



## SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

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### December 19, 2018 Recap

The Sea-Tac Stakeholder Advisory Round Table (StART) meeting took place on December 19, 2018 with a focus on confirming the next steps based on the work of the Aviation Noise Working Group, to hear and discuss Federal Congressional efforts related to airports and airport communities, and to propose and discuss an additional Federal Policy Working Group. StART, a voluntary, advisory roundtable convened by Seattle-Tacoma International Airport's Managing Director Lance Lyttle, is a venue for the Port of Seattle to engage with the communities of SeaTac, Burien, Des Moines, Normandy Park, Tukwila and Federal Way. Representatives from Delta Air Lines, Alaska Airlines, and Lynden are also members. The Federal Aviation Administration (FAA) participates as a non-member.

Fernando Ruiz, Legislative Assistant to U.S. Representative Adam Smith and Lyndall Bervar, District Representative to U.S. Representative Adam Smith, provided an update on the status of proposed legislation: The Particle Emissions Act and the Aviation Impacted Communities Act. They also discussed the FAA Reauthorization Act and next steps connected to implementation. Also, it was mentioned that a priority for the next Congress will be a bill focusing on secondary insulation for residences impacted by aviation noise.

After the discussion, Lance Lyttle, Aviation Managing Director of Sea-Tac Airport proposed a new Federal Policy Working Group for StART that would focus on federal efforts and identify areas where input and participation can help shape the scope and implementation of research and studies within the FAA Reauthorization Act. StART participants agreed that it would be useful to initiate the Federal Policy Working Group. Lyttle solicited volunteers from StART participants.

The StART Aviation Noise Working Group (Working Group) provided a recap of their last three meetings held since the last StART meeting. The Working Group put forward two action steps that are ready for the Port to carry forward: an updated Runway Use Agreement between the Port of Seattle and the FAA that clarifies minimized use of the 3<sup>rd</sup> Runway during the late night hours (12 AM to 5 AM); and a Late Night Noise Limitation program aimed at incentivizing air carriers to fly at less noise sensitive hours or transition to quieter aircraft. The Working Group also reported that it is analyzing whether changes in Runway 34R's glide slope could be implemented to further add to noise reduction measures. Additionally, the Working Group has suggested that the Port send letters to airline carriers who fly A320 aircraft to inquire about their plans and encourage them to retrofit their aircraft to mitigate the whistle noise. The Working Group shared their draft Action Agenda along with their Draft Work Plan. They will continue to meet in 2019. Public comment was heard. The next meeting is scheduled for February 27, 2019 6:00-8:00pm at the Airport.

StART meeting documents may be found on the Port of Seattle [website](#).