

**Sea-Tac Stakeholder Advisory Round Table (StART)**  
**Aviation Noise Working Group**  
**Near-Term Aviation Noise Action Agenda Summary (as of 11/20/19)**

<b>Near-term Action Item</b>	<b>Late-Night Noise Limitation Program</b>	<b>Runway Use Program</b>	<b>Glide Slope Adjustment</b>	<b>Ground Noise Analysis</b>	<b>Noise Abatement Departure Profiles Study</b>	<b>A320 Aircraft Noise</b>
<b>Description</b>	Voluntary measure to reduce late-night (12:00 AM to 5:00 AM) noise by incentivizing air carriers to fly at less noise sensitive hours or transition to quieter aircraft	Revise the current informal Runway Use Program to minimize use of the 3 <sup>rd</sup> Runway during the late-night (12:00 AM to 5:00 AM)	Raise Runway 34R's glideslope to lessen aircraft approach noise	Analyze airfield ground noise sources and identify potential mitigation measures	Implement a Noise Abatement Departure Profile to lessen aircraft departure noise for farther out airport communities	Encourage air carriers to install a vortex generator on pre-2014 A320 series aircraft to lessen descent noise
<b>Components</b>	<ul style="list-style-type: none"> <li>Ongoing outreach with air carriers about possible late-night schedule and aircraft fleet changes</li> <li>Recognizing there are reasons why many air carriers fly during the late-night hours, established noise thresholds that identify louder aircraft exceeding noise thresholds during the late-night hours</li> <li>Late-night noise threshold observance tracked and reported out on a quarterly basis and beginning in 2020, publicized as part of the Fly Quiet Program (new 4<sup>th</sup> category)</li> </ul>	Updated language for: <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> </ul>	Considered various strategies and timelines for raising Runway 34R's 2.75 degrees glideslope and settled on plan to permanently relocate 34R's navigational aids and pursue a 3.1 degrees glideslope with the FAA  Once confirmed, consider options for raising the glide slope on all runways to higher than 3 degrees	Analysis is expected to include (but not limited to): <ul style="list-style-type: none"> <li>Aircraft taxiing</li> <li>Reverse thrust</li> <li>Aircraft breaking</li> <li>Auxiliary Power Units</li> <li>Aircraft powering up to cross runways</li> <li>Aircraft queuing prior to takeoff</li> <li>Engine maintenance</li> <li>Ground Support Equipment</li> </ul>	Analyze the tradeoffs and feasibility of implementing the "distant" versus the "close-in" departure profile and the noise impact it would have on communities south and north of the airport	Ongoing outreach with air carriers with pre-2014 A320s to inquire about their vortex generator installation timelines
<b>Change</b>	Reduction of aircraft noise during the late-night hours	Reduction of aircraft noise for 3 <sup>rd</sup> Runway adjacent communities and communities underneath the 3 <sup>rd</sup> Runway's flightpath	Reduction of aircraft noise for communities south of airport	Reduction of aviation noise for close-in communities surrounding the airport	Reduction of aircraft noise for farther out communities directly south and north of airport	Reduction of aircraft noise for communities underneath the flight path
<b>Key Responsible Parties</b>	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	Port of Seattle, airlines and cargo operators
<b>Status Update</b>	<b>UNDERWAY</b> - Program commenced 7/1. First report out (quarter 3) occurred in October 2019. Encouraging communication has begun with late-night operators. Next report out (quarter 4) in January 2020.	<b>UNDERWAY</b> - Implemented on 9/4 and 3 <sup>rd</sup> Runway late-night usage monitored daily. Encouraging results since implementation.	To expedite the project, preliminary design money was approved by the Port Commission on July 23. The 34R glide slope adjustment is incorporated into a larger taxiway reconfiguration project estimated to be complete in 2023.	A consultant has been hired and the study's expected finalization is in the fall 2020	Consultant has studied both departure profiles and confirmed the "distant" profile lessens noise for farther out communities and provides the most noise benefit. Port will begin conversations with the FAA and air carriers on requesting use of "distant" profile at airport.	Continued outreach until all pertinent air carriers respond