

ENVIRONMENT

Air and Water

- Operations at Sea-Tac already **generate 8 percent of all the carbon monoxide emissions in all of King County**, and 5 percent of all nitrogen oxide emissions.
- Airplanes do much more than land and takeoff at Sea-Tac. They taxi and sit with engines idling, are refueled, de-iced and maintained. They emit **airborne pollutants**, spill toxic **jet fuel**, get sprayed with **ethylene glycol** and washed in **detergents**, undergo maintenance with toxic **lubricants** and **solvents**.
- Spilled aviation fuel and other toxic chemicals run into **stormwater runoff** serving all of south King County.
- The Washington State **Department of Ecology** has **documented environmental violations committed by the Port of Seattle** at Sea-Tac, citing everything from sloppy record-keeping to discharging sludge and solvents into our waste-water system.
- The Department of Ecology has identified current operations at Sea-Tac as a **major contributing factor** in the Puget Sound Region's failure to meet state and federal air-quality standards.
- To build the third runway, the Port of Seattle would **destroy precious wet-lands**. Loss of these vital natural filtration systems will damage water quality in Miller Creek, Des Moines Creek and Puget Sound.
- The affected wetlands are part of the **Miller Creek watershed**, a protected recreation and wildlife resource for the citizens of Burien and Normandy Park.
- A 25 percent boost in Sea-Tac operations also means a **25 percent increase in emissions from car and diesel bus exhausts** generated by the additional traffic that will cram roads around the airport.

Noise Pollution

- To accommodate nearly 300 additional takeoffs and landings every day, the FAA will have to create **more flight paths**, putting thousands more families, schools and businesses directly under the noise path.
- Studies link shrill aircraft noise to **chronic health problems**: hypertension, cardiovascular disease, sleep disorders, underweight births.

ENVIRONMENT (cont'd)

- Citizens living and working near Sea-Tac are routinely exposed many times every day to noises averaging between **10 and 25 decibels more** than the Environmental Protection Agency recommends for public health and safety.
- The Port's promises to reduce noise are completely incompatible with a goal of adding 100,000 more takeoffs and landings every year.
- Port officials cite statistics suggesting that noise has already been reduced. But analysis by engineering experts has shown these numbers are misleading and meaningless. They measure noise averages over many months, not the actual, individual noise events real people hear.
- More than half the actual takeoffs measured by noise consultants in a study of Sea-Tac produced noise events **higher** than the level set by the federal government as **harmful to humans**.
- It takes about a 10-decibel jump to disturb the average person's sleep. Night aircraft operations at Sea-Tac already routinely generate three times that big a jump in noise levels.

COSTS

- The proposed runway would be the most expensive single runway project in the United States, costing at least half a billion dollars.
- At a cost of \$71,000 a foot, the runway would cost 14 times what Baltimore is spending on an airport-runway addition, even though that runway would be 800 feet longer.
- To build a third runway, the Port must purchase up to 110 acres of privately owned land and destroy at least 230 homes.
- The Port will also have to spend millions on federally mandated noise-abatement additions to homes and businesses not destroyed.
- Nearly 14 million cubic yards of landfill would have to be imported to support the runway.

SCHOOLS

- Federal government guidelines caution that noise events registering over 80 decibels are not just annoying but physically **harmful to humans**. Aircraft noise levels of over 85 decibels have been recorded inside schools of the Highline School District.
- More than 6,000 children already attend schools affected by Sea-Tac noise. The numbers will increase with expansion of new flight paths for a third runway.
- Studies have found children exposed to high noise levels in school typically read at a level one full grade-year below children of the same age in quiet schools.
- Among schools already subject to aircraft noise disruptions are:
 - √ Satellite Alternative High School
 - √ Highline High School
 - √ Sea-Tac Occupational Skills Center
 - √ Woodside Elementary School
 - √ Cedarhurst Elementary School
 - √ Des Moines Elementary School
 - √ Olympic Elementary School
 - √ North Hill Elementary School
 - √ Seattle Christian Elementary School
 - √ Sunnydale Elementary School

CONSTRUCTION

- Site preparation alone will take up to **four years** of excavation and dumping.
- Estimates say nearly **14 million cubic yards of landfill** will have to be trucked to the site of the third runway. One million would fill the Kingdome.
- So massive an amount of landfill will require **1,000 to 1,500 truckloads a day** for four years, adding a staggering burden of heavy trucks to already clogged south King County roads. Over four years, that's enough trucks to stretch from Sea-Tac to New York City.
- Nearly every key intersection of streets surrounding Sea-Tac now operates at the **worst possible level** of service (F+), according to state and local traffic engineers. The effects of thousands of trucks and construction vehicles on local roads, and nearby Interstates 5 and 405, have not been calculated by the Port.