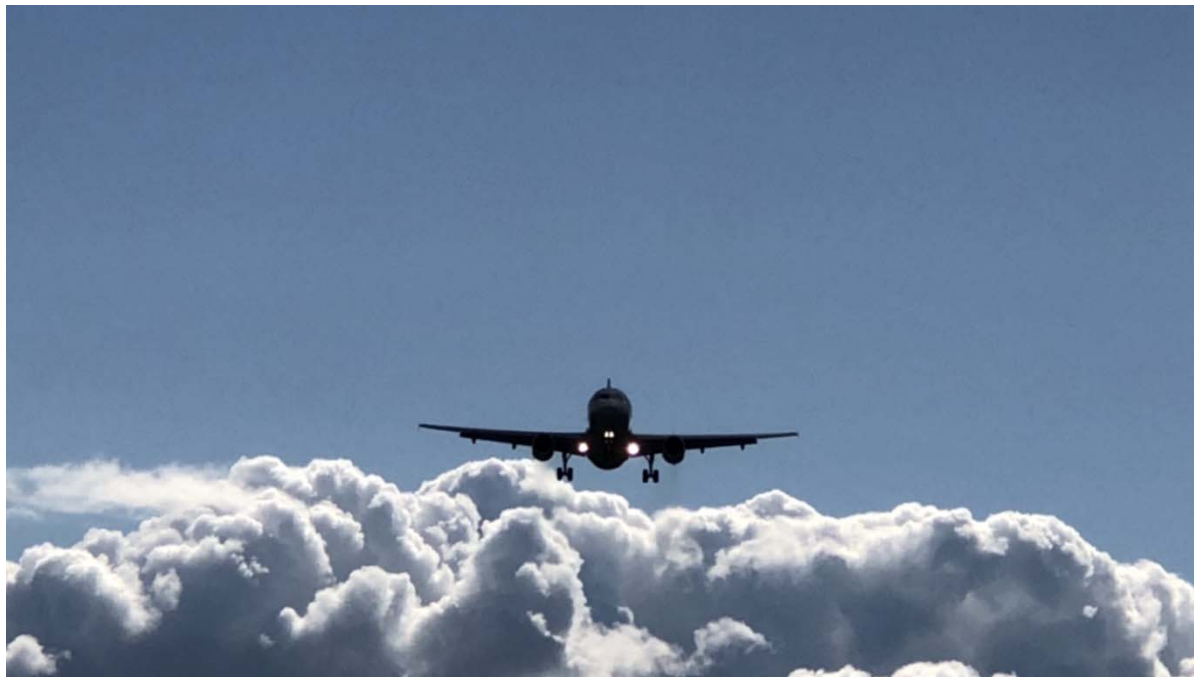


StART Noise Working Group Year End Recap



StART Noise Working Group

- Formed to work on achievable noise reduction efforts



Noise Working Group Members

- Terry Plumb
- Chris Hall
- John Resing
- Earnest Thompson
- Mark Hoppen
- Eric Zimmerman
- Robert Akhtar
- Joe Scorcio
- Ken Rogers
- Jason Ritchie
- Tom Fagerstrom
- Robert Tykoski
- Tim Toerber
- Steve Ostredahl
- Marco Milanese
- Scott Ingham
- Tony Gonchar
- Randy Fiertz
- Yarden Weidenfeld
- Scott Kennedy

