

SEA Stakeholder Advisory Round Table (StART)
Aviation Noise Working Group
Aviation Near-term Noise Action Agenda Summary (as of 4/24)

Action Items	Late Night Noise Limitation Program	Runway Use Program	Glide Slope Adjustment	Ground Noise Study	Discouraging Reverse Thrust	Encouraging Continuous Taxi to 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	When conditions are right, discourage overuse of reverse thrust to deaccelerate aircraft	When conditions are right, promote continuous taxi to takeoffs (rolling takeoffs)	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 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"> Stop and go aircraft sequencing/queuing Traditional takeoffs Reverse thrust Auxiliary Power Unit (APU) use Engine maintenance run-ups Dual engine taxiing 	Reverse thrust was identified as a source of noise in the Ground Noise Study	Traditional takeoffs were identified as a source of noise in the Ground Noise Study.	Monthly statistic and heat map reports posted on Port website detailing totals and trends by city, zip code and subject matter. Regular updates regarding noise complaint data provided at StART meetings.
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 SEA	Reduction of aviation noise for close-in communities surrounding SEA	Reduction of aircraft noise for close-in airport communities	Modest 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	COMPLETE - Program commenced in July 2019 with regular reporting each quarter to external audiences. In 2021, the program achieved its first significant success when EVA Air made the switch to a quieter, newer aircraft during the late night hours. In 2023, the program achieved another accomplishment when FedEx Express began incorporating quieter, newer aircraft into their fleet.	COMPLETE - 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 less than two nightly landings in 2023. Usage continues to be monitored and details communicated at StART meetings.	IN PROCESS - The 34R glide slope adjustment is incorporated into a SEA taxiway reconfiguration project. Preliminary design is complete. Implementation is contingent on the Sustainable Airport Master Plan's (SAMP) finalization and FAA approval.	COMPLETE – After regular check-ins with StART's Aviation Noise Working Group, the consultants completed the study in May 2022. The study identified several potential mitigation measures that the working group has either implemented or continues to investigate.	COMPLETE – Updated SEA voluntary language discouraging use of reverse thrust at all times and beyond what is necessary, implemented in January 2023. Air carrier awareness campaign occurred over the summer of 2023.	COMPLETE – New SEA voluntary language promoting use of continuous taxi to takeoffs implemented in July 2023. Air carrier awareness campaign occurred over the summer of -2023.	COMPLETE – Monthly reports began with June 2020.