

# PORT OF SEATTLE

P.O. BOX 1209

SEATTLE, WASHINGTON 98111

January 21, 1982

Ms. Virginia Dana  
2648 South 142nd Street  
Seattle, Washington 98168

Dear Ms. Dana:

I have received your letter of January 7 expressing concerns regarding the Noise Exposure Update. After some staff review of the points made in your letter, I was able to chat on the telephone with several of you to get additional perspectives. On the whole, the committee meetings, your letter, and other conversations reinforce the seriousness and importance of the Noise Forecast Update Study and the upcoming Remedy Plan project.

There seems to be agreement, disagreement, and concerns.

Many of your concerns center on the Study's use of the Ldn system in the corresponding Integrated Noise Model (INM). We realize that many people in the affected community would like to take a more fundamental approach based on their own perceptions and attitudes regarding aircraft noise. We continue to believe, however, that inasmuch as this noise description is widely accepted as a national norm by the FAA, EPA and others that it must be used.

Regarding your skepticism over the Study's prediction that noise impact will decrease in the future, we are optimistic that the replacement and/or retrofit of aircraft needed to unfluence noise impact will in fact occur. We realize that airlines are facing significant economic problems. But we remain encouraged by the fact that fuel saving measures (new engines, new aircraft) should be taken into account.

Your concern that "as noise contours shrink so does the possibility that remedies will be made available" is not consistent with the original approach taken in the Sea-Tac Communities Plan. Noise impact analysis done in 1973/74 also predicted contour reductions over time. That fact did not then, nor does it now, mean that a noise remedy program is not warranted.

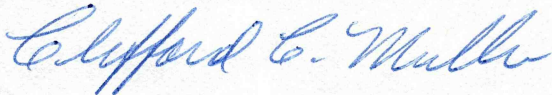
Input from the Technical Advisory Committee, both yourselves and other members, has been important. The final report will reflect revisions and corrections derived from technical review and some concerns expressed by

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the community representatives on the TAC committee. It is unfortunate more time was not taken to debate the issues and answer TAC Committee suggestions and questions. Maybe we should have taken more time at each meeting. Certainly the staff did listen and consider the comments made during the meetings.

In most respects, the plan review and noise remedy program update work that is beginning this year, as TAC has discussed, will be the major arena in which community concerns can be further reflected. We do appreciate the time and efforts you have devoted to date in this process and trust that such will continue in the next phase of the work.

Sincerely,



Clifford C. Muller  
Director, Planning and Research

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