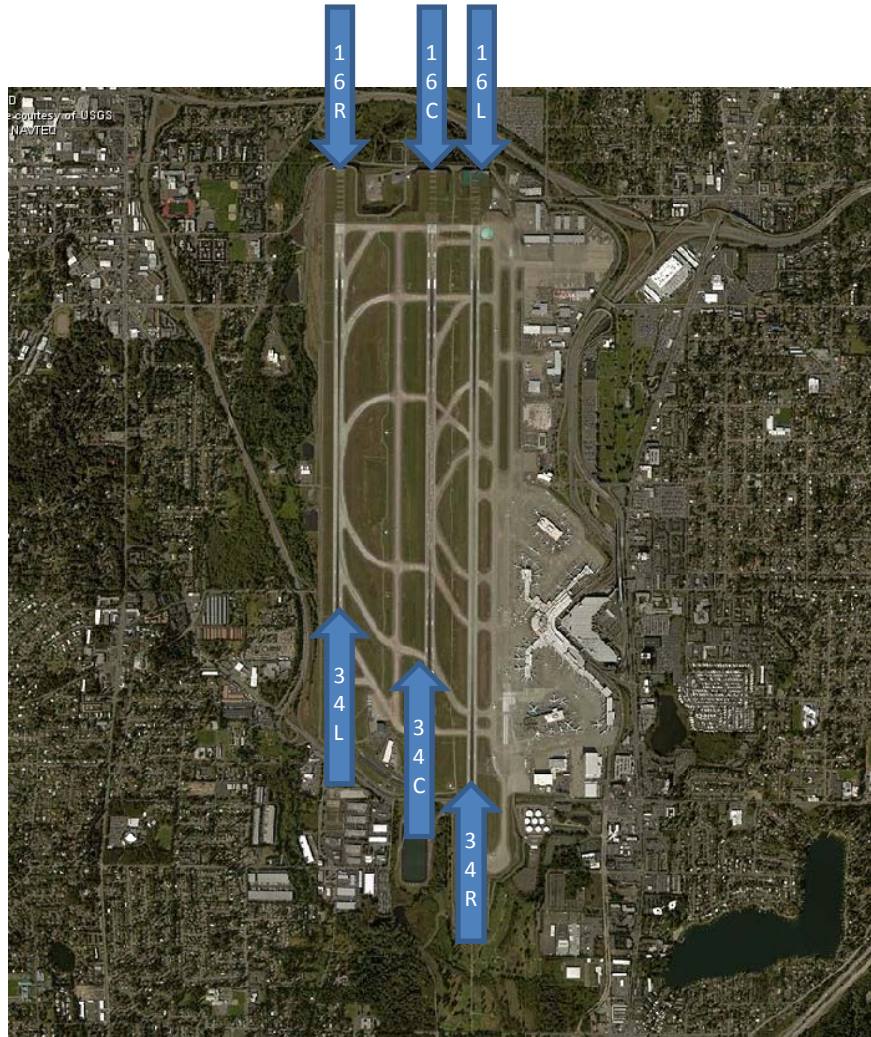
Near Term Aviation Noise Action Agenda

- Runway Use Agreement
- Fly Quiet Voluntary Late Night Noise Limitation Program
- Glide Slope Analysis
- Ground Noise Analysis
- A320 Arrival Noise Retrofit

Runway Use Agreement

- Revise / update the previous Runway Use Plan.
- Purpose of the plan is to establish a clear understanding of the preferred way in which all of the runways will be used in various operating conditions.

Sea-Tac Runways



Runway Use

Daytime and Evening Hours

- The third runway (16R/34L) will be used primarily as an arrival runway.
- The east runway (16L/34R) and center runway (16C/34C) will be used as arrival and departure runways.

Runway Use

Late Night Usage

- During regular late night operations **between the hours of 12:00 a.m. and 5:00 a.m.** in normal weather patterns, the FAA plans to reduce its use of the third runway (16R/34L).
- Departures and/or arrivals will use 16L/34R and 16C/34C
- 16R/34L will only be used when required for safety or efficiency reasons.

North Flow Preferential Use

Nighttime Hours

- This implements a preferential runway system during the nighttime hours, for operations through the North Flow Noise Abatement Corridor. This would be operational when traffic and other conditions permit as determined by the FAA.
- When conditions permit, during nighttime hours from 10 p.m. to 6 a.m., departures can be shifted from south to north, thus utilizing the established noise abatement corridor over the Duwamish industrial area and Elliott Bay.
- This measure was approved by the FAA as Sea-Tac FAR Part 150 Noise Compatibility Program Measure A-11.

