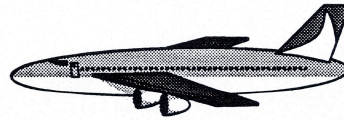


FLIGHT PLAN:

REAL SOLUTIONS TO WASHINGTON'S AIR TRANSPORTATION NEEDS

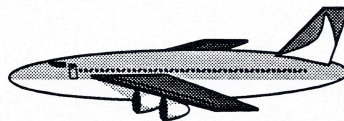


Prepared for the Washington State Legislature

by the

AIRPORT COMMUNITIES COALITION

**City of Burien • City of Des Moines • City of Normandy Park
City of Tukwila • Highline School District**



Planning for the Future

The Airport Communities Coalition was formed in 1993 in the collective belief that:

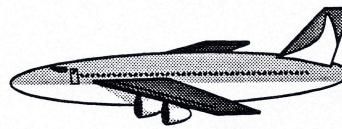
Regional public transportation needs must be resolved on a state or regional basis, by seeking viable, responsible solutions to problems the Puget Sound region will face in the 21st century.

If Washington fails to implement a comprehensive, well-planned air-transport system, it would cost the state, its businesses and citizens, billions of dollars in future trade, a blunder for which the next generation will pay. Additional development of Seattle-Tacoma International Airport does not constitute a viable or responsible regional solution. **A well-sited, supplemental airport is crucial to Washington's economic well-being in the 21st century.**

The Coalition's goals include:

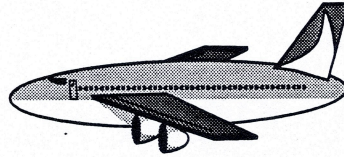
1. Identifying regional transportation needs, and developing and promoting viable, responsible solutions to those needs on a regionwide and statewide basis.
2. Improving mitigation of existing Sea-Tac Airport impacts in member jurisdictions.
3. Revoking the "Four-Post Plan." Put in place by the Port in 1990, the "Four-Post Plan" modified air traffic rules around Sea-Tac which caused more aircraft noise and many more communities to be impacted by that noise.
4. Preventing the construction of any additional runways at Sea-Tac Airport and limiting expansion at Boeing Field to prevent substantial, adverse environmental impacts.

The ACC represents hundreds of thousands of citizens concerned about air transportation in the Puget Sound region, and is pledged to jointly, responsibly and effectively protect its member communities and enhance the quality of life of their citizens.



DID YOU KNOW?

- Of the 100 largest U.S. airports, Seattle-Tacoma International operates on the **smallest** land area. Though only the nation's 16th busiest airport in the number of landings and takeoffs, it's the **most congested site**.
- The third runway proposed for Sea-Tac would provide sufficient additional capacity for **only nine years**. If the runway opened in the year 2001, demand at Sea-Tac would still exceed capacity by the year 2010.
- Based on official Port of Seattle estimates, the cost of adding a third runway of 7,000 to 8,500 feet to Sea-Tac Airport would make it **the single most expensive runway-construction project** in the U.S. — over \$500 million.
- If all the landfill dirt necessary to build a third runway at Sea-Tac Airport were trucked to downtown Seattle, it would **fill the Kingdome to the roof 14 times and use 1.4 million dumptruck loads**.
- About 40 percent of all flights at Sea-Tac Airport are **commuter flights**. Yet commuter passengers comprise only 9 percent of Sea-Tac users. More than half (56 percent) of those commuter passengers do NOT connect to other flights.



**THE STATE OF WASHINGTON'S
MISSION: A MAJOR SUPPLEMENTAL
AIRPORT FOR THE 21ST CENTURY**

A well sited supplemental airport is crucial to Washington's economic well-being in the 21st century.

- If Washington fails to implement a comprehensive, well-planned air-transport system, it would cost the state, its businesses and citizens billions, of dollars in future trade.

Airport facilities must be developed for future market opportunities and future technologies, serving the economy of all the state of Washington:

- Future growth at Sea-Tac Airport will be constrained by its urban, congested location.
- With or without a third runway at Sea-Tac, a supplemental airport site is crucial to the long-term economic health of the Puget Sound region and the entire state.
- Trade needs — adequate cargo capacity, appropriate siting for cargo operations, state-of-the-art passenger facilities — require creative, inter-jurisdictional planning and management. Only the state government is equipped to provide a statewide vision and overcome parochial concerns.
- Eastern, central and southwestern Washington's access to national and overseas markets must also be considered in all long-range transportation plans, a need that short-term expansion of Sea-Tac leaves unaddressed.
- For additional airport capacity to truly serve the entire state, planning must include high-speed rail and other intermodal transportation options. Existing airport and regional jurisdictions, such as the Port of Seattle or the Puget Sound Regional Council, clearly lack the authority and breadth of vision to provide for intermodal transportation options. Only the State of Washington, acting through its Legislature, can provide the leadership to forge a true state-wide transportation system.

