

FINAL ENVIRONMENTAL ASSESSMENT - VOL. 2, 1990 - U.S. DOT, FAA

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SEATTLE-TACOMA INTL. AIRPORT

110107

FINAL ENVIRONMENTAL ASSESSMENT

PROPOSED CHANGES TO AIR TRAFFIC
ARRIVAL AND DEPARTURE ROUTES AT
SEATTLE-TACOMA INTERNATIONAL AIRPORT
Seattle, Washington

RECEIVED BY
AVIATION ADMINISTRATION

APR 12 1990

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Volume II
1990

U.S. Department of Transportation
Federal Aviation Administration

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SEATTLE-TACOMA INTL. AIRPORT

SECTION 1

DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC COMMENTS

110107

NOTE

The names included in these indexes may or may not be spelled correctly due to the illegibility of the signatures on some of the letters received.

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Clyde Hill
TOWN OF CLYDE HILL

Rec'd. ANM-500 / 1588

Date: DEC 20 1989

ANM-500/501
DEC 19 1989

PEA # 2

PEA # 1

December 18, 1989

Mr. Temple Johnson, Manager
Air Traffic Division FAA
Northwest Mountain Division
17900 Pacific Highway South
P.O. Box C-68866
Seattle, WA 98168

Dear Mr. Johnson:

Mr. D. Patrick Dodge, City Manager of Medina, has recently written to you concerning current issues of aircraft noise over the Eastside. I am writing to second his concerns and underline the Town of Clyde Hills' interest in the equitable distribution of east turn departures.

Our Town recognizes that airline service to our region necessitates at least a minimum of aircraft noise. However we believe that our community has been heavily impacted by the existing east turn while other similar communities near by have not shared in this common problem. We support a revision of the departure plan which may spread the effects of departing planes more evenly over the Eastside.

We appreciate your help and support in mitigating the effects of aircraft noise on our community.

Sincerely,

Philip G. Rourke
Philip G. Rourke
Mayor

#3
wjt

December 15, 1989

Temple Johnson Jr.
Manager Air Traffic Division
FAA Northwest Mountain Region
17900 Pacific Highway South
P.O. Box C-68966
Seattle, Wash. 98168

Dear Sir,

As a resident of Mercer Island I object to the FAA proposal that would allow more Sea-Tac jets to fly over our community at lower altitudes. We have paid a premium for our homes in a relatively quiet neighborhood. We find the detriment to our quality of life posed by low-flying jet aircraft to be unacceptable.

Temple Johnson, the FAA's local air traffic division manager, has stated publicly that the reasons for the Four-Poster Plan are to improve safety and efficiency. In the next breathe, he has added that the portion of the plan which routes jet traffic over the middle of Mercer Island is for the purpose of reducing the noise burden on the Bellevue and Medina area.

These statements, for two reasons, illustrate that it is inappropriate for the FAA to unilaterally alter flight tracks for the purpose of noise abatement. First, it is the task of the mediation process to address noise issues and recommend a related flight track revision if necessary. Noise abatement generally does not fall within the FAA's purview. Second, the Four-Poster Plan is for the purpose of improving safety and efficiency of Sea-Tac operations.

The mediation process is studying the possibility of flight track changes. The FAA is a voluntary party to the process. It should toss the Four-Poster Plan into the mediation's "hopper" for consideration. In many ways, it appears to be a plan with merit. However, citizens need a chance to hear from the mediation's professional noise consultant on this issue - within the mediation process. If the FAA would cease distracting us from our task we could probably work something out before the Goodwill Games, the latter a big worry for the FAA.

Temple Johnson has also publicly stated that the FAA is exempt from filing an Environmental Impact Statement regarding airspace changes below 3,000 feet. The proposed TCA change involves

definitely impact our environment.

JOHN MILLER
1ST DISTRICT, WASHINGTON
1408 LONGWORTH BUILDING
WASHINGTON, DC 20515
(202) 228-8311
DISTRICT OFFICE:
148 THIRD AVENUE SOUTH
EDMUNDS, WA 98020
(206) 872-4224
(206) 432-8321
FIELD OFFICE:
POULSON, WA
(206) 897-3112

Congress of the United States
House of Representatives

Washington, DC 20515
November 15, 1989

PEA #3

COMMITTEE	FOREIGN AFFAIRS
SUBCOMMITTEE	INTERNATIONAL ORGANIZATIONS
NOV	MERCHANT MARINE AND FISHERIES
ANMF-1	ACTION: 500
	INFO: 1/2, 4

The Port of Seattle should demand that the FAA bring its plan into the mediation process.