Fly Quiet Late Night Noise Limitation Program

- 12am to 5am
- Voluntary measure to reduce late night noise through incentivizing air carriers to fly at less sensitive hours or transition to quieter fleet

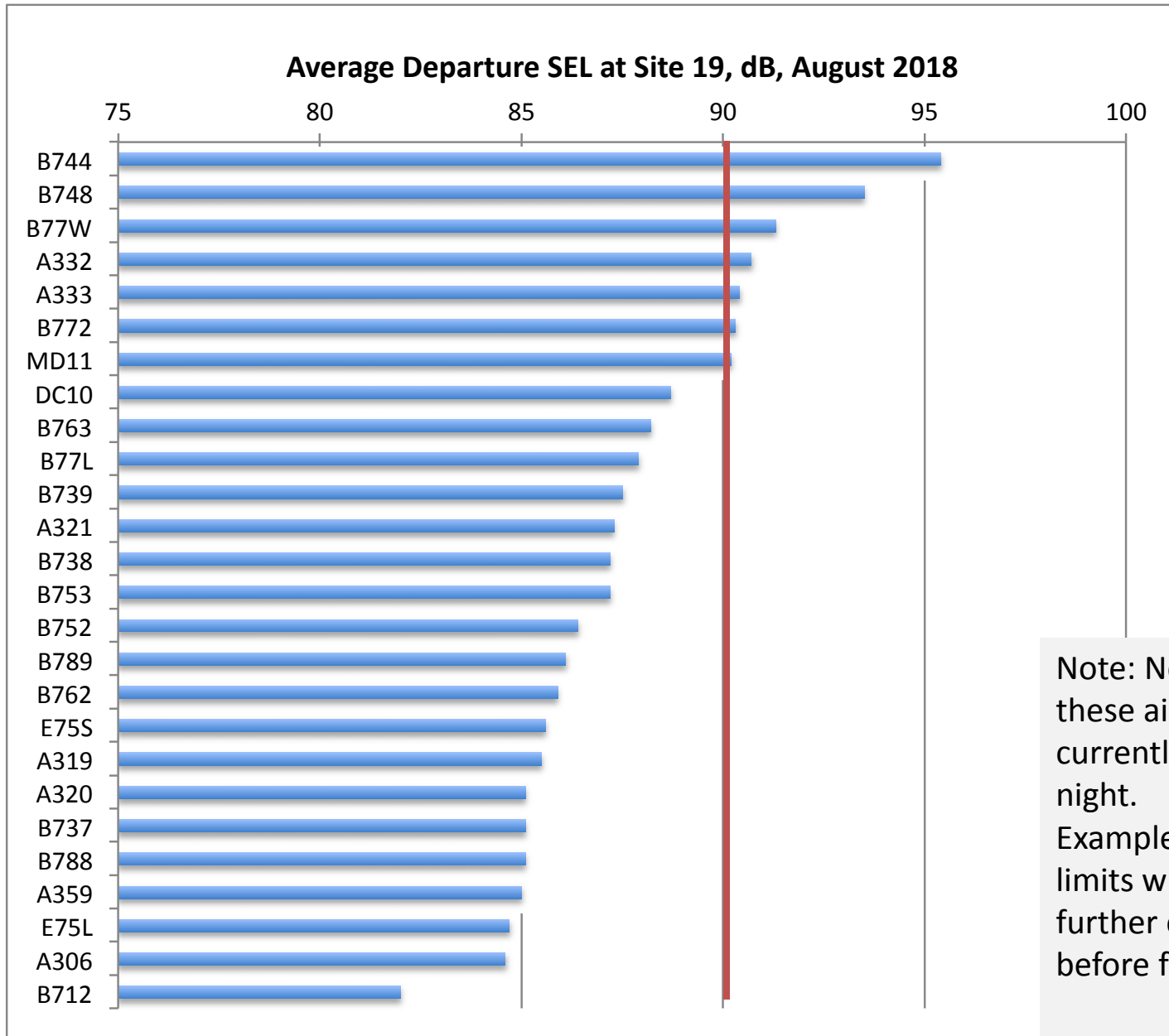
Why not call it a voluntary curfew?

