

# Snapshot of StART 2020 Accomplishments and Results

Item No. 11b. attach 4  
Meeting Date: March 9, 2021

Objective	Action Item/Accomplishment	Results (as of December 31, 2020)
 <p>Reduce late-night noise by incentivizing air carriers to fly at less noise-sensitive hours or transition to quieter aircraft.</p>	<p>Late-Night Noise Limitation Program implemented. Late-night noise exceedances will be a new category in the Fly Quiet Incentive Program, designed to convey the community impacts of aircraft noise to airlines and pilots. Identified and analyzed which air cargo carriers, flight schedules, and aircraft types operate during late-night hours.</p>	<p>Issued in-person and written communications to all air carriers, focusing on those who exceeded the late-night noise thresholds—positive responses from and dialogues with a number of airlines. Considering new strategies to increase focus on the role of air cargo carriers in reducing late-night noise.</p>
 <p>Reduce late-night noise for communities underneath the 3rd Runway's flight path by minimizing the use of the 3rd Runway during late-night hours.</p>	<p>Implemented the Revised Runway Use Agreement between the Port and the FAA.</p>	<p>Late-night operations on the 3rd Runway dropped dramatically in 2020 with the majority of nights absent of any late-night operations on the runway.</p>
 <p>Lessen aircraft approach noise for communities south of the airport.</p>	<p>Provided funding for preliminary design work for a glide slope adjustment of Runway 34R.</p>	<p>Preliminary design work began. Project implementation contingent on completion of the Sustainable Airport Master Plan (SAMP) and FAA approval.</p>
 <p>Reduce whistling noise created by pre-2014 A320 series aircraft for communities underneath the flight path.</p>	<p>Continued asking all relevant air carriers to install a vortex generator on pre-2014 A320 series aircraft to lessen descent noise.</p>	<p>Many A320 aircraft were grounded due to the impacts of COVID-19. It is anticipated that many older A320 aircraft will be retired by airlines leading to a substantial noise improvement.</p>
 <p>Lessen aircraft departure noise for communities more distant to the airport.</p>	<p>Distant Noise Abatement Departure Profile (NADP 2) Analysis confirmed to lessen aircraft departure noise for more distant communities.</p>	<p>Completed NADP Analysis that included recommendations on feasibility, potential benefits, and any potential tradeoffs. Implementation is contingent on community and FAA approval.</p>
 <p>Reduce aviation noise for close-in communities surrounding the airport.</p>	<p>Developed initial scope and timeline for a ground noise analysis as well as provided recommendations for location of noise monitors.</p>	<p>Due to COVID-19's impact on airport operations, ground noise study is currently on hold.</p>
 <p>Provide up-to-date data for the public and increase accessibility and usability of noise complaints received by the Port.</p>	<p>Established monthly noise comment and complaint reports that are posted on the Port's website.</p>	<p>Public can access new monthly data that show noise comments and complaints, sorted by city, zip code, and distinct household, along with the subject matter of the complaint.</p>
 <p>Identify additional actions that may reduce noise.</p>	<p>Identified additional issues to be analyzed, including: propeller aircraft operations, proposed noise standards for supersonic aircraft, and international noise and green aviation standards.</p>	<p>Focus for 2021.</p>

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 <p>Influence federal policy relating to jointly agreed aviation priorities.</p>	<p>Updated joint Port-Cities Federal Policy Advocacy Plan to reflect new priorities, including four new policy focus areas. Supported progress in Congress, including U.S. House passage of several priority policies, as well as supporting initial FAA action on key regulatory items from the 2018 FAA reauthorization legislation.</p>	<p>Scheduled meetings with Members of Congress and the Biden Administration for early 2021 to discuss shared efforts to implement the Port-Cities Federal Policy Advocacy Plan.</p>
 <p>Address the issue of secondary noise insulation failure.</p>	<p>Congress passed appropriations legislation that included House of Representatives' language addressing homes insulated prior to 1993. Worked closely with U.S. Representative Adam Smith and airport community members to refine draft legislation addressing this issue.</p>	<p>Moving toward introduction of the legislation and engaging airport industry associations on this topic.</p>
 <p>Establish constructive relationships with Congressional staff and elected officials who represent our region and state.</p>	<p>Engaged Congressional staff in regular meetings of the StART Federal Policy Working Group.</p>	<p>Expanded outreach to new Members of Congress as well as elected officials from other regions throughout the country with similar concerns.</p>
 <p>Consider ways to connect aviation recovery to promoting environmental sustainability.</p>	<p>Reviewed the European Union aviation industry's initiatives.</p>	<p>Additional study and strategies will be considered.</p>
 <p>Broaden and deepen community engagement in StART and issues that StART addresses.</p>	<p>Convened a committee to develop recommendations for enhanced community engagement.</p>	<p>Community engagement recommendations and initial steps for implementation developed.</p>
 <p>Deepen understanding of ultrafine particles and their potential impacts.</p>	<p>Presentation to StART on University of Washington MOV-UP (Ultrafine Particles) Study.</p>	<p>Reviewed emerging studies on ultrafine particles and their health impacts. Identified possible action items, particularly relating to federal policy.</p>
 <p>Strengthen partnerships between the Port and airport area communities to address issues related to the impacts of COVID-19.</p>	<p>Engaged members in discussion and identification of needs including input into the Port's Economic Recovery Strategy.</p>	<p>Port's Economic Recovery Strategy in process of implementation.</p>