

Seattle-Tacoma International Airport

IATA/ICAO CODE: SEA/KSEA
 CITY: Seattle
 STATE: WA
 COUNTRY: USA

AIRPORT CONTACT

Information confirmed as current by the airport 2/2011

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ELEVATION: 433 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
16R/34L	8500	-	3.0/3.0	150
16C/34C	9426	-	3.0/3.0	150
16L/34R	11901	-	3.0/2.75	150

[Check FAA Airport Diagrams for current information.](#)

NOISE ABATEMENT PROCEDURES

North Flow	The Initial Departure Corridor is 4 degrees each side of the 341 degree radial of the Sea-Tac Airport VOR, extending 8 DME north of the Airport and a minimum altitude of 4,000 feet before turning.
Between the hours of 10:00 pm and 6:00 am jet aircraft departing north are vectored west over Elliott Bay, then turned north or south over Puget Sound once out of Elliott Bay.	
South Flow	The initial Departure Corridor is 4 degrees each side of the 161 degree radial extending 5 DME south of the airport and a minimum altitude of 3,000 ft before turning.
Reverse Thrust	Between the hours of 10:00 pm and 7:00 am, the use of extended reverse thrust is discouraged beyond what is necessary for operational or safety reasons.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE**AIRPORT CURFEWS**

Prior to the phase-out of Stage 2 airplanes over 75,000 lbs in the U.S., there was a curfew on those operations at the airport.

PREFERENTIAL RUNWAYS

During nighttime hours, 10pm to 6am, it is preferred that aircraft equipped with flight management system (FMS) operate through the North Flow Nighttime Noise Abatement Corridor. This measure is operational when traffic and other conditions permit, as determined by the FAA. In such conditions, during nighttime hours, departures can be shifted from south to the north, thus utilizing the established noise abatement corridor. This procedure is limited to those times when it can be done safely and efficiently.

OPERATING QUOTA - NONE**ENGINE RUN-UP RESTRICTIONS**

All engine run-ups require approval of Airport Operations. No aircraft engine run-up shall be conducted between the hours of 2200 and 0700 except:

- a. Aircraft that are regularly scheduled to depart between the hours of 0600 and 0830 shall be allowed to run-up as necessary between 0600 and 0700.
- b. Engine runs necessary for engine checks at idle power or, if absolutely necessary, a run-up above idle not to exceed a total of two (2) minutes duration during this designated quiet period shall be allowed.

Operations not in accordance with the run-up regulations are subject to public disclosure and fees as stated in the Sea-Tac International Airport Tariff #1.

Based on these Run-Up Restrictions, Tarriffs have been implemented.	
As of April 30, 2003 the fines associated with violating the run-up restrictions are:	
First offense in one year	= Letter of Admonishment
Second offense in one year	= \$1,000
Third offense in one year from first offense	= \$2,000
Maximum fine within one year from first offense	= \$8,000

APU OPERATING RESTRICTIONS - NONE**NOISE BUDGET RESTRICTIONS**

Sea-Tac's Noise Budget Program was a 10 year program designed to speed up the phase-out of Stage 2 aircraft. This program ended in the year 2001, when all Stage 2 aircraft above 75,000 lbs. were phased out.

NOISE SURCHARGE - NONE**NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION**

Type of Program	Date Implemented	Status
		- Sea-Tac Airport's noise insulation

Sound Insulation (Residences and Public Buildings)	-	<p>program has been in progress for over 20 years. The noise remedy boundary includes communities close to the airport that are most highly impacted by airport noise.</p> <ul style="list-style-type: none"> - The Port of Seattle has insulated over 9,300 single-family homes to-date out of an eligible 10,000. - The Port of Seattle insulated 12 of the 22 classroom buildings at the local Highline Community College. - The Port of Seattle is participating in the reconstruction and insulation of 15 buildings in the Highline School District. Of which 9 has been completed been reconstructed, to date. - The Port of Seattle insulated six condominium complexes.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	<p>Securing easements for sound insulation projects fall under state law RCW 53.54.030, enacted in 1974 and amended in 1993 - which states: "Programs of sound proofing structures located within an impacted area - such programs may be executed without regard to the ownership, provided the owner waives damages and conveys and easement for the operation of aircraft, and for noise and noise associated conditions therewith, to the Port district".</p>
Zoning Laws	-	Assure compatible land use guidelines in new development.
Real Estate/Property Disclosure Laws	-	N/A
Acquire Land for Noise Compatibility to date	-	<p>All mobile home parks within the most highly affected areas have been acquired. Residents received full federal relocation benefits.</p> <p>The Port of Seattle has also acquired over 1800 single family home parcels for sound mitigation, third runway construction and</p>

		the approach transition zone.
Population within each noise contour level relative to aircraft operations	-	Based on the 1998 DNL noise contour: " 65 DNL= 9092 acres & 37,702 people approximately; " 70 DNL = 3794 acres & 7100 people approximately; " 75 DNL = 1559 acres & Zero people. See attached map below.
Airport Noise Contour Overlay Maps	1998	-
Total Cost of Noise Mitigation Programs to Date	-	To date the Port of Seattle has spent over 500 million dollars on sound insulation, property acquisition and relocation.
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Passenger Facility Charge, Bonds, Airport Development Funds, and Airport Improvement Plan.

NOISE MONITORING SYSTEM

Sea-Tac has 25 noise monitors throughout the Puget Sound region and utilizes a comprehensive software program that is able to relate citizen complaints to aircraft noise and operation.

[Noise Monitoring System Seattle-Tacoma International Brochure \(provided by the airport\).](#)

FLIGHT TRACK MONITORING SYSTEM

Yes - see information under Noise Monitoring System.

Also a near live flight tracking system allows viewers to watch Puget Sound region flights and air traffic from their computer is available on Sea-Tac Airport's website:

www32.webtrak-lochard.com/WebTrak/sea

NOISE LEVEL LIMITS - NONE

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - NONE