- The program doesn't change, only the name to better align with the intended outcomes
- Curfews are assumed to be “mandatory”

Fly Quiet Late Night Noise Limitation Program

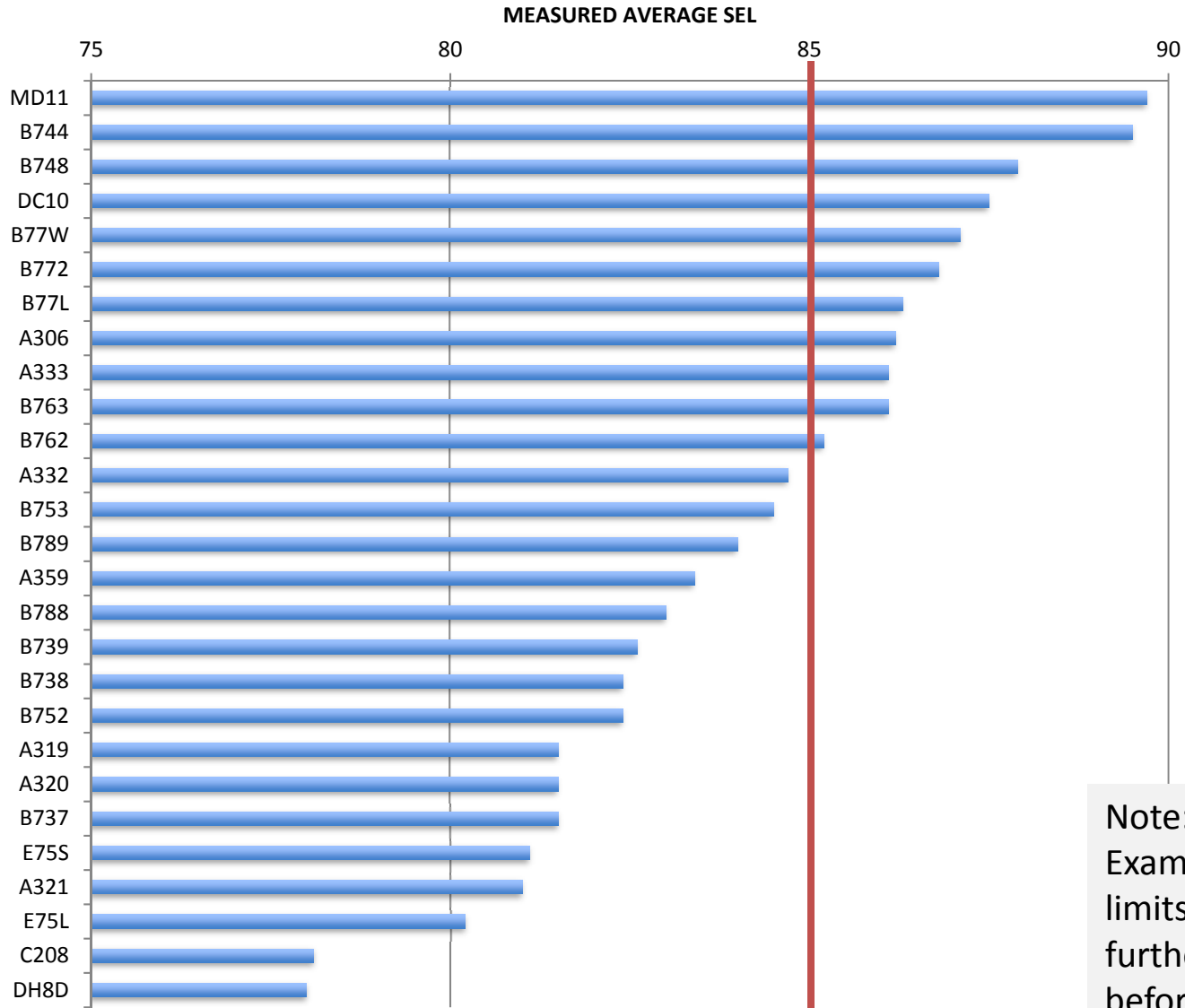
- 12am to 5am
- Utilize the Fly Quiet Program to add additional category
- Aircraft flying above an average single event noise threshold will receive a Fly Quiet Program penalty score
- Based on 4 nearby noise monitors

Site 19 Departure Noise Comparison



Note: Not all of these aircraft currently operate at night.
Example only. Noise limits will need further evaluation before final.

