

SEA Stakeholder Advisory Round Table (StART)
Aviation Noise Working Group
Aviation Near-term Noise Action Agenda Summary (as of 2/22)

Action Items	Late Night Noise Limitation Program	Runway Use Program	Glide Slope Adjustment	Ground Noise Study	Noise Abatement Departure Profiles Analysis	Rolling Takeoffs	Noise Comment Reporting
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	Revise the current informal Runway Use Program to minimize use of the Third 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	Establish rolling takeoffs as the preferred takeoff procedure during periods of light air traffic	Provide up-to-date, accessible information on noise complaints and comments submitted by the public
Components	<ul style="list-style-type: none"> Ongoing outreach with air carriers about possible late night schedule and aircraft fleet changes including meetings with carriers with the most noise exceedances 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 publicized as part of the Fly Quiet Program 	Updated language for: <ul style="list-style-type: none"> Third Runway daytime/evening runway usage Third Runway late night runway usage 	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 3.0 degrees glideslope with the FAA	Major ground noise sources identified in the study: <ul style="list-style-type: none"> Taxiing/queuing Takeoff rolls Reverse thrust upon arrival Auxiliary Power Unit (APU) use Engine maintenance run-ups 	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	Evaluate whether there is a measurable noise difference of instituting a rolling takeoff versus a traditional takeoff	Monthly statistic and heat map reports posted on Port website detailing totals and trends by city, zip code and subject matter.
Change	Reduction of aircraft noise during the late night hours	Reduction of aircraft noise for Third Runway adjacent communities and communities underneath the Third Runway's flightpath	Potential 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	Potential reduction of aircraft noise for communities close to the runway ends	Transparent and convenient information on noise complaints and comments submitted by public
Key Responsible Parties	Port of Seattle, airlines and air cargo carriers	Port of Seattle and FAA	Port of Seattle and FAA	Port of Seattle, FAA, airlines and air cargo carriers	Port of Seattle, FAA, airlines and air cargo carriers	Port of Seattle, FAA, airlines and air cargo carriers	Port of Seattle
Status Update	UNDERWAY - Program commenced in July 2019 with regular reporting each quarter to external audiences. In 2021, the program achieved its first significant success when EVA Airways made the switch to a quieter aircraft during the late night hours.	UNDERWAY - Implemented in September 2019. Late night operations on the Third Runway dropped dramatically from an average of 12 nightly landings pre-implementation to an average of one nightly landing in 2021.	UNDERWAY - The 34R glide slope adjustment is incorporated into an airport taxiway reconfiguration project. Preliminary design is complete. Implementation is contingent on the Sustainable Airport Master	IN PROCESS - The study's noise monitoring and modeling is complete. The consultant team is developing potential mitigation measures.	NOT IMPLEMENTED – The analysis identified a possible uptick in noise for close-in neighborhoods. Consequently, the decision was made to not pursue any additional proactive measures to promote the distant procedure with air carriers.	IN PROCESS – A noise monitoring effort will soon be implemented to evaluate whether there is a measurable noise reduction with a rolling takeoff. If there is, the next step is to identify what language can be	UNDERWAY – Monthly reports began with June 2020.

			Plan's (SAMP) finalization and FAA approval.			strengthened to encourage their use.	
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