

# Sea-Tac Stakeholder Advisory Round Table (StART)

## Aviation Noise Working Group

### DRAFT NEAR-TERM AVIATION NOISE ACTION AGENDA SUMMARY

as of 12-13-19

<i>Near-term Action Item</i>	Late Night Noise Limitation Program	Runway Use Plan Agreement	Glide Slope Analysis	Ground Noise Analysis
<i>Description</i>	Voluntary measures to reduce late night (12:00 AM to 5:00 AM) noise through incentivizing air carriers to fly at less noise sensitive hours or transition to quieter aircraft	Revise the current Runway Use Plan to minimize use of the 3rd Runway during the late night hours (12:00 AM to 5:00 AM)	Raising Runway 34R's glideslope to lessen aircraft approach noise	Analyze airfield ground noise sources including researching opportunities to minimize the impacts of reverse thrust noise
<i>Components</i>	<p>Reestablish conversations with air carriers on scheduling flights outside of the late-night hours</p> <p>Recognizing there are reasons why many air carriers fly during the late night hours, establish a noise threshold that would identify the louder aircraft flying during the late night hours to incentivize the</p>	<p>Updated language for:</p> <ul style="list-style-type: none"> <li>• 3<sup>rd</sup> Runway daytime/evening runway usage</li> <li>• 3<sup>rd</sup> Runway late night runway usage</li> <li>• North flow Preferential Use during nighttime hours</li> <li>• Monthly monitoring of compliance in partnership with FAA</li> </ul>	<p>Consider various strategies and timelines for raising Runway 34R's glideslope</p> <p>Once strategy for 34R is determined, consider options for raising the glide slope on all runways to higher than 3 degrees</p>	TBD

	<p>transition to quieter aircraft</p> <p>Late night noise threshold observance would be tracked as part of the Port's already established Fly Quiet Program and publicized on a more regular basis along with the results of the other Fly Quiet Programs' aircraft noise-related categories</p>			
<i>Potential Changes</i>	Reduction of aircraft noise during the late night hours	Minimized Use of the 3rd Runway during the late night hours	Reduction of aircraft noise for communities south of Sea-Tac	Reduction of aviation noise
<i>Key Responsible Parties</i>	Port of Seattle, air Carriers and cargo operators	Port of Seattle and FAA	Port of Seattle, FAA, and air carriers	TBD
<i>Notes</i>				