SITE 12 Arrival Noise Example



Note:
Example only. Noise limits will need further evaluation before final.

Fly Quiet Scoring

- Compliance with Noise Abatement Corridors
- Noise score based on all hours
- Compliance with nighttime engine testing rules and regulations
- **NEW – penalty for late night flights that exceed the noise limit thresholds**

Monitoring and Reporting

- Monthly monitoring of all flights
- Reporting to the FAA
- Compliance letters to airlines exceeding the late night noise thresholds
- Publication of reports, letters and information on the web
- Reporting to StART

Late Night Noise Limitation Program Additional Efforts

- Encouraging airlines to replace noisier aircraft with quieter aircraft
- Encouraging all airlines to consider rescheduling of late night flights

Glide Slope Analysis

- Raising Runway 34R's Glideslope to lessen aircraft approach noise
- Currently at 2.75 degrees
- Options to raise it to 3 degrees or 3.1 degrees

Ground Noise Analysis

- Analyzing airfield ground noise sources to reduce impacts
 - Taxiing Aircraft
 - Thrust Reverse
 - Other
- On work plan for 2019

A320 Whistle Noise on Approach

- Noise occurs between 7 to 30 miles from landing
- Caused by a circular vent hole under the wing (similar to blowing over a bottle)
- Includes A320, A319 and A321 Aircraft

Solution

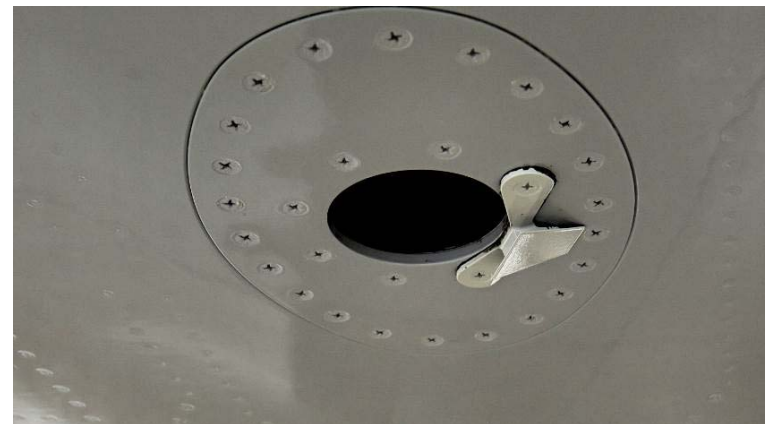
“Vortex Generator”
5mm device mounted
upstream of the hole



Aircraft must be taken out of service and fuel tanks & systems drained of all fuel before retrofit.
Airlines that are completing the fix are typically doing it during downtime with other major maintenance.



Device is
factory
installed on
newer A320s
Post 2014



A320 Retrofit

- Find ways to encourage airlines to complete the retrofit
 - Discuss with airline staff
 - Send letters to airlines requesting timeline for implementation

First-Year Report on the Port of Seattle/City of SeaTac 2018 Interlocal Agreement

INTRODUCTION

The 2018 Interlocal Agreement (ILA) between the Port of Seattle and the City of SeaTac is the third ILA between the City and the Port over the past 22 years. The current 10-year ILA was approved in December 2017, and took effect on February 17, 2018.

The Joint Advisory Committee meets on a quarterly basis to discuss matters of mutual interest and concern to both the Port and City. This provides the opportunity to provide updates in regards to implementation of the ILA. Port and City staff meet twice a year to discuss ILA implementation. As discussed at the most recent staff to staff meeting, it was recommended that this first-year report be provided to the elected officials of the City and Port. The report provides a general overview of how the ILA is operating, and steps being taken to address any issues that have arisen since it took effect.

The format of the report follows the subject headings within the ILA itself.

GENERAL PROVISIONS

- Good Faith and No Surprises: Overall both parties have met this standard. On occasion there have been minor issues, often due to a lack of unawareness of ILA requirements or City regulations concerning a specific activity, but those have been addressed amicably.
- Payments: Surface Water Management Fees, Fees for Service/Quality Assurance (based on permitting activity), and Community Relief Contribution payments are all being made timely by the March 31st deadline.
- Joint Advisory Committee: The JAC has met quarterly since the ILA took effect, and has served as a good forum for keeping abreast of issues, airing concerns, and facilitating frank conversations.

