



SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

February 27, 2019 Recap

The Sea-Tac Stakeholder Advisory Round Table (StART) meeting took place on February 27, 2019 with a focus on recapping the Aviation Noise Working Group meeting, previewing the upcoming Federal Policy Working Group meeting, discussing additional potential noise reduction initiatives, and discussing StART's 2019 priorities. 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 Airport Managing Director welcomed the group and thanked StART members and members of the public who attended the recent StART briefing before the Port of Seattle Commission. He also thanked Joe Scorcio who is retiring from his position at the City of SeaTac and welcomed Carl Cole, the new SeaTac City Manager and representative on StART. The facilitator handed out copies of the recently finalized 2018 StART Annual Report.

The Aviation Noise Working Group (Working Group) reported on their January 14 meeting and solicited guidance and questions from StART participants on a number of items on their Working Group Action Agenda. The summary, provided by Stan Shepherd, Port of Seattle, focused on the status of a number of the Working Group's recommended initiatives including:

- The draft updated Runway Use Agreement has been prepared and provided to the FAA for review and response;
- Work related to identifying the Late Night Noise Limitation Program's noise thresholds is almost complete;
- A letter is in process of being drafted to airlines who operate A-320 aircraft, requesting information on when modifications will be made to address the A-320 whistling noise

Eric Schinfeld, Port of Seattle, previewed the membership and possible areas of focus for the new StART Federal Policy Working Group. He stated that there will be a number of congressional offices represented in the group. The inaugural meeting will be held on March 4.

A focus of the meeting was a presentation on the Glide Slope Analysis that had been a regular topic of discussion at StART Aviation Noise Working Group meetings. The Working Group brought forth a recommendation to adjust Runway 34R's glideslope and the StART members confirmed the recommendation.

Mark Coates, Port of Seattle, gave a presentation on the early stages of an airfield taxiing noise reduction concept. The FAA, in partnership with the airlines and Port, is exploring a plan to



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minimize the starting and stopping of arriving aircraft by designating a different taxiing approach to the terminal. This initiative could contribute to reduced noise as well as create other efficiencies. If the analysis looks promising, the FAA is considering piloting a one month experiment to test the concept in the spring.

StART members then held small group discussions to begin to identify priorities for 2019. The public also provided comments on priorities. The comments collected will be consolidated and utilized to develop areas of focus for StART for 2019.

Public comment was heard. The next meeting is scheduled for April 24 at 6 p.m., at the Conference Center at Seattle-Tacoma International Airport. The public is invited to attend.

StART meeting documents may be found on the Port of Seattle [website](#).