

June 12, 1981

Charles R. Foster
Director, Northwest Region, FAA
FAA Building
Boeing Field
Seattle, WA. 98108

Dear Mr. Foster:

Zone 3, a citizen group of residents living adjacent to Sea Tac Airport (within the boundaries defined as "noise remedy program areas" in the Sea Tac Communities Plan" would like you to know that-although we would have preferred to see fewer people "under the flight path"- we do support the people per acre density guidelines for recreational planning of the North Sea Tac Park as recommended by the FAA.

It is difficult to narrow our concerns and reasonings down for the compatible use of the lands north of Sea Tac. However, I think it most appropriate to use the enclosed items as most pertinent facts.

1. From the DRAFT-EIS-Sea Tac Communities Plan

"More land under the flight path dedicated to airport clear zones and open space use provides extra margins of safety in the event of an aircraft mishap, besides lessening human exposure to noise."

2. The original Interim Land Acquisition defined in the Memorandum to the Port of Seattle Commission meeting dated 9/11/73 called for- "a northerly acquisition from our present northern boundary at So. 146th St., north to So. 140th St. and lying between Des Moines Way on the west and 24th Ave. So. on the east. Included in this would be approximately 239 acres, including 151 residences and the Sunset Junior High School."---"On closer study, it appeared that there were more logical natural boundaries---This enlarged area contains an additional---53 acres and 250 residences on the north."

While the density guidelines, as recommended by the FAA, vary with the location of the properties, I would like to address the 53 acres lying north of the technical criteria-but still within the TOTAL extended clear zone. The FAA recommended 40 people per acre for recreational planning-so 53 acres times 40 people per acre equals 2120 people. The same area contained 250 residences. If we were to allow 4 people per home (considering that this was an older neighborhood with mid-1940s-two and three bedroom homes) the buy-out would have removed approximately 1000 people. Are we really allowing twice as many people back into the area for recreation?

The areas within the technical criteria were less densely populated--allowing also for a light manufacturing firm, a school and alot of undeveloped land--also 151 residences--on this 239 acres.

The North Sea Tac Park includes acreage purchased previously for expansion and/or clear zone.

3. Airport Safety Criteria

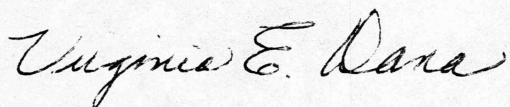
"the parts of the take-off and landing paths immediately adjacent to the runway are recognized as areas where the accident potential is the highest, creating potential hazards for people on the ground."

"The approach surface is a larger area extending up to 2 miles from the end of the runway. This is the area in which the extended climb-outs and landing approaches occur. There is less concern for land uses under the approach surface outside the clear zone, however, some limitations on uses which involve large congregations of people are advisable and have been enforced in many communities."

While a great many people within the acquisition area were "overjoyed" to be removed from this high noise and "safety" area--there were also many who did not want to leave their homes. However, they were never voluntarily given a choice to remain or leave!

We want to thank the FAA for their continued cooperation in furthering the environmental protection of the people on the ground as well as those in flight.

Yours truly,



Virginia E. Dana
Zone 3-PAC Representative

copies to:

Oris Dunham, PAC Chrm.
Jack Lynch, King County
Bill Bowlin, Pres. Parks Board
Bob Brown, FAA

