



## SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

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### December 11, 2019 Recap

The Sea-Tac Stakeholder Advisory Round Table (StART) meeting took place on December 11, 2019 with a focus on discussing the results of the Noise Abatement Departure Profiles Noise Analysis, recapping the Federal Policy Working Group's and Aviation Noise Working Group's meetings, and getting an update on the end-around taxi procedure. 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 Operations Director, Laurel Dunphy, chaired the meeting in the absence of Lance Lyttle. Dunphy acknowledged and thanked two of the community representatives who will not be returning in 2020 - Trina Cook, Tukwila community representative, and Earnest Thompson, Normandy Park community representative. She also announced that Port representatives will be meeting with representatives from the cities who have temporarily suspended their involvement in StART on December 17. Dunphy reviewed several StART accomplishments in 2019 and shared that Lyttle is committed to continuing the work with the communities.

Dunphy reminded cities that StART community representative terms are up at the end of the year and that cities can re-nominate current members or nominate new members to serve on StART. It was requested that cities provide the names of representatives serving the 2020-2022 term by the end of January.

The Federal Policy Working Group (FP Working Group), met on November 4 and December 11. Eric Schinfeld, Port of Seattle, provided an overview of the meetings:

- The joint StART member letters to Congress and the FAA were finalized and sent.
- U.S. Representative Adam Smith drafted legislation responding to the interest in allowing for secondary noise insulation packages in limited situations where the initial infrastructure has "failed". This bill is expected to be introduced in a few weeks.
- The FP Working Group is organizing a delegation to Washington DC in the spring to advocate for a joint policy agenda. Meetings will be scheduled with members of Congress as well as the FAA.
- Legislation from U.S Representative Jackie Speier is being tracked and the FP Working Group will review it at an upcoming meeting to determine whether to add the legislation to the group's legislative priorities.

Jason Poole, FAA Air Traffic Manager, provided an update on the end-around taxi procedure. The FAA organized a work group to analyze, through modeling, whether this procedure was feasible and reduced taxi time from the runways to the gates. The analysis showed that there were numerous constraints and challenges with the procedure and that it would increase airfield operational complexity and decrease safety. He reported that the FAA determined that the procedure is not feasible.



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The focus of the meeting was on the Noise Abatement Departure Profiles Analysis. Steve Alverson, ESA, the consultant hired to do the analysis, attended in person and reviewed the analysis methodology, the results of the analysis, and recommendations for action. Alverson reviewed the definitions of the two departure profiles, a Close-In Noise Abatement Departure Profile (NADP) and a Distant NADP. He clarified the responses from the five airlines surveyed as to which procedure they are utilizing when operating Boeing 737-800s.

Alverson concluded that the analysis shows that utilizing the Distant NADP would provide the most benefit for noise reduction in certain communities. For some communities, there would be no change. He emphasized that most of the domestic airlines are already using the Distant NADP, so the change would not be as dramatic as if they were not, but that there would still be associated noise reduction benefits. Next steps include some additional analysis, discussions with the FAA, the development of educational communication materials, and additional input from StART.

The Aviation Noise Working Group (Working Group) reported on their November 18 meeting. The summary, provided by Tom Fagerstrom, Port of Seattle, focused on the status and results of several of the Working Group's efforts including:

- Vince Mestre, noise consultant, provided information about possible next steps related to the Noise Abatement Departure Profile Analysis.
- Additional outreach and dialogue regarding the Late-Night Noise Limitation Program's 3<sup>rd</sup> Quarter Results. Sit-down meetings were held with the three airlines with the most exceedances. The conversations have been productive and options are being discussed that could possibly result in future schedule or fleet changes.
- Revised Runway Use Agreement implementation. Results continue to show a significant decrease in landings per night on the third runway. Landings are averaging 2 per night, down from 10-30 per night. A few exceptions occurred due to runway closures on two nights.

Public comment was heard. The next meeting is scheduled for February 26, 2020 at 6 pm, at the Conference Center at Seattle-Tacoma International Airport. The public is invited to attend.

All December 11 StART meeting documents can be found on the Port of Seattle [website](#).