

**General Chronology:  
Regional Commercial Airport Capacity Decisions  
in the Central Puget Sound Region**

Updated February 27, 2006

**2006** WSDOT begins work on the Long-Term Air Transportation Capacity Study (LATS).

**2005** New Central Terminal and Pacific Marketplace open at Sea-Tac Airport.

Port of Seattle Fly Quiet Committee completes its recommendations and Port of Seattle begins implementing the Fly Quiet Program.

State Legislature adopts ESSB-5121 directing the WSDOT Aviation Division to undertake a three-phase long-term statewide air transportation capacity study, to begin in 2005 and be completed in 2009.

State Legislature approves partial funding for the long-term air transportation capacity study, and FAA approves funding for the remaining portion of Phases II and I.

Southwest Airlines submits proposal to King County International Airport for construction of an 8-gate passenger terminal. The airline proposed to move its entire Sea-Tac Airport passenger operation to Boeing Field. Alaska Airlines submits a competing proposal to construct new passenger terminal facilities at Boeing Field.

King County denies both requests, stating Boeing Field does not have enough space to accommodate both proposals, and a decision could not be made to approve one over the other. Both airlines accept the decision.

**2004** New Concourse A and South Arrivals Hall open at Sea-Tac Airport.

PSRC Executive Board adopts Resolution EB-04-01 encouraging the State to address long-range air transportation capacity needs as they update the Washington Transportation Plan.

**2003** Port creates Fly Quiet committee to find innovative ways to further reduce the impacts from aircraft noise.

**2002** Highline School District voters approve \$189 million bond issue, which includes \$50 million to address airport noise. The Washington State legislature approves \$5 million in first year funding. The Port of Seattle commits \$100 million toward the program.

FAA approves Sea-Tac FAR Part 150 Program, and Port begins implementation.

**2001** The Highline School District, Port of Seattle, FAA, and Governor reach agreement on a 10-year mitigation program for the district's 15 most noise-impacted schools. The \$200 million agreement includes \$50 million each to address airport noise and related improvements.

**2000** Sound Environment for Education study completed. Cost estimates range up to \$175 million.

Port of Seattle completes the FAR Part 150 Study Update and submits to FAA.

Port of Seattle and Highline School District reach agreement to re-evaluate the noise reduction program at 15 schools to determine the measures and related costs required to meet FAA noise reduction standards.

**1999** Port of Seattle and Highline School District reach agreement on funding the “Sound Environment for Education” study to assess improvements needed to reduce noise in 15 schools.

**1997** Port of Seattle adopts Resolution 3245 approving the Supplemental EIS, reaffirming the Sea-Tac Airport Master Plan, reaffirming its commitments under the Regional Council’s Resolution A-96-02, and granting approval to proceed with construction of the third runway subject to necessary permits and approvals.

Port of Seattle initiates next update for the Federal Aviation Part 150 Noise Compatibility Study (this update is to document current and projected future noise contours and impacts, and is to examine and recommend additional noise abatement and mitigation measures related to flight patterns and ground mitigation activity).

**1996** (July/August) Port of Seattle adopts Resolution 3212, adopting the Sea-Tac Airport Master Plan and affirming the Port’s commitment to the actions included in the Regional Council’s Resolution A-96-02.

(July) Regional Council adopts Resolution A-96-02, amending the 1995 MTP to include planning for the third runway with additional noise reduction measures and implementation and monitoring steps to address airport noise.

(April) Regional Council’s Executive Board recommends that Expert Panel recommendations for additional noise reduction measures be considered as additional conditions and measures for approval to proceed with planning for the third runway at Sea-Tac Airport.

(March) Regional Council’s Expert Review Panel process concludes that demand management measures cannot significantly delay or eliminate the need for the third runway, but that the Port had not achieved sufficient on-the-ground noise reduction to meet the conditions of Resolution A-93-03. The panel believed the Port could have done more, and offered a list of additional recommended noise reduction measures.

**1994** PSRC Executive Board determines there are no feasible sites for a major supplemental airport, and that further supplemental airport site studies should not be undertaken (Resolution EB-94-01). The resolution also reaffirmed planning for the third runway at Sea-Tac, provided the project meets the independent evaluation of the noise and demand management conditions set out in Resolution A-93-03 and satisfies the environmental impact review process. Expert Review Panel is appointed to review data and make findings on the satisfaction of demand management and noise conditions.

**1993** PSRC initiates Major Supplemental Airport study by policy action which provided conditions that must be met prior to enabling the Port to proceed with final planning for the third runway at Sea-Tac (Resolution A-93-03)

- 1992** PSRC concludes controversial “Flight Plan” process, which recommended a multiple airport system for additional air capacity at other locations and included a new runway at Sea-Tac.
- Port of Seattle proceeds with Flight Plan recommendations and begins its Airport Master Plan update and EIS process (POS Resolution 3125)
- 1991** Port of Seattle updates Federal Aviation Part 150 Study documenting current aircraft noise contours and forecasts of future noise contours
- 1990** Port of Seattle approves multi-party noise mediation agreement, which deals with procedures and a process for additional noise abatement practices related to aircraft operations
- 1988** PSCOG adopts Regional Airport System Plan (RASP), recognizing possible future capacity shortfalls at Sea-Tac. The RASP called for the region to complete a detailed evaluation of the region’s long-term commercial air transportation needs, and define a preferred regional air carrier system alternative. This recommendation initiated the “Flight Plan” process.
- 1985** Port of Seattle updates noise program with first Federal Aviation Part 150 Study and adopts \$140 million noise remedy program to address impacts on surrounding communities
- 1978** Congressional approval of airline industry deregulation (changed nature of air travel and airline operations nationwide, with some regions gaining service and other regions losing service -- central Puget Sound gained)
- 1975** Port of Seattle adopts first noise program (by this date, most commercial aircraft fleets consisted of all jets)
- 1973** New central terminal and satellites completed at Sea-Tac Airport, enabling more efficient airport operations and increased passenger processing

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