

2020 StART Near-Term Aviation Noise Action Agenda

	Near-Term Action Item						
	Late-Night Noise Limitation Program	Runway Use Program	Glide Slope Adjustment	Ground Noise Analysis	Noise Abatement Departure Profiles Study	A320 Aircraft Noise	Noise Comment Report
Description	Incentivize air carriers to fly at less noise sensitive hours or transition to quieter aircraft through a voluntary measure to reduce late-night (12:00 AM to 5:00 AM) noise	Revise the current informal Runway Use Program to minimize use of the 3 rd 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	Encourage air carriers to install a vortex generator on pre-2014 A320 series aircraft to lessen descent noise	Provide up-to-date, accessible information on noise complaints and comments submitted by the public
Components	<p>Ongoing outreach with air carriers about possible late-night schedule and aircraft fleet changes</p> <p>Recognizing there are reasons why many air carriers fly during the late-night hours, established noise thresholds that identify aircraft exceeding noise thresholds during the late-night hours</p> <p>Late-night noise threshold observance tracked and reported out on a quarterly basis and beginning in 2021, publicized as part of the Fly Quiet Program (new fourth category)</p>	<p>Updated language for:</p> <ul style="list-style-type: none"> 3rd Runway daytime/evening runway usage 3rd Runway late-night runway usage 	Considered various strategies and timelines for raising Runway 34R's 2.75 degree glideslope, and settled on plan to permanently relocate 34R's navigational aids and pursue a 3.1 or 3.0 degree glideslope with the FAA. Once confirmed, consider options for raising the glideslope on all runways to higher than 3 degrees.	<p>Analysis is expected to include (but not limited to):</p> <ul style="list-style-type: none"> 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 	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 with pre-2014 A320s to inquire about their vortex generator installation timelines	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 late-night hours	Reduction of aircraft noise for communities adjacent to the 3 rd Runway and those underneath its flight path	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	Reduction of aircraft noise for communities underneath the flight path	Transparent and convenient information on noise complaints and comments submitted by public
Key Parties Responsible	Port of Seattle, airlines, and air cargo operators	Port of Seattle and FAA	Port of Seattle and FAA	Port of Seattle, FAA, airlines and air cargo operators	Port of Seattle, FAA, airlines and air cargo operators	Port of Seattle, airlines and air cargo operators	Port of Seattle
Status Update	UNDERWAY – Program commenced in July 2019. First report out (Quarter 3) occurred in October 2019. Next report out (Quarter 4) to be released in January 2021.	UNDERWAY – Implemented in September 2019. Late-night operations on the 3 rd Runway dropped dramatically in 2020 with the majority of nights absent of any late-night operations on the runway.	UNDERWAY – The 34R glide slope adjustment is incorporated into a larger taxiway reconfiguration project estimated to be complete in 2023. Preliminary design work has begun. Timeline contingent on Sustainable Airport Master Plan's completion and the FAA's approval.	ON HOLD – Preliminary work conducted by consultant in early 2020. Because of COVID-19's impact on airport operations, all work is currently suspended.	Consultant has studied both departure profiles and confirmed the "distant" profile lessens noise for farther out communities and provides the most noise benefit. Before having conversations with the FAA and air carriers to request use of "distant" profile at airport, Port will have additional conversations with StART members.	Because of COVID-19's impact on air carriers, it is anticipated that many older A320 series aircraft will be retired. Port will closely track any fleet changes to see how it impacts aircraft noise.	UNDERWAY – Monthly reports began with June 2020.