

Tips for providing meaningful public comment

- The official public comment period is open from May 22 through July 21, 2026. Ensure your comments are submitted within the deadline: **July 21, 2026 4pm**.
- Comments should be submitted following the guidance provided on the EA project website: <https://sea-samp.com/get-involved/>
- Focus on your concerns related specifically to the SAMP and Draft EIS (i.e., growth in flights) and how the projects and/or growth in operations will affect the quality of life in your community. Encourage the Port to work with local jurisdictions as the airport expands to encourage mutual prosperity for the Airport and airport neighbors.
- The DEIS identifies specific impacts in airport-adjacent communities and specific mitigation plans should be established in collaboration with these communities.
- Encourage the use of supplemental noise metrics. The DNL noise metric does not reliably represent residents' daily experience related to aircraft noise, particularly increases in operations. The 20% increase in operations results in only a slight increase in DNL 65 exposure, but 20% more noise events will be noticed. The Port should include **supplemental noise metrics** as part of the Part 150 Noise Study update to ensure both the Port and impacted communities understand the existing and future conditions and use that information in mitigation planning.

July __, 2026

Mr. Steve Rybolt
Port of Seattle, AV Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
Via email: samp@portseattle.org
Via webpage: www.sea-samp.com

Dear Mr. Rybolt:

Thank you for the opportunity to comment on the Seattle-Tacoma Sustainable Airport Master Plan Draft Environmental Impact Statement (EIS). As a resident of Des Moines, Washington, I am impacted by operations at the airport on a daily basis. Having reviewed both the Sustainable Airport Master Plan and the Draft Environmental Impact Statement, I would like to share my comments related to the environmental impact statement and increased operations at SEA.

[Sample **Aircraft Noise** Comment Language]

Though according to the recently released environmental impact statement, noise exposure will not exceed SEPA thresholds; the expansion of operations at SEA will result in increased impacts, particularly for nearby communities. The DNL 65 dBA contour will expand, resulting in “significant” aircraft noise exposure for more residents and noise-sensitive facilities, including local schools and nursing homes. This increase in noise exposure will result in higher levels of annoyance, interruptions in conversations and leisure activities, and sleep disruption. Exposure to aircraft noise has also been recognized as impeding learning and affecting health, especially for susceptible populations including children and the elderly.

The environmental impact statement does not identify any mitigations to address the increase in noise exposure. Instead, it references the ongoing Part 150 update which is both voluntary and in progress. Additionally, the Part 150 limitation may not fully mitigate all the noise impacts to the residents under the flight path.

[Sample **Noise Metrics** Comments Language]

Given the significant increase in the number of aircraft operations/overflights and quieter aircraft (per event), the DNL noise metric does not adequately reflect residents’ experiences with aircraft noise. Supplemental metrics, including the Number-of-Events-Above (NA) and NA night, should be utilized in the FAR Part 150 study to provide decision-makers and the public with a comprehensive understanding of both existing conditions and future changes, including those projected for the SAMP (2032). These metrics should also be considered when evaluating potential

noise abatement strategies that can be applied beyond the DNL 65 dBA contours, as practiced at other airports in the United States.

The FAA's Neighborhood Environmental Survey confirmed that community noise annoyance is significantly higher than historically recorded. According to the study, 60-70% of residents are "highly annoyed" at noise exposure levels of DNL 65 dBA, and 27-37% are "highly annoyed" at levels down to DNL 55 dBA. While federal regulations mandate the use of DNL 65 dBA for certain policy decisions, impacts on residents outside this exposure level should be considered during noise compatibility planning. For SEA to truly support "sustainable" growth, it must consider the impacts on neighboring jurisdictions and the quality of life in those communities.

[Sample Air Quality Comments Language]

Air quality is another major concern for communities surrounding the airport. The environmental impact statement indicates increases in all critical air pollutants. Although these increases claim to not exceed significance thresholds, they will impact residents, particularly vulnerable populations such as those with asthma, other respiratory conditions, and the elderly.

[Sample Traffic/Ground Transportation Comments Language]

Traffic impacts are very concerning for communities surrounding the airport. The environmental impact statement claims that regulatory standards are met, increases in traffic especially impact airport surrounding communities. Additionally, the SEPA determination is dependent on regional projects that are not in the Port's control. If the projects do not move forward or a change in scope could have a dramatic impact the residents and are not identified in the document.

Additional traffic not only causes delays at intersections, but also particulate matter in the air from tires and the safety of pedestrians and cyclists. Because airport adjacent communities are all majority-minority communities, the increase in surface transportation would have a direct impact on these populations.

[Sample Economics Comments Language]

The environmental impact statement concludes that there are no negative consequences for socioeconomic or environmental justice populations. However, the EIS fails to account for how the existing airport and expansion harms local communities adjacent to the airport. Job growth due to airport operations is less likely to help residents in cities adjacent to the airport. Increased noise, greenhouse gas emissions, traffic, and other negative effects of airport operations will deter business and job growth in these areas.

[Closing]

While we acknowledge the benefits the airport brings to our region, it is important that growth is sustainable and does not benefit the region with only those close-in communities bearing the burden in terms of environmental impacts and reduced quality of life. There are very few mitigation measures identified in the environmental impact statement. There seems to be minimal effort to protect our quality of life and to protect the learning and health of the children who have no choice but to live in these communities. Please bear in mind the greatest burden is placed on those who live adjacent to the airport and below the arrival and departure flight paths and special consideration should be made to understand and manage those impacts to help maintain our quality of life.

Thank you for taking the time to review my comments. Please make every effort to encourage a truly sustainable future for Seattle-Tacoma International Airport which can only be accomplished through collaboration in managing the growth and impacts of the burdens placed on neighboring communities.

Sincerely,
[First Name, Last Name]
[City, State]
[Email Address] (Optional)