Sea-Tac Stakeholder Advisory Round Table Update

• 9/25 Highline Forum – Lance Lyttle
StART’s Purpose

• StART was created to establish a forum:
  – For constructive community input and action
  – And, to begin to work together more cooperatively to identify possible solutions
StART’s Workplan

• In early 2018, a series of prioritization exercises led to an agreed upon focus on aviation noise

• Creation of a working group to study potential near-term actions to prevent & reduce aviation noise
Aviation Noise Working Group

Near term actions to prevent & reduce noise:

– Late Night Noise Limitation Program – ✓
– Runway Use Plan Agreement – ✓
– Glide Slope Adjustment – IN PROCESS
– Airfield Noise Assessment – IN PROCESS
– Noise Abatement Departure Profile – IN PROCESS
– A320 Aircraft Noise – INITIATED
Late Night Noise Limitation Program

• Voluntary effort to reduce late night noise by encouraging air carriers to fly at less sensitive hours or transition to quieter aircraft
• Adds a new 4\textsuperscript{th} category to the Fly Quiet Program
• Commenced on July 1, 2019
Runway Use Plan Agreement

• Revised current agreement to minimize use of the 3rd Runway during late-night hours
• Late night hours: 12 am to 5 am
• In effect: September 4, 2019
Glide Slope Adjustment

• Raising Runway 34R’s glideslope to lessen aircraft approach noise
• From 2.75 to 3.0/3.1 degrees
• Port will relocate navigational aids to allow for glideslope adjustment
• Early estimate of 4 years to complete
Ground Noise Analysis

• Investigate and determine airfield ground noise sources and identify potential mitigation measures
• Examples: reverse thrust/taxiing aircraft/aircraft maintenance/etc.
• Consultant hired - work to begin in fall
Noise Abatement Departure Profile

• Implement a steeper take-off to lessen departure noise for farther out airport communities
• Consultant currently studying feasibility
• Analysis expected completion: end of 2019
A320 Aircraft Noise

• Undergone outreach to air carriers on timeline for installing device that limits descent noise

• Initiated second round of follow-up with air carriers
Federal Policy Working Group

Shared federal advocacy agenda for reducing aviation-related impacts in local communities:

– Implement FAA Reauthorization Act provisions
– Support current legislation
– Submit new legislation/requests
Federal Policy Working Group

Ensure Congressional & FAA Engagement through:

– Joint letters highlighting priorities
– Potential DC visit
– Coalition building with peer airports/cities
FAA Reauthorization Provisions

• 65 DNL noise standard evaluation study results
• Impact of overflight noise on human health study
• Environmental mitigation pilot program
Current Legislation

• Rep. Smith: Protecting Airport Communities from Particle Emissions Act
• Rep. Lynch: Air Traffic Noise and Pollution Expert Consensus Act
New Legislation/Requests

• Secondary noise investments for previously insulated homes
• Investments in alternatives to commercial air travel
• FAA response to WHO Europe Environmental Noise Guidelines
• GAO Study on community noise impacts