

Sea-Tac Stakeholder Advisory Round Table Update – 1/22

- Lance Lyttle
- Marco Milanese
- Stan Shepherd

StART's Purpose

- StART was created to establish a forum to:
 - Hear the concerns from the six neighboring communities
 - Begin to work together more cooperatively to identify possible solutions

StART's Structure

- Cities appoints two community members and one city employee to serve
- Airport's Managing Director is the chair
- Alaska, Delta and Lynden also serve

StART's Structure

- FAA provides agency expertise
- An independent, neutral facilitator is employed
- Reports up to the Highline Forum

Aviation Noise Working Group

- Potential near-term actions to prevent & reduce noise:
 - Runway Use Plan Agreement
 - Late Night Noise Limitation Program
 - Glide Slope Analysis
 - Airfield Noise Assessment

Runway Use Plan Agreement

- Revise & update the current agreement
- New language:
 - *“During regular late night operations (12 AM to 5 AM) in normal weather patterns, the FAA plans to reduce its use of the 3rd Runway”*

Late Night Noise Limitation Program

- Voluntary effort to reduce late night noise by incentivizing air carriers to fly at less sensitive hours or transition to quieter aircraft
- Adds a new 4th category to the Fly Quiet Program

Glide Slope Analysis

- Raising Runway 34R's glideslope to lessen aircraft approach noise
- From 2.75 degrees to 3.0/3.1 degrees



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Airfield Noise Assessment

- Investigate and determine airfield ground noise sources to reduce impacts
 - Reverse thrust
 - Taxiing aircraft
 - Other sources

StART Update

Questions?