<table>
<thead>
<tr>
<th>Near-term Action Item</th>
<th>Late Night Noise Limitation Program</th>
<th>Runway Use Plan Agreement</th>
<th>Glide Slope Analysis</th>
<th>Ground Noise Analysis</th>
<th>Noise Abatement Departure Profiles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Description</td>
<td>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</td>
<td>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)</td>
<td>Raise Runway 34R’s glideslope to potentially lessen aircraft approach noise</td>
<td>Analyze all airfield ground noise sources including reverse thrust and identify potential mitigation measures</td>
<td>Implement a “distant” Noise Abatement Departure Profile to lessen aircraft departure noise for farther out airport communities</td>
</tr>
</tbody>
</table>
| Components             | • Reestablish conversations with air carriers on scheduling flights outside of the late-night hours  
                          • Recognizing there are reasons why many air carriers fly during the late-night hours, establish noise threshold that identify the louder aircraft flying during the late-night hours to incentivize the transition to quieter aircraft  
                          • Late night noise threshold observance would be tracked as part of the Port’s already established Fly Quiet Program and publicized on a quarterly basis along with the results of the other Fly Quiet Programs’ aircraft noise-related categories | Updated language for:  
                          • 3rd Runway daytime/evening runway usage  
                          • 3rd Runway late night runway usage  
                          • North flow Preferential Use during nighttime hours  
                          • Monitoring of compliance in partnership with FAA | Consider various strategies and timelines for raising Runway 34R’s glideslope | Analysis is expected to include (but not limited to):  
                          • Aircraft taxiing  
                          • Reverse thrust  
                          • Aircraft breaking  
                          • Auxiliary Power Units  
                          • Aircraft powering up to cross runways  
                          • Aircraft queuing prior to takeoff  
                          • Engine maintenance  
                          • Ground Support Equipment | Analyze the tradeoffs and feasibility of implementing a “distant” Noise Abatement Departure Profile and the noise impact the profile would have on “close-in” and “distant” communities south and north of Sea-Tac |
| Potential Changes      | Reduction of aircraft noise during the late night hours | Minimized Use of the 3rd Runway during the late-night hours / Noise benefit to 3rd Runway adjacent communities and communities underneath the 3rd Runway’s flightpath | Reduction of aircraft noise for communities south of Sea-Tac | Primarily, reduction of aviation noise for communities west and east of Sea-Tac. | Possible reduction of aircraft noise for farther out airport communities |
| Key Responsible Parties| Port of Seattle, airlines and cargo operators | Port of Seattle and FAA | Port of Seattle and FAA | Port of Seattle, FAA airlines and cargo operators | Port of Seattle, FAA, airlines and cargo operators |
| Status Update          | Mid-year (2019) implementation. Continuing to educate air carriers about the program’s impending launch and beginning work on how best to present the program’s data online. | Nearing completion. Mid-year (2019) implementation | Port will permanently relocate the navigational aids to allow for 34R’s glideslope to be raised (part of a larger taxiway reconfiguration project). Will pursue a 3.1 glideslope with the FAA. Port looking for ways to expedite the project including beginning design and procedural development early. | The Port will hire a consultant by the fall to begin the comprehensive analysis | The Port is close to hiring consultant to perform the analysis. Should be expected to complete work by fall, 2019. |