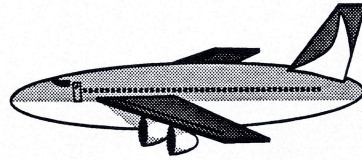
- Many airline pilots indicate they would not use a third runway because of safety concerns involved in taxiing across two active runways.

Sea-Tac's site is geographically inadequate to accommodate anticipated passenger and cargo demand.

- At 2,500 acres, the land area of Sea-Tac is the smallest acreage among the 100 largest airports in the United States (see chart on page 7).
- Only 1,900 of the existing 2,500 acres the Port now owns are usable for airport operations. The remaining 600 acres were purchased as part of a noise abatement program.
- Most airports handling an annual operations volume comparable to Sea-Tac have land areas well above 3,000 acres (see chart on page 7).
- The handful of high-volume airports operating on similarly cramped sites — notably New York's LaGuardia International and Washington, D.C. National Airport — operate under strict capacity controls. No increase in the volume of aircraft operations is permitted at either LaGuardia or National.
- Sea-Tac's cramped site will not be sufficient for the additional passenger-terminal space, on-site parking and cargo facilities that a 26 percent increase in operations would require.

Only the state government has the authority and leadership necessary to develop major transportation facilities in the 21st century

- While Sea-Tac serves interests vital to the entire State of Washington, the airport's overseers — the five commissioners of the Port of Seattle — are elected only by King County residents.
- The Puget Sound Regional Council clearly lacks the political autonomy and legislative authority to consider the long-range transportation planning needs of its own region, let alone those of the entire state.
- Efforts by the Puget Sound Regional Council to exercise sound long-range planning for the region's air-transport needs by commissioning a thorough study of potential sites for a major supplemental airport were aborted in 1994 amid parochial squabbles over local opposition to possible sites. The council abandoned nearly \$1 million worth of work.
- Despite Sea-Tac's importance to the economic growth of the entire state, no adequate mechanism exists to assure that decisions concerning the airport's operations and planning are consistent with the best interests of all the state's residents and businesses.
- An Air Transportation Commission ("AIRTRAC") established by the Legislature in 1990 failed to assert decisive state leadership in air transportation issues, despite a minority report — championed by the commission's chair — strongly urging the state to assume a leadership role on so crucial a problem.
- Only the state government adequately represents all parties potentially affected by added airport capacity in Washington.



WHO PAYS?

WHO SUFFERS?

WHAT'S FAIR?

The Port's plan would destroy or damage ecologically sensitive wetlands, while compounding already severe problems of air and water pollution:

- Acres of wetlands drained by Miller Creek and Des Moines Creek would be destroyed, requiring the Port to seek special exemption from state and federal environmental laws before beginning construction. The affected watersheds represent significant and irretrievable recreational and wild-life resources for neighboring cities.
- Wetlands play a crucial role in filtering water that runs into Puget Sound and in providing a natural form of flood control.
- The state Department of Ecology has identified current operations at Sea-Tac as a major contributing factor in the failure of the Puget Sound region to attain state and federal standards for air quality.
- Sea-Tac operations already generate approximately 5 percent of all nitrogen oxide emissions and 8 percent of all carbon monoxide emissions in King County, according to Department of Ecology figures. A 100,000 increase in the number of annual operations, as the Port proposes, would substantially increase air pollution in the area, while a corresponding increase in emissions from car and bus vehicle exhausts would accompany increased passenger use of the airport.
- The heavy use of chemicals and petroleum-based products for fuel, de-icing and other aircraft needs has produced dangerous spills which have frequently entered stormwater runoff at Sea-Tac. The proposed third runway would greatly increase the paved area of the airport, thereby generating far more stormwater runoff. The Port has failed to adequately treat the existing water problem, a fact noted by the Department of Ecology in issuing citations.

