



Air Mail

Published by the Port of Seattle for the neighbors of Seattle-Tacoma International Airport

Spring 2009

From bird control to green jobs Environmental learning open to public

The much publicized bird strike that resulted in US Airways Flight 1549 crash landing in New York's Hudson River in January sparked a flurry of news media attention this winter for Sea-Tac Airport's wildlife management program.

Sea-Tac is at the forefront with its bird-control safety measures. The program has one of the first and most successful hawk relocation efforts in the nation, and has captured and moved more than 200 birds away from the area. Sea-Tac also is the world's first airport to install an experimental avian radar system to monitor bird movements.

Most recently, Sea-Tac's Managing Director Mark M. Reis spoke about bird-strike prevention at a hearing before the House Subcommittee on Aviation in Washington, D.C. Reis testified on behalf of the airport-operator association Airports Council International-North America.

Airport neighbors invited

You can meet the wildlife biologist who manages Sea-Tac's bird program, and learn about other Port environmental efforts, green jobs, climate change and sustainability at four events in April. Planned in connection with Earth Day 2009, most of the events will be at the airport, and parking in the airport garage will be free, in daily parking. One of the events is a creek clean-up opportunity.

Mark your calendars and join us for one or all of the following:

April 7, noon to 1 p.m. - Hear from experts about climate change and what it will take to curb this trend, Airport Conference Center, south end of the Main Terminal, mezzanine level.

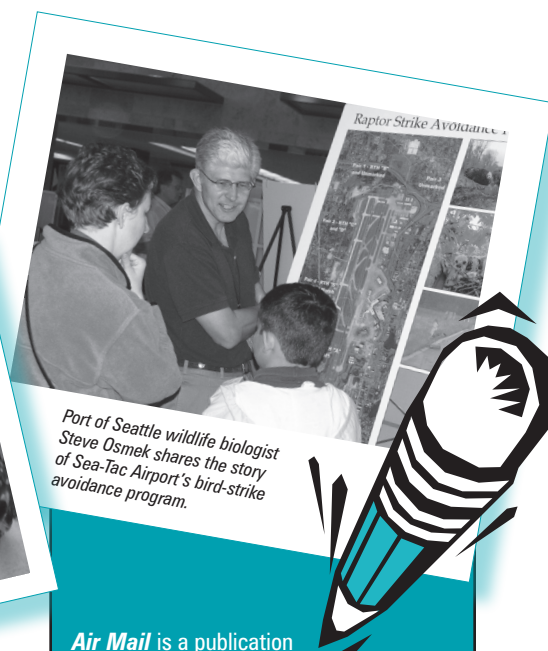
April 11, 9 to 11 a.m. - Volunteer for a local restoration project. Remove invasive plants, place mulch and clean up the South 144th Street property along Miller Creek in Burien.

Afterward, from about 11 a.m. to 12:30 p.m., participants can tour the reconstructed section of Miller Creek on airport property. To sign up or learn more, call Miller/Walker Creek basin steward Dennis Clark at 206-296-1909 or e-mail dennis.clark@kingcounty.gov.

April 14, noon to 1 p.m. - Find out about the future of green jobs in our region from leaders in the industry, Airport Conference Center.

April 22, Earth Day, 10 a.m. to 2 p.m. - Come to the Gina Marie Lindsey Arrivals Hall, south end of the Main Terminal on baggage claim level, for an Earth Day Environmental Fair. There will be an array of booths with information about what others are doing and things you can do to help the planet. Learn about Port programs to save energy and water, reduce solid waste, and manage stormwater and air emissions. Speak with vendors about green products and services, recycling, and green transportation, plus get information on the sustainability initiatives of various agencies and organizations.

For details, and highlights of similar activities going on at the Port's Pier 69 headquarters during April, go to the Port Web site at www.portseattle.org or contact Steve Rybolt at rybolt.s@portseattle.org.



