA Orders 7110.65 and 8400.9.

2. SCOPE: The policy outlined herein provides for the preferential arrival and departure usage of each runway at KSEA. This voluntary program applies to all turbojet aircraft weighing 12,500 pounds or more. The program that is described herein shall be utilized to the maximum extent possible whenever wind, weather, traffic density, controller workload, equipment, operations and field conditions and other considerations permit.

3. RESPONSIBILITIES: POS, S46 and SEA must ensure that all appropriate personnel are briefed on this voluntary program. The FAA reserves the right to determine under what conditions flight operations may be conducted without causing degradation of safety. The FAA may be required to follow different policies than detailed herein and reserves the right to determine runway usage such that it is not unsafe, unjustly discriminatory nor incompatible with the efficient management of navigable airspace.

4. PROCEDURES: The FAA has the responsibility for managing air traffic. At any time, the FAA maintains the right to change the way they use the runways to safely and efficiently manage air traffic. This does not abrogate the authority and responsibility of the pilot in command to ensure the safe operation of his aircraft. The following is the planned runway usage during typical operations at KSEA under normal conditions:

South Flow Runway Use Program

- **Daytime and Evening Hours.** The third runway (16R) will be used primarily as an arrival runway. The east runway (16L) and center runway (16C) will be used as arrival and departure runways.
- **Late night usage.** During regular late night operations between the hours of 12:00 a.m. and 5:00 a.m. in normal weather patterns, the FAA plans to reduce its use of the third runway (16R). Departures and/or arrivals take place on 16L, and 16C, and use of 16R only when required for safety or efficiency reasons.

North Flow Runway Use Program

- **Daytime and Evening Hours.** The third runway (34L) will be used primarily as an arrival runway. The east runway (34R) and center runway (34C) will be used as arrival and departure runways.
- **Late night usage.** During regular late night operations between the hours of 12:00 a.m. and 5:00 a.m. in normal weather patterns, the FAA plans to reduce its use of the third runway (34L). Departures and/or arrivals take place on 34R, and/or 34C, and use of 34L only when required for safety or efficiency reasons.

North Flow Preferential Use During Nighttime Hours

- This implements a preferential runway system during the nighttime hours, for operations through the North Flow Noise Abatement Corridor. This would be operational when traffic and other conditions permit as determined by the FAA. When conditions permit, during nighttime hours from 10 p.m. to 6 a.m., departures can be shifted from south to north, thus utilizing the established noise abatement corridor over the Duwamish industrial area and Elliott Bay.
- This measure was approved by the FAA as Sea-Tac FAR Part 150 Noise Compatibility Program Measure A-11.

a. Emergency and Closed Runway Conditions

In the event of an emergency or closed runway condition, the policy outlined in this document may not be followed as prescribed. With safety as the primary goal, the FAA maintains the right to determine the optimal runway assignments and usage during emergency and closed runway conditions.

b. Operational and Safety Criteria (per FAA Order 8400.9)

A variety of weather and operational conditions may preclude the application of the normal runway use policy outlined above. These include, but are not limited to, the following:

1. Wind Shear or Thunderstorms.
2. Visibility
3. Runway Braking Effectiveness
4. Wind

c. Annual Review: The parties to this agreement will review this LOA annually on or around the anniversary of the signing thereof or upon request by any signatory to the LOA.

d. Monthly Progress Meetings: FAA and Port staff will meet on a monthly basis to discuss overnight runway usage and any related operational challenges to the LOA.

(FAA signature)

(Port signature)