



U S Department of  
Transportation

# News:

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Federal Aviation  
Administration  
Office of Public Affairs  
Northwest Mountain Region  
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C-68966  
Seattle, Washington 98168

Release No. 90-16  
FOR IMMEDIATE RELEASE  
April 2, 1990

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## FOUR-POST PLAN TO BE IMPLEMENTED BY FAA

The Federal Aviation Administration (FAA) announced today that it will implement air traffic control procedural changes to relieve congestion over the Puget Sound area and to improve the efficiency of the National Airspace System. The changes, commonly known throughout the public involvement process as the "Four-Post Plan," will go into effect Tuesday morning, April 3.

The plan, first introduced to the Port of Seattle's Noise Mediation Committee nearly a year ago, was designed to maintain aviation safety in the face of a tremendous increase in aircraft arrivals and departures at Sea-Tac Airport. It was also designed to more efficiently use the existing runway capacity at the airport to minimize delays during peak periods.

Temple Johnson, Air Traffic Manager for the FAA's Regional Office in Seattle, indicated that, concurrent with the plan's review by the Port's noise mediation process, the plan has also been subjected to an environmental review and public scrutiny. "The Four-Post Plan has been the subject of discussion at 40 FAA presentations throughout the Seattle Metropolitan area and has

received considerable public exposure through the news media," Johnson said. " We've received significant feedback representing both public opinion and technical data. Every piece of information has been reviewed," Johnson continued. He noted that the FAA studied and computer-simulated 13 different alternatives before presenting its recommended plan. The agency conducted an internal environmental review and a formal environmental assessment which included a public comment period and a public hearing. The Port of Seattle employed a professional engineering firm to review the plan's noise contours. The firm verified the FAA's findings that there was no change in the area of significant noise impact.

In announcing the decision today, Johnson said, "After making a thorough review of data gathered through these proceedings, the determination has been made that the proposed changes will not result in significant noise impact. Therefore, a FINDING of NO SIGNIFICANT IMPACT has been signed.

The FAA said it reached its position to implement the proposed changes based on the following:

- 1) Air traffic activity has continued to increase. Since the noise mediation effort began in November 1988, Sea-Tac operations have increased by 30,000 annual landings and takeoffs. This growth pattern is expected to continue. The air traffic system must adjust to the increasing demand to assure the safety of passengers flying in the system.
- 2) Agreement could not be reached regarding flight paths during the mediation process, which formally ended last Saturday.

3) The existing procedures, created in 1972, have been outgrown, resulting in Sea-Tac gaining one of the nation's worst records for arrival delays.

The FAA assured the communities affected by east turns when using north flow departure flight paths that it will continue to work with them, through the Port of Seattle, to provide a different pattern from the flight path currently in use if they desire a change and can come to an agreement.