Sincerely,

Larry Ellestad
5904 E. Mercer Way
Mercer Island, Wash. 98040

cc

Andrea Rinker
Director Aviation Division
Port of Seattle
P.O. Box 68727
Seattle, Wash. 98168

Senator Slate Gordon
915 2nd Ave.
Seattle, Wash. 98174

Senator Brock Adams
915 2nd Ave.
Seattle, Wash. 98174

Pat Davis
President Seattle Port Commission
P.O. Box 1209
Seattle, Wash. 98111

Congressman Rod Chandler
Suite 105
3326 160th Ave S/E.
Seattle, Wash. 98008

Mr. Temple H. Johnson, Manager
Air Traffic Division
Northwest Mountain Region, FAA
17900 Pacific Highway South, C-68966
Seattle, Washington 98168

Dear Mr. Johnson:

I would like to share with you my concerns regarding the proposed air traffic flight pattern changes for Sea-Tac Airport.

The FAA has been a valued participant in the mediation process with various Puget Sound communities, the Port of Seattle, and the airline industry. All participants have invested significant amounts of time and resources. Unilateral action on the part of the FAA at this point in the mediation process would seriously cripple any effort to reach a consensus. I have asked Transportation Secretary Skinner for more time before deciding on any air traffic changes.

The First Congressional District includes parts of King, Snohomish, and Kitsap counties. Communities in all three of these counties will be impacted by any traffic pattern decision. This impact is not only in the form of aircraft noise at Sea-Tac, but also in air traffic noise at Paine Field. I have been advised that the FAA proposed flight pattern changes may undercut Paine Field's carefully developed noise abatement program. In light of these concerns and others, I would like to meet with you at your earliest convenience.

I understand the FAA's statutory obligation is safety, in addition to enhancing efficiency and capacity. However, particularly as the Puget Sound area continues to grow, addressing noise abatement effectively and equitably must also be part of any FAA decision. Therefore, I request the FAA review all reasonable air traffic alternatives with respect to noise impact. In addition, I ask that

Yours truly,

John Miller
Member of Congress



CITY COUNCIL

9611 S.E. 36th St. • P.O. Box 1440 • Mercer Island, WA 98040-1440
(206) 236-3570

Rec'd. ANM-500/501 *RA*

Date: 11/14/89

Action: 530

Rec'd. ANM-500

Date: _____

November 13, 1989

FAA # 4

Temple Johnson
Federal Aviation Administration
Northwest Region
17900 Pacific Highway South
C-68966
Seattle, WA 98168

RE: Implementation of "Four Post Plan"

The Mercer Island City Council recently has learned of the FAA's intention to implement some version of the "Four Post Plan" - the proposal you presented to the City Council at its meeting of August 14, 1989. Since that time, I have sent the Washington Offices of the FAA a letter setting out Mercer Island's objection to proposed changes in Sea-Tac's terminal control area (TCA) and the Four Post Plan. I also sent a copy of that letter to you.

Although I thought our position was made clear in that letter, I understand that you would like more specific "input" from the City Council and/or the noise mediation committee. Therefore, in the interest of being specific, we offer the following:

1. The City requests the FAA withdraw any of its efforts in implementing the Four Post Plan.
2. The City requests, in writing, an exact description and mapping of the Four Post Plan version that the FAA intends to implement including flight tracks, elevations and projected numbers of aircraft following specific routes.
3. The City requests some reliable indication or evidence, (including a listing of individuals or agencies involved) that implementation of the Four Post Plan must proceed on the short timetable your office has described.
4. The City believes the FAA should undertake a thorough review of noise-generated environmental impacts (EIS) associated with the Four Post Plan flight tracks. The review should take into account noise from both commercial and general aviation resulting from FAA-proposed flight track changes.

5. In the unfortunate event that the FAA decides to proceed with the plan, the Mercer Island City Council further requests:

A. The existing "east-turn" flight track on north flow days should be either eliminated completely or maintained in its current configuration. Any attempt to split the east turn between eastern and southern-bound aircraft should be abandoned on noise impact grounds. (The Port's Overflights Committee, based on their noise consultant's testimony, rejected a similar scattering of aircraft in 1987.)

B. The "down-wind leg" for south flow arrivals (heading north up the I-405 corridor and turning west over Kirkland) should be eliminated or moved east over unpopulated areas.

