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#### Action Items

##### Late Night Noise Limitation Program

#### 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

- 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

Reduction of aircraft noise during the late night hours

#### Components

#### Change

Key  
Responsible  
Parties  
Status  
Update

Port of Seattle, airlines and air cargo carriers

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.

SEA Stakeholder Advisory Round Table (StART)  
Aviation Noise Working Group  
Aviation Near-term Noise Action Agenda Summary (as of 4/24)  
Runway Use Program  
Glide Slope Adjustment  
Ground Noise Study

Item No. 11a\_attachment\_2

Meeting Date: May 14, 2024

Discouraging Reverse Thrust  
When conditions are right, discourage overuse of reverse thrust to deaccelerate aircraft

Encouraging Continuous Taxi to Takeoffs  
When conditions are right, promote continuous taxi to takeoffs (rolling takeoffs)

Noise Comment Reporting  
Provide up-to-date, accessible information on noise complaints and comments submitted by the public  
Traditional takeoffs were Monthly statistic and identified as a source of heat map reports posted noise in the Ground Noise on Port website detailing Study.  
totals and trends by city, zip code and subject matter. Regular updates regarding noise complaint data provided at StART meetings.

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)  
Updated language for:

- Third Runway daytime/evening runway usage
- Third Runway late night runway usage

Raise Runway 34R's glideslope to lessen aircraft approach noise

Analyze airfield ground noise sources and identify potential mitigation measures

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:

- 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

Reduction of aircraft noise  
for Third Runway adjacent  
communities and  
communities underneath  
the Third Runway's  
flightpath  
Port of Seattle and FAA

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

Port of Seattle and FAA

Port of Seattle, FAA, airlines  
and air cargo carriers

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.

Port of Seattle, FAA,  
airlines and air cargo  
carriers  
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.

Port of Seattle

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.

Port of Seattle, FAA,  
airlines and air cargo  
carriers  
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 – Monthly

reports began with June  
2020.