- Depressed residential property values would cause the loss of stable residential areas and seriously compromises the comprehensive plans of cities, such as Burien, Des Moines, Federal Way, Normandy Park and Tukwila, that seek to preserve the integrity of residential neighborhoods.

- Many residential neighborhoods affected by the third runway are not included in the Port's existing "noise-mitigation" program, under which insulation materials are installed to reduce interior noise. And even those neighborhoods scheduled to receive insulation will have no protection for outdoor use of property.

The Port would put the health of citizens at risk and create significant educational problems for thousands of youngsters:

- Numerous scientific studies link exposure to high levels of noise, particularly the shrill, intermittent blasts of jet aircraft, to such chronic health problems as hypertension, cardiovascular disease, premature and underweight births, and disorders related to sleep disturbance.

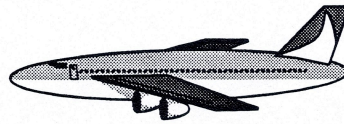
- Night aircraft operations at Sea-Tac often generate single-event noise levels of 80 decibels up to several miles south of the airport, while ambient night noise in the area averages about 50 decibels, a difference of 30 decibels. A noise event of as little as 10 decibels above existing background noise levels can result in sleep disturbance.

- Studies of children in schools near airports have shown significant learning deficiencies directly related to aircraft noise. One study found a lag of one full-year grade level in reading ability among students routinely exposed to high noise levels. More than 6,000 youngsters presently attend school in areas most sharply affected by Sea-Tac noise. The Highline School District has measured single-event noise levels as high as 85 decibels inside its schools.

Runway Project Comparison

AIRPORT	RUNWAY LENGTH AND TYPE	COMPLETION DATE	COST (In millions)
SEATTLE	7,000' dependent	2001	\$259-500
Atlanta	5,500' dependent	1995	\$130
Baltimore	7,800' independent	1996	\$38
Charlotte	10,000' independent	1996	\$17
Ft. Myers	10,000' independent	1999	\$123
Grand Rapids	7,000' independent	1994	\$25
Houston Int'l	9,000' independent	1999	\$44
Kansas City	9,500' independent	1999	\$65
Louisville	10,000' independent	1995	\$175
Memphis	8,500' independent	1994	\$105
Orlando	9,000' independent	1993	\$80
Pittsburgh	8,200' independent	1995	\$100
Raleigh-Durham	9,000' independent	1996	\$45
Salt Lake City	12,000' independent	1994	\$95
Spokane	8,800' independent	1996	\$11
Tulsa	9,600' independent	1998	\$100
WA Dulles	10,000' independent	2000	\$60

SOURCES: U.S. Dep't of Transp., Fed. Aviation Admin., DOT/FAA/ASC-91-1, 1991-92 Aviation System Capacity Plan, Table 2-3.



ALTERNATIVE SOLUTIONS CAN BE FOUND

A dramatic growth in low-yield commuter flights over the last decade is a major cause of the air-traffic congestion at Sea-Tac. Moving a significant share of non-connecting commuter flyers to other sites is the first of several sensible demand-management strategies the Port should implement.

- Commuter operations have nearly tripled at Sea-Tac since 1986. The commuter share of all flights has doubled in the same time, to over 40 percent (see charts on pages 17 and 18).
- While commuter flights represent more than 40 percent of all operations, they carry only 9 percent of all passengers using Sea-Tac (see chart on page 19). Is the Port making efficient use of Sea-Tac's limited capacity?
- More than half (56 percent) of those commuter passengers do not connect to another flight at Sea-Tac (see chart on page 20). Their travels either end or begin there.
- Half of all commuter operations at Sea-Tac could be eliminated by diverting most of these non-connecting commuters to a supplemental airport.

High-speed rail transit is widely acknowledged as a feasible, economic alternative in heavily traveled corridors such as Portland—Seattle—Vancouver, B.C. Rail transit could greatly ease demand on Sea-Tac.

- Approximately one-fifth of all flights at Sea-Tac serve either Portland or Vancouver, B.C.
- So strong is demand for rail service, Amtrak left the Portland—Seattle—Vancouver, B.C. corridor untouched in recent nationwide cutbacks. The popularity of the demonstration "Talgo" train proves that passengers will flock to comfortable, high-speed rail.
- The success of rail as an attractive, highly competitive form of commuter travel in the Washington, D.C.—New York—Boston corridor can be directly traced to the insistence of state, regional and federal officials that alternatives to overcrowded airports be aggressively pursued.