LAND USE AND DEVELOPMENT STANDARDS

- The geographic delineation of the Airport Activity Area (AAA), and the table of permitted land use within and without, has worked well to inform Port staff of City expectations and requirements.

TRANSPORTATION

- As required by the ILA, the Port includes SEPA environmental review in relation to capital projects and development within the AAA, and in planning for transportation facilities needed to concurrently support development.
- City and Port staff actively coordinate and cooperate on transportation planning and modeling, and share collected data.

- With regard to Port communications regarding holiday travel to the Airport, work continues to consistently provide advance notice to City staff regarding the communications and any potential impacts.

PERMITTING AND INSPECTIONS

- General: The pre-application checklist has worked well to identify projects within the AAA. The City has requested a small number of sit-down meetings to discuss projects; most are approved with minimal comments. Both the Port and City will be examining means for making the pre-application process work more smoothly.
- Permitting: Work continues regarding the comprehensive nature of Port permits within the AAA (which tend to be inclusive of all aspects of a project, in contrast to City-issued permits which are separate permits for electrical, plumbing, building, fire, etc.); confirming how the valuation of Port-issued permits is determined; the tracking of ancillary permits; and the number of permits issued. A joint staff working group will work on these topics.
- Quality Assurance: The City has indicated satisfaction with the quality of work being performed for the Port.
- Business Licenses: Both parties have been working cooperatively to identify businesses at the Airport that should be licensed by the City of SeaTac.

ENVIRONMENTAL REGULATIONS

- The Port has been complying with the provisions of the ILA regarding SEPA, critical areas, Surface Water Management, noise, and air quality and sustainability.
- The City evaluated the potential of changing its Surface Water Management program from one based on impervious surface to one based on vehicle trips, but did not pursue it. The Port was kept well-informed while this was under consideration.

PUBLIC SAFETY & GENERAL SERVICES

- Policing: The relationship between the City of SeaTac and the Port of Seattle Police Departments has been a constructive one.
- Permit Parking Program: The City has begun to implement a Permit Parking Program, using the parking tax collected from the Port. The program is likely to begin within the next several months. The City will be providing information to the Port so it may advise various businesses at the airport.
- Community Relief: As noted earlier in this report, the \$1.4 million per year payment is being made in a timely manner.
- Economic Opportunity and Workforce Development: The Port Commission made the establishment of a pilot project related to workforce development a priority in their budget deliberations in the fall of 2018. Approval of the Career Support and Advancement Center (CSAC) is scheduled for Commission consideration soon. The Port will go out for proposals after that, with an eye toward CSAC being up and running by the 4th Quarter of 2019.

2.15.150 Airport Advisory Committee.

A. Duties and Responsibilities. The Airport Advisory Committee acts in an advisory capacity to the City Council with the following purposes:

1. To discuss both the positive and negative impacts of the Sea-Tac International Airport in the City of SeaTac;
2. To discuss land use issues related to Sea-Tac Airport, including the impacts on the City of SeaTac, including but not limited to the South Aviation Support Area (SASA), the international arrivals facility, and airport access;
3. To discuss agreements between the City of SeaTac and the Port of Seattle related to Sea-Tac Airport including, but not limited to, any interlocal agreements;
4. To discuss mitigations of the airport impacts including, but not limited to, traffic mitigation, surface water management, parking, and the payment of impact fees;
5. To make recommendations to the City Council regarding ways to protect residents and businesses from negative airport impacts;
6. To make recommendations to the City Council regarding ways for residents and businesses to take advantage of positive airport impacts; and
7. To address other airport related issues as deemed appropriate by the Committee or the City Council.

B. Membership. The Airport Advisory Committee shall consist of nine (9) members composed of:

1. Three (3) sitting Councilmembers, one (1) of which will be Chair appointed by the Mayor;
2. Three (3) members from the SeaTac business community; and
3. Three (3) members who reside in the City of SeaTac, one of which can be a youth member.