Item No. 11b attachment
Meeting Date: June 9, 2026

SEA Stakeholder Advisory Round Table (StART)
Aviation Noise Working Group
Aviation Near-term Noise Action Agenda Summary (as of 4/26)

Action Items	**Late Night Noise Limitation Program**	**Runway Use Program**	**Glide Slope Adjustment**	**Promoting Minimum Thrust When Taxiing**	**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	To lessen noise, fuel burn and jet blast incidents, encourage minimum necessary thrust when taxiing.	When conditions are right, discourage overuse of reverse thrust to decelerate 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	• 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: • 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	Taxiing aircraft were identified as a source of noise in StART's 2022 Ground Noise Study	Reverse thrust was identified as a source of noise in StART's 2022 Ground Noise Study	Traditional takeoffs were identified as a source of noise in StART's 2022 Ground Noise Study.	Monthly statistics 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	Modest reduction of aircraft noise and a measurable effect on reducing aircraft emissions for close-in airport communities	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 and airlines	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. EVA Air and FedEx Express, two carriers that Port staff met with as part of the Program's outreach, did eventually incorporate newer, quieter aircraft into their fleets.	**COMPLETE:** Implemented in September 2019. Late night operations on the Third Runway dropped dramatically from an average of 12 late night landings pre-implementation to an average of less than two late night landings in 2023. The average has fluctuated since 2023 but remains well below the pre-implementation average. 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:** SEA voluntary language promoting use of single engine taxiing implemented in October 2024. After two 2025 jet blast incidents, the language was modified to emphasize minimum thrust in place of single-engine taxiing. The new language was implemented in early 2026.	**COMPLETE:** Updated SEA voluntary language discouraging use of reverse thrust at all times and beyond what is necessary, implemented in January 2023.	**COMPLETE:** New SEA voluntary language promoting use of continuous taxi to takeoffs implemented in July 2023.	**COMPLETE:** Monthly reports began in June 2020.