

Runway 16R/34L Usage



Roles & Responsibilities

FAA

- Manages air traffic & use of runway

Port of Seattle

- Operator of Airport
- Manages airport facilities/infrastructure
- Manages community noise programs

Need for New Runway

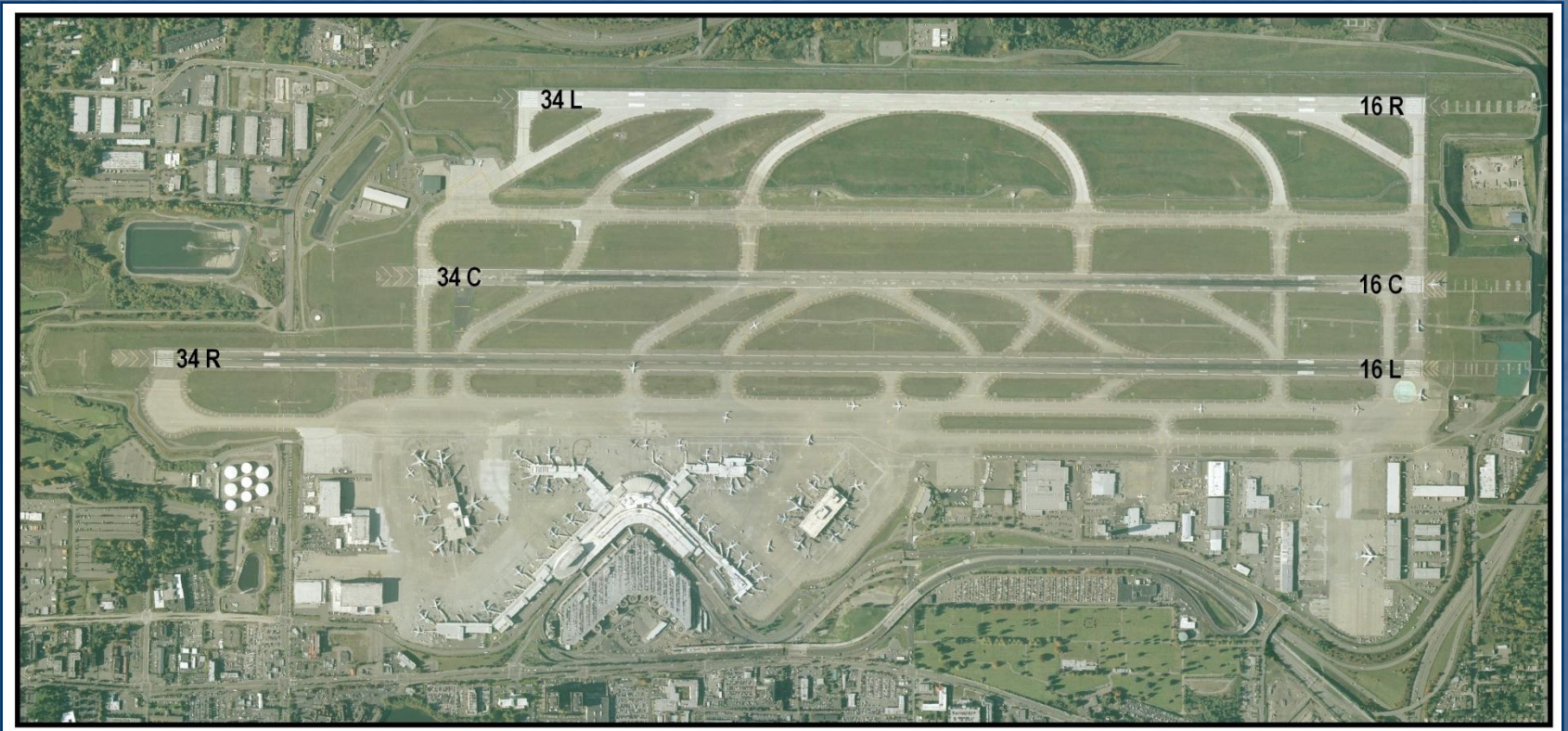
- The driving factor in pursuing a new runway was the impact of airline delays caused by poor weather. Lower visibility conditions occur approximately 44% of the year.
- The new runway will also increase the airports operating efficiency during all weather conditions.

Common Community Comments

- More noise than expected
- Using runway more than promised
- Thought runway was to be used in bad weather only
- Want more mitigation

FAA Runway Usage Plan

- South flow arrivals – good weather
- South flow arrivals – lower visibility
- South flow departure demand



Operations Comparison

**1997 Supplemental
EIS Master Plan
Update year 2010
Projections**

**Current
2010 Projections**

Total Annual Operations

475,230

338,000

Daily Operations

1,302

926

Changes in Sea-Tac Fleet Mix

Significant numbers of noisier aircraft have been eliminated from the fleet mix, or reduced usage, since the 1997 EIS Master Plan Update projections.

<u>Ops by Aircraft</u>	<u>EIS 2010 Projected % Annual Ops</u>	<u>2009 Current % Annual Ops</u>
Boeing 767-200	2.0%	0.0%
McDonnell Douglas DC8-70	1.5%	0.0%
McDonnell Douglas MD11	0.8%	0.1%
Fokker F-100	0.9%	0.0%
Fairchild F-28	2.5%	0.0%
McDonnell Douglas MD82/83	12.1%	1.0%

Runway Usage Statistics

Arrivals					Departures				
	EIS assumptions for 2010	Dec. 2008 Actuals	Jan. 2009 Actuals	Feb. 2009 Actuals		EIS assumptions for 2010	Dec. 2008 Actuals	Jan. 2009 Actuals	Feb. 2009 Actuals
South traffic flow (subtotal):	61.1%	75.7%	91.1%	63.7%	South traffic flow (subtotal):	61.2%	74.7%	90.5%	62.9%
<u>Runway</u>					<u>Runway</u>				
16L	17.5%	20.8%	28.8%	25.7%	16L	25.2%	49.2%	69.4%	43.0%
16C	15.9%	29.4%	26.6%	20.3%	16C	33.5%	25.2%	20.9%	19.8%
16R	27.7%	25.5%	35.7%	17.7%	16R	2.5%	0.3%	0.2%	0.1%
North traffic flow (subtotal):	38.9%	24.3%	8.9%	36.3%	North traffic flow (subtotal):	38.9%	25.3%	9.5%	37.1%
<u>Runway</u>					<u>Runway</u>				
34L	16.4%	9.6%	2.7%	13.3%	34L	1.6%	0.6%	0.3%	1.0%
34C	17.2%	4.2%	3.4%	6.9%	34C	14.2%	13.7%	3.8%	20.3%
34R	5.3%	10.5%	2.8%	16.1%	34R	23.1%	11.1%	5.4%	15.9%
Total	100%	100%	100%	100%	Total	100%	100%	100%	100%



65 DNL for 1998

65 DNL for 2010

65 DNL for 2007

Prior to Opening the Third Runway Noise Mitigation

- 64 homes acquired and residents relocated in the North Approach Transition Zone (ATZ)
- 87 homes sound insulated north of third runway
- 27 homes directionally sound insulated

Projected Air Quality and Climate Benefits

- Decreased delays from 5 minutes to 2 minutes
- 50,000 tons of CO₂ reduction
- 170 tons of nitrous oxide reduction
- 425 tons of carbon monoxide reduction

Part 150 Process Preparations

- Community Outreach
- Analyze flight track and noise data we are currently collecting
- Launch the formal Part 150 public process in November 2009
- Develop project schedule