

**ADDENDUM TO THE
FINAL SEPA DETERMINATION OF NON-SIGNIFICANCE (DNS) OF PROPOSED
ACTION**

**Seattle-Tacoma International Airport (Sea-Tac Airport)
Concourse D Hardstand Holdroom**

Addendum to: Concourse D Hardstand Holdroom Final Determination of Non-Significance (DNS). The Final DNS was issued by the Port of Seattle on July 7, 2017 following the provisions of the Washington State Environmental Policy Act (SEPA) under Revised Code of Washington (RCW) Chapter 43.21C, Washington Administrative Code (WAC) Chapter 197-11, and Port of Seattle Commission Resolution No. 3650 – SEPA Policies and Procedures. The Concourse D Hardstand Holdroom Final DNS is available for review at the Port of Seattle, Pier 69, Environment and Sustainability Department, Third Floor, 2711 Alaskan Way, Seattle or Sea-Tac Airport, Environment and Sustainability Department, Fifth Floor, 17801 Pacific Highway South, Seattle, WA 98158. The document is also available for review online at <http://www.portseattle.org/Environmental/Environmental-Documents/SEPA-NEPA/Pages/default.aspx> (POS SEPA File No. 17-06).

Name of Project: Concourse D Hardstand Holdroom

Project Sponsor: Seattle-Tacoma International Airport (Sea-Tac Airport)

Purpose of this Addendum: The Port of Seattle issued a Final DNS for this project on July 7, 2017 for public and agency comment pursuant to WAC 197-11-340.

The purpose of this addendum is to provide additional quantitative information to complement the information provided in the SEPA Checklist and provide clarification to comments received.

The scope of this project has not changed from the issuance of the Final DNS.

The Concourse D Hardstand Holdroom will provide a dedicated holdroom space (i.e. equivalent to six gates) to perform hardstand operations¹ at Sea-Tac Airport. The purpose of this facility is to maintain a high customer level of service as well as compensating for gates that are out of

¹ A hardstand operation is paved area where planes are parked and passengers are bused to these areas from the airport terminal, or vice versa.



service or will be going out of service over the next few years. Five gates are currently out of service.

Forecasts of passengers and aircraft operations for Sea-Tac Airport predict that growth will continue to occur. With or without this project, the growth will be the same.

Maintaining a High Customer Level of Service

As shown in the table below, Sea-Tac Airport has one of the highest utilization of gates of similar sized airports in the United States. The numbers in the table below are based on 2014 and 2015 data; Sea-Tac Airport served 22.9 million enplanements in 2016.

Despite extremely efficient operation at the gates, current flight activity has resulted in aircraft waiting to use gates, and crowding inside the terminal as passengers wait in holdrooms for their departing flights. These conditions do not provide a high level of customer service.

Airport	Gates	2014		2015	
		Enplanements ² (millions)	Enplanements / Gate (thousands)	Enplanements (millions)	Enplanements / Gate (thousands)
Seattle (SEA)	90	17.4	193.4	19.6	217.3
Las Vegas (LAS)	110	20.3	184.2	21.1	192.0
Orlando (MCO)	96	17.1	177.7	18.2	189.5
Newark (EWR)	107	17.6	164.0	18.3	171.4
Phoenix (PHX)	126	20.0	159.0	21.0	167.0
Minneapolis (MSP)	114	16.8	147.7	17.3	151.6
Houston (IAH)	151	19.5	129.1	20.0	132.5
Miami (MIA)	175	19.5	111.3	20.2	115.5
Detroit (DTW)	147	15.8	107.3	16.0	108.7
Average			147.5		153.5

Source: *Port of Seattle Aerial Photograph 2016 and Federal Aviation Administration Terminal Area Forecast* (www.taf.faa.gov)

The Concourse D Hardstand Holdroom will alleviate the current congestion at existing gates. This congestion is inside the terminal related to passengers and on the airfield related to aircraft.

The project will not increase the number of people or aircraft at the airport; it will spread them out using the proposed holdroom and existing space already dedicated to hardstand operations. Without the project, current activity and the associated conditions would continue.

² Enplanements = passengers boarding flights

The Concourse D Hardstand Holdroom project is not intended to address the issue of the gates needed to meet longer-term forecast demand. This future requirement for gates will be analyzed in the Sustainable Airport Master Plan (SAMP) that is in progress, and any proposed projects (including additional gates) to serve long-term growth would be subject to federal and state environmental review.

Maintaining Service Through Construction Impact

Sea-Tac Airport currently has 90 contact / ground³ loaded gates adjacent to the concourses. Five of these gates are currently out of service due to construction of the North Satellite Expansion (NSAT) and the International Arrivals Facility. The current gate configuration/capacity has remained relatively unchanged since a seven-gate extension to Concourse A was completed in 2004. Since that time passenger enplanements have increased from 13,900,000 to 22,868,000, a 61% increase. The Concourse D Hardstand Holdroom will provide loading areas to compensate for the nine gates that will be taken out of service by the NSAT and IAF projects.

North Satellite

Construction start: 2016

Construction completion: Late 2021

Total gates out of service during construction: 5

Current gates out of service: 3

International Arrivals Facility

Construction Start: 2017

Construction completion: Early 2020

Total gates out of service during construction: 4

Current gates out of service: 2

Concourse D Hardstand

Construction Start: 2017

Construction completion: Summer 2018

Total holdrooms added: 6

Future Planning Efforts

Sea-Tac Airport is currently undergoing a long range planning effort known as the Sustainable Airport Master Plan (SAMP). The SAMP planning effort is expected to be substantially completed in late 2017. Following the SAMP planning effort, an environmental evaluation (i.e.

³ A contact gate is a passenger loading bridge attached to a terminal where passengers enter or exit an aircraft. A ground loaded gate is where passenger enters or exit an aircraft on the ramp or tarmac area without a passenger loading bridge.

to meet federal and state requirements) of the SAMP alternatives will occur. Development of SAMP projects would occur after environmental review is completed.

Whereas the SAMP addresses long-term growth at the airport, the Concourse D Hardstand Holdroom addresses an existing need to accommodate current aircraft and passenger levels. With or without the SAMP, Sea-Tac Airport would propose the Concourse D Hardstand Holdroom. As gates come back in service after construction of the NSAT and IAF projects, it is likely that the hardstand operations would occur less frequently. The airport does not control airline operations, but based on industry standards it is reasonable to assume that airlines and passengers would choose standard contact or ground-loaded gates over hardstand operations. Contact and ground-loaded gates are preferred based on a higher customer level of service. Preliminary SAMP planning efforts show the Concourse D Hardstand would likely be displaced with new terminal space and fixed passenger loading bridges. However, this facility could be used into the future as needed to maintain a high passenger level of service until it is displaced and new gates become available.

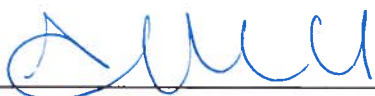
SEPA Review: Because this addendum provides additional information that does not change the analysis of significant impacts and there was no change in the project scope following the issuance of the Final DNS, the appeal period for this project will still end twenty-one (21) days of the date of issuance of the Final DNS pursuant to Port of Seattle Resolution No. 3650. Any appeal of the SEPA DNS must satisfy the requirements of RCW 43.21C.075.

Date Addendum Issued: July 21, 2017

SEPA Lead Agency: Port of Seattle (SEPA No. 17-06)

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