Apparently, the FAA wishes to implement flight track changes unilaterally and outside the noise mediation forum. As I am sure you know this action may strike a fatal blow to the mediation process. The City of Mercer Island, a supporter of the mediation effort from its beginning, asks the FAA to likewise show support for the process and sensitivity to the participants. Allowing the process to continue on a multi-lateral basis appears to be the only way a workable solution can be crafted outside of a courtroom.

Sincerely,

Jim Horn
Jim Horn,
Mayor

City Councilmembers
Mercer Island Mediation Representatives
Pat Davis, President, Seattle Port Commission
Zeger van Asch van Wijck, Exec. Director, Port of Seattle
Andrea Riniker, Director of Aviation, Port of Seattle
Washington State Legislative Delegation
Senator Slade Gorton, U.S. Senate
Rep. Rod Chandler, U.S. House of Representatives
Jerry Cormick, Mediation Institute



CITY COUNCIL

9611 S.E. 36th St. • P.O. Box 1440 • Mercer Island, WA 98040-1440
(206) 236-3570

November 13, 1989

Ms. Pat Davis, President
Seattle Port Commission
Port of Seattle
P.O. Box 1209
Seattle, WA 98111

RE: FAA Implementation of "Four Post Plan"

Dear Ms. Davis,

Recently, the Mercer Island City Council was made aware of the FAA's intention to implement what has been referred to as the "Four Post Plan". Also, it is our understanding that the FAA intends to implement this plan independent of the Port of Seattle's Aircraft Noise Mediation Process.

As has been stated in the past, the City of Mercer Island continues to object to the implementation of the Four Post Plan. The City also believes that as convener of the noise mediation process, the Port Commission should insist that the FAA drop any plans to implement the proposal. Implementation should be postponed at least until its associated noise impacts can be evaluated.

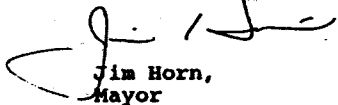
At the FAA's own admission, the Four Post Plan emphasizes airport efficiency at the expense of aircraft noise impacts. From all indications, those impacts will be particularly severe over communities such as Mercer Island that already experience substantial commercial and general aviation noise. While the City does not object to safety-related improvements, changes for efficiency sake must be considered in light of their associated environmental costs. The FAA has already admitted that the Four Post Plan is not a safety-driven proposal.

As part of the mediation effort, the Port has retained the services of "noise experts" to advise the mediation committee. At the very least, the Port should prevent implementation of the Four Post Plan until its own noise consultants have had an opportunity to evaluate it. In addition, the Port should insist that the FAA comply with all requirements for environmental impact assessment as specified in the National Environmental Policy Act (NEPA).

Finally, the Port Commission should be reminded that its own Joint Committee on Overflights recommended that a process for evaluating flight track changes be adopted. Further, in its 1987 final report that same committee unanimously voted to reject implementation of a new "East Turn" on north flow take-offs. Based on substantial noise impact and survey research data, the Committee rejected the proposed new flight track, finding a large public outcry from Eastside communities rather than noise impact improvements. The FAA's proposed Four Post Plan ignores these findings and recommendations.

As representatives of all King County residents, we hope the Port Commission is as sensitive to the Sea-Tac noise issue as we have become.

Sincerely,


Jim Horn,
Mayor

cc City Councilmembers
Mercer Island Mediation Representatives
Seattle Port Commissioners
Zeger van Asch van Wijck, Exec. Director Port of Seattle
Andrea Riniker, Director of Aviation
Temple Johnson, Reg. Mgr. Federal Aviation Administration
Washington State Legislative Delegation
Senator Slade Gorton, U.S. Senate
Rep. Rod Chandler, U.S. House of Representatives
Jerry Cormick, Mediation Institute

November 24, 1989

Dennis & Kathy Adler
7402 92nd Place SE
Mercer Island, WA 98040
(206) 232-3609

Mr. Temple Johnson
Manager
Federal Aviation Administration
Northwest Mountain Region
17900 Pacific Highway South
PO Box C-68966
Seattle, WA 98168

FAA #5

NOV 24 1989
Date

Dear Mr. Johnson,

Our concern over recent developments regarding the "Four-Poster Plan" has prompted us to write this letter. As you are probably aware, this plan, submitted by the FAA without the benefit of an environmental impact statement (EIS), will bring jets in the SeaTac terminal control area (TCA) over the central region of Mercer Island at an altitude approximately 1,000 feet lower than the present altitudes in use over the north end of the island. This lowering of the TCA's minimum altitude will also force small craft, which generally avoid the TCA, to fly at 2,000 feet over the island. This is intolerable. The increased noise, decreased margins of safety, and potential loss of peace and quiet we sought (and found) here on Mercer Island are changes we cannot accept.

