

Third Runway Messages – as of January 8, 2009

Short Messages

- The third runway was primarily built to address lower visibility conditions at Sea-Tac Airport. The third runway will also improve operational efficiency during peak periods in any weather condition.
- Early use of the third runway has been more frequent in order to allow air traffic controllers to become familiar with the new procedures.
- The third runway allows dual streams of traffic to arrive at once, reducing delays and saving airlines and passengers millions of dollars a year. Previously, SeaTac's two runways were too close together to allow arrivals on both runways during lower visibility conditions, which occur approximately 44% of the time at the airport.
- The third runway is projected to cut current delays in half during its first full year of operation, and reduce average delays in lower visibility conditions from 10 minutes to 2.5 minutes.
- The primary purpose of the runway as stated in the EIS, is to enable two separate arrival streams at Sea-Tac during poor and good weather thus increasing the efficient operating capability of the airport during peak periods.
- During off-peak periods, the preferred arrival runway is the easternmost runway (16L/34R). During peak arrival periods, the third runway (16R/34L), will be used along with the easternmost runway to reduce delays.
- About a year from now (December 2009), the Port of Seattle and the Federal Aviation Administration (FAA), with community involvement, will conduct a major study, called a Part 150 Update. This will review the airport's existing noise programs and analyze noise impacts connected with the third runway.
- The FAA will ensure compliance with the mitigation measures in the Record of Decision for the Environmental Impact Statement (EIS).