Port of Seattle wildlife biologist Steve Osmeck shares the story of Sea-Tac Airport's bird-strike avoidance program.



Air Mail is a publication about Seattle-Tacoma International Airport for neighbors and others interested in airport activities. If you have questions or comments about the publication, call Public Affairs, (206) 433-4604, write to Editor, *Air Mail*/Public Affairs, Seattle-Tacoma International Airport, P.O. Box 68727, Seattle, WA 98168-0727, or send e-mail to st.laurent.m@portseattle.org.

Following are ways to contact us for details on programs or projects:

Acquisition and Relocation Office:
(206) 444-6767

Noise Information Line: (206) 433-5393
or 1-800-826-1147

Noise Remedy Office (sound insulation): (206) 431-5913

Construction Information Line:
(206) 439-7777 or 1-800-408-9886

Sea-Tac Airport Web Site:
www.portseattle.org/seatac/



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Runway reconstruction to begin in April

The Port of Seattle is scheduled to move forward with reconstruction of Sea-Tac Airport's easternmost runway this spring. The longest and oldest runway at Sea-Tac, it requires a major overhaul due to age and deterioration.

Demolition of concrete and asphalt from the old runway is expected to begin in early April. The old concrete will be crushed and recycled on site for use as gravel fill under the new pavement. The old asphalt will be hauled to a pavement manufacturer to be recycled for use in other paving projects. Other truck activity will be

associated with delivering paving materials to Sea-Tac, and hauling away debris and excavated soil. Trucks will come and go via SR518 and SR509. The only local roadway affected will be an intersection on South 154th Street at the north end of the airfield.

During the construction period, April through September, the eastern runway will remain closed and all air traffic will be directed to the other two runways. Regular noise abatement procedures will remain in effect but residents may notice this change in runway use.

Work is scheduled to begin at the south end. In order to complete

construction on schedule, contractor Icon Materials expects to have crews working from early morning until about midnight, six days a week. Some work will go past midnight. The site is expected to be most active during daylight hours.

Funding will come from Federal Aviation Administration (FAA) grants and from revenue bonds sold in 2005. A Runway Status Lights System, which signals to pilots when it is safe to cross or take off on a runway, is included in the project and will be paid for by the FAA.

For questions or comments about this construction, call (206) 439-7777.



Question about runway usage lingers

The Sea-Tac Airport noise information line received numerous calls about the third runway once it opened last year. Many had to do with the following question: "The community was told the third runway would only be used during poor weather. So, why is the third runway being used in good weather?"

The critical factor in pursuing a third runway was to reduce delays caused by poor weather - delays that end up costing airlines millions of dollars each year. The third runway does this by allowing adequate separation between two arrival streams of air traffic during lower ceilings and lower visibility conditions. Sea-Tac's previous two-runway configuration required that aircraft arriving during

these conditions be directed onto one runway, a situation that led directly to costly delays.

When the Federal Aviation Administration's (FAA) air traffic controllers anticipate arrival delays during good weather, they also will shift some arrivals onto the third runway and use it along with the easternmost runway for arrivals. Port of Seattle and FAA documents on the third runway project have language stating that it will be used in this manner. While the most important justification for the third runway was very clearly articulated as reducing weather-related delays, other secondary benefits of using the runway in all weather conditions were not greatly emphasized. In retrospect, it is apparent that the focus on weather-related arrival delays has resulted in

the primary *justification* for the runway being interpreted as the only use for the runway.

The FAA is clear that it will not restrict the use of the third runway. However, during regular overnight operations in normal weather patterns when arrival demand decreases, the FAA plans to greatly reduce its use of the third runway.

You can read a summary of the recent third runway questions and track runway usage on the Sea-Tac Airport Noise Abatement Web page at www.portseattle.org/community/environment/noise.shtml.

Asistencia en Español

Para ayuda en español, por favor deje un mensaje al (206) 835-7513 con su nombre y número de teléfono y le regresaremos su llamada. Gracias.

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Where a sustainable world is headed.

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