HA
We only recently moved to Mercer Island. We purchased our home here for several reasons. The schools are excellent. The traffic is not heavy. We can stand on our deck or sit with our windows open and, usually, hear nothing more than the wind, water and birds. All in all, we find the quality of life on Mercer Island to be much better than anywhere we have lived before. We used to live near an airport, and found the noise to be abominable. That experience convinced us that we would never again live that close to an airport or major flight path.

And now we find ourselves thrust into the very situation we sought to avoid! The extra work to find a home on Mercer Island, not to mention the substantial amount of extra money, may have been partly in vain. The FAA is proposing to fly aircraft over the middle of the island,

effect, without a proper EIS. Statements that an EIS is unnecessary because the TCA does not go below 3,000 feet is just double-talk that avoids the real issue: What is the real impact of the Four-Poster plan on the environment and the residents of Mercer Island? It is

Mr. Temple Johnson
Page 2
November 24, 1989

unfair and unreasonable to push through a plan such as this without giving the experts on the mediation panel an opportunity to review it, the public the chance to comment properly and without really knowing what the drawbacks are.

We thank you for your kind attention, and look forward to both your timely response and prompt action in this crucial matter.

Sincerely,

Dennis Adler
Dennis & Kathy Adler

Kathy Adler

Rec'd. ANM-500

Date: DEC 15 1989

December 13, 1989

PEA #6
Temple Johnson Jr.
Manager, Air Traffic Division
Northwest Mountain Region
Federal Aviation Administration
17900 Pacific Highway South
C-68966
Seattle, WA 98168

Dear Mr. Johnson,

We understand that very soon you plan to decide whether or not to implement significant changes in arrival and departure routes for SeaTac International Airport. We also understand that these changes will bring as many as 120 additional arriving flights per day to air spaces above communities east of Lake Washington. It is clear that these changes will generate substantial aircraft noise levels to eastside neighborhoods where none previously existed. As we're sure you know, with more aircraft noise we will all hear from angry citizens.

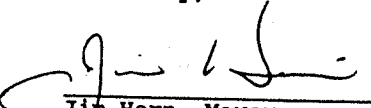
As you know, the subject of noise mitigation, including the flight track issue, is a matter scheduled for negotiation within the current mediation process. As the most difficult and divisive issue, flight track changes should not be discussed, either through implementation or in concept, until the mediation committee's agenda on controlling aggregate noise from SeaTac operations is first completed.

parties. The FAA and Port should allow ample time for that analysis to be conducted.


We strongly urge you to comply with the clear requirements of applicable federal law and to continue as a willing and full partner in the mediation process, using it as the proper forum to discuss and evaluate flight track changes. We strongly object to implementation of any flight track changes outside of the mediation forum and without environmental analysis. We request that you defer your implementation decision until these processes are completed.

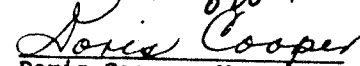
If you would like to discuss this further with any of us, please don't hesitate to call.

Sincerely,


Jim Horn, Mayor
City of Mercer Island


Doreen Marchione, Mayor
City of Redmond

Rev 707-0237
-455-6810

Nan Campbell, Mayor
City of Bellevue

828-1100

Doris Cooper, Mayor
City of Kirkland

cc City Councils: Mercer Island, Bellevue, Redmond, Kirkland
Pat Davis, President, Seattle Port Commission
Eliot Culter, Cutler & Stansfield
Jerry Cormick, Mediation Institute



December 11, 1989

Mr. Temple Johnson, Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
PO Box C-68966
Seattle, WA 98168

Dear Mr. Johnson:

As you know, the cities of Medina, Clyde Hill, and Bellevue have borne the brunt of the East Turn departures over the past 3 years. This has had a deleterious effect on the quality of life in these residential communities. The City of Medina also requests that the numbers of planes using the East Turn be decreased, and that the departure corridors be spread so that no one community has undue share of the noise.

These matters are vitally important to the City of Medina and your support of noise reduction for our community is needed.

Sincerely,

D. Patrick Dodge
City Manager

DPD/lb

T.S. answered by phone on 12/15/89 JP

File

Rec'd. ANM-500

Date: DