



**COMMISSION
AGENDA MEMORANDUM**


Item No. 7b

BRIEFING ITEM

Date of Meeting January 22, 2019

DATE: January 9, 2019

TO: Stephen P. Metruck, Executive Director

FROM: Lance Lyttle, Managing Director, Aviation Division 
Marco Milanese, Community Engagement Manager, External Relations *MM*
Stan Shepherd, Manager, Aviation Noise Programs, Aviation Environmental Programs *SS*

SUBJECT: Sea-Tac Stakeholder Advisory Round Table (StART) Update

EXECUTIVE SUMMARY

The briefing will include an overview of StART's creation, its organizational structure, the formation of the Aviation Noise Working Group, the working group's efforts to date and plans for 2019.

FORMATION OF StART

Cognizant of Sea-Tac Airport's continued growth and the community impacts associated with that growth, the Port is committed to building open relationships with the community and local jurisdictions that foster trust, accountability and collaboration. An important component of that earnest effort was the creation in early 2018 of the Sea-Tac Stakeholder Advisory Round Table (StART).

After conducting research on various engagement strategies employed at selected airports in the summer of 2017, Lance Lyttle, the Airport's Managing Director, and External Relations staff met with the administrative leadership from the six airport-area cities (SeaTac, Burien, Des Moines, Normandy Park, Tukwila and Federal Way) to gauge their level of interest in a stakeholder advisory roundtable. The administrative leadership agreed on the need for a roundtable and over a series of working meetings, reached an agreement on StART's formation, purpose and structure. StART's inaugural meeting was on February 28, 2018.

PURPOSE OF StART

As established within StART's Operating Procedures:

StART provides Southwest King County cities, communities, airline representatives, the Federal Aviation Administration (FAA) and the Port with the opportunity to:

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- Support meaningful and collaborative public dialogue and engagement on airport-related operations, planning and development;
- Provide an opportunity for the communities to inform the airport-related decision making of the Port of Seattle and other Southwest King County jurisdictions/organizations; and
- Raise public knowledge about the airport and impacted communities.
- Focus on practical solutions to reduce the impact of the airport on neighboring communities.

The intent is to provide a forum that fosters a spirit of good will, respect and openness while encouraging candid discussion between the Port and residential and business community members.

ORGANIZATIONAL STRUCTURE OF StART

StART is convened by the Airport's Managing Director, who in addition to serving as the chair, serves as the sponsor directing staff to provide technical analysis and expertise to the group. An independent, neutral facilitator provides assistance in the preparation, management and summation of each StART meeting.

Each of the six airport-area cities appoints two community members to serve on StART along with a non-elected city employee who is typically a city manager. Members are appointed for a two year term. StART's effectiveness is driven by a willingness by all parties to fully discuss matters of mutual concern and all members are asked to pledge their good faith best effort to achieve those ends.

Representatives from Alaska Airlines, Delta Air Lines and Lynden Air Cargo participate as members and the FAA provides agency expertise.

City representation on StART is identical to the Highline Forum's city representation and StART reports up to the Highline Forum. In this way, both StART's community representatives and the Highline Forum's elected representatives are involved in airport issues and can provide a coordinated approach among stakeholders.

StART meets six times a year with its next meeting occurring on February 27, 2019. Meetings are typically held in Sea-Tac Airport's Conference Center, are noticed and open to the public. Limited time is set aside at each meeting for the public to provide comments pertinent to the topics listed on that day's meeting agenda.

AVIATION NOISE WORKING GROUP

After dedicating the first two StART meetings to increasing awareness around a number of aviation-related topics, the members had an open conversation at their June meeting about

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where they would like to focus their energies going forward. The June conversation ended with the decision to create a smaller working group, comprised of volunteer StART members and representatives from Delta, Alaska, the FAA and the Port. Their assignment: prioritize and explore a list of potential near-term actions to prevent and reduce aviation noise.

A noise/aviation consultant, with experience working with similar stakeholder groups, was hired by the Port to provide technical analysis to the working group. The working group, since its launch in August, has met five times. Updates on the working group's progress are provided at all StART meetings.

NEAR-TERM AVIATION NOISE ACTION AGENDA

At the working group's first meeting in August, the members approved exploring four near-term efforts linked to preventing and reducing aviation noise:

- Runway Use Plan Agreement
- Late Night Noise Limitation Program
- Glide Slope Analysis
- Airfield Noise Assessment

The four near-term efforts were branded the Near-Term Aviation Noise Action Agenda. If and when appropriate, the working group could consider adding other efforts to the agenda.

With the Runway Use Plan Agreement and the Late Night Noise Limitation Program, significant progress has been made by the working group to date. A preliminary draft of the Runway Use Agreement has been submitted to the FAA for review and the Late Night Noise Limitation Program is currently in design. The working group is expected to recommend a path forward for the Glide Slope Analysis in early 2019. Work on defining the Airfield Noise Assessment will begin in early 2019.

- (1) Runway Use Plan Agreement: The most consequential proposed change to the agreement, which was implemented originally in 2010, is language clarifying minimized use of the 3rd Runway during the late night hours (12:00 AM to 5:00 AM). FAA review and acceptance of the new agreement is required and an FAA-directed environmental review might also be a requirement. Potential enactment: mid-2019
- (2) Late Night Noise Limitation Program: The program is designed 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. The incentive is the addition of a new category to the Port's already established Fly Quiet Program that assigns air carriers a penalty score for any late night flights above a specified noise threshold. The Program's various thresholds are still being calculated. Once complete, the Port will begin publicizing the program with the air carriers. Potential enactment: mid-2019

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- (3) **Glide Slope Analysis:** Approaches for raising Runway 34R's glide slope from 2.75 degrees to 3.0 or 3.1 degrees are currently under evaluation. Raising the glide slope on Runway 34R could provide a small noise reduction for aircraft arriving over communities south of the airport. A defined approach and timeline will require FAA approval. As a next step, options for raising the glideslopes on all runways higher than 3 degrees will be evaluated. Potential enactment: TBD

- (4) **Airfield Noise Assessment:** The assessment is expected to investigate and determine sources of airfield noise troublesome to the community, including noise generated by aircraft reverse thrust. Potential enactment: TBD

StART IN 2019

StART will continue on with its bi-monthly meeting in 2019 serving as a forum for hearing the concerns from the six neighboring airport communities and for identifying ways where all parties can work together more cooperatively on possible solutions to those concerns.

The Aviation Noise Working Group will continue to meet on a monthly basis to advance the Near-Term Aviation Noise Action Agenda. Other efforts are expected to be identified by the working group in 2019 and included as part of the agenda including a campaign to encourage air carriers to retrofit A320 aircraft to reduce noise when descending.

At its December 19 meeting, StART also agreed to form a new working group focused on federal policy. Specifically, the new working group would look at policies already passed as part of the FAA Reauthorization legislation and aviation-oriented legislation expected to be championed by U.S. Representative Adam Smith in the next Congress. The goal would be to identify ways where StART can work collectively to ensure these enacted and proposed policies and legislation are fully and successfully implemented. The new working group is expected to hold its first meeting early in 2019.

ATTACHMENTS TO THIS BRIEFING

- (1) Presentation slides
- (2) Draft Rolling Near-Term Aviation Action Agenda Timeline
- (3) Draft Near-Term Aviation Noise Action Agenda Summary
- (4) StART's Operating Procedures
- (5) StART's membership list
- (6) 2018 StART Survey Results 4-23-18

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

None