# Near-Term Aviation Noise Action Agenda Summary (as of 11/20/19)

## Near-term Action Item

### Description
- **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**

### Components
- Ongoing outreach with air carriers about possible late-night schedule and aircraft fleet changes
- 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
- 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 4th category)

### Change
- Reduction of aircraft noise during the late-night hours
  - Reduction of aircraft noise for 3rd Runway adjacent communities and communities underneath the 3rd Runway's flightpath
  - Reduction of aircraft noise for communities south of airport
  - Reduction of aviation noise for farther out communities directly south and north of airport
  - Reduction of aircraft noise for communities underneath the flight path

### Key Responsible Parties
- Port of Seattle, airlines and cargo operators
- Port of Seattle and FAA
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### Status Update
- **UNDERWAY - 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.**
- **UNDERWAY - Implemented on 9/4 and 3rd 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.**

## Late-Night Noise Limitation Program
- Revisit the current informal Runway Use Program to minimize use of the 3rd Runway during the late-night (12:00 AM to 5:00 AM)

## Runway Use Program
- Raise Runway 34R’s glideslope to lessen aircraft approach noise

## Glide Slope Adjustment
- 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

## Ground Noise Analysis
- 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

## Noise Abatement Departure Profiles Study
- 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 to inquire about their vortex generator installation timelines

## A320 Aircraft Noise
- Encourage air carriers to install a vortex generator on pre-2014 A320 series aircraft to lessen descent noise