Sea-Tac Stakeholder Advisory Round Table Annual Report

- Phyllis Shulman
- Marco Milanese
StART’s Purpose

• StART was created to establish a forum to:
  – Strengthen and improve relationships with six neighboring communities
  – Begin to work together to more cooperatively identify issues and possible solutions

• StART’s development began mid-2017
StART’s Structure

- Cities appointed two community members and one city employee to serve
- Airport’s Managing Director is the chair
- Alaska, Delta and Lynden also serve
StART’s Structure

- FAA provides agency expertise
- Employs an independent, neutral facilitator
- Reports up to the Highline Forum
Development of StART Priorities

- Early conversations with cities
- Discussion at inaugural meeting
- Follow-up individual member survey
- Continuing discussion at meetings
## StART–2018 Meeting Progress

<table>
<thead>
<tr>
<th>February 2018 Inaugural Meeting</th>
<th>April 2018</th>
<th>June 2018</th>
<th>August 2018</th>
<th>October 2018</th>
<th>December 2018</th>
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<tbody>
<tr>
<td><strong>Objectives:</strong></td>
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<tr>
<td>Inaugural meeting</td>
<td>To discuss and prioritize a list of potential actions for START to explore related to preventing, reducing, and/or mitigating aviation noise. To consider constructive next steps including the formation of a START aviation noise working group.</td>
<td>To review and discuss information from the initial meeting of the Aviation Noise Working Group. To develop shared understanding of Seattle region’s airspace and flight paths.</td>
<td>To review progress from the Aviation Noise Working Group. To develop understanding of the forthcoming fleet changes and how those may impact aviation noise.</td>
<td>To confirm next steps based on the work of the Aviation Noise Working Group. To hear and discuss federal Congressional efforts related to airports and airport communities. To propose and discuss an additional working group.</td>
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<td><strong>Discussion Topics:</strong></td>
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<td>• Roles and Commitments of Members, Role of Public, Role of Facilitator, Logistics, Operating Principles</td>
<td>• Congressional Update (Noise) (Port Staff)</td>
<td>• Presentation: FAA Reauthorization Update, SAMP Update</td>
<td>• Briefing: Aviation Noise Working Group and Working Group Work Plan</td>
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<td>• Public Comment</td>
<td>• Discussion: Aviation Noise and Coordination of Issues</td>
<td>• Briefing and Discussion: Aviation Noise Working Group</td>
<td>• Presentation: Forthcoming Aircraft Fleet Changes (The Boeing Company, Delta Air Lines, Alaska Airlines)</td>
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<td>• Sea-Tac Airport Updates— Capital Projects; Monthly Statistics (Port Staff)</td>
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<td>• Public Comment</td>
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<td>• Presentation and Discussion: Aviation Operations Roles and Responsibilities (FAA and Port Staff)</td>
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**Sea-Tac Stakeholder Advisory Round Table**
Development of StART Priorities

- Prevention/reduction of aviation noise identified as Priority #1
- Focus on near-term efforts to explore and potentially implement
- Creation of working group and hiring of a noise consultant
Aviation Noise Working Group

• Potential near-term actions to prevent & reduce noise:
  – Runway Use Plan Agreement
  – Late Night Noise Limitation Program
  – Glide Slope Analysis
  – Airfield Noise Assessment
Runway Use Plan Agreement

• Revise & update the current agreement

• New language:
  – “During regular late night operations (12 AM to 5 AM) in normal weather patterns, the FAA plans to reduce its use of the 3rd Runway”
Late Night Noise Limitation Program

• Voluntary effort to reduce late night noise by incentivizing air carriers to fly at less sensitive hours or transition to quieter aircraft
• Adds a new 4th category to the Fly Quiet Program
Glide Slope Analysis

• Raising Runway 34R’s glideslope to lessen aircraft approach noise
• From 2.75 degrees to 3.0 or 3.1 degrees
Airfield Noise Assessment

• Investigate and determine airfield ground noise sources to reduce impacts
  – Reverse thrust/taxiing aircraft/other sources
  – Assess where possible action can be taken
  – Plan to hire a consultant to manage the assessment
Aviation Noise Working Group

• Additional near-term actions to prevent & reduce noise:
  – A320 Whistle Noise Letter
  – Noise Abatement Departure Profiles
  – Other actions as determined by StART
Federal Policy Working Group

• Focus on influencing:
  – FAA reauthorization legislation
  – Locally sponsored aviation legislation

• And ensuring their successful and full implementation

• Inaugural meeting: 3/4/19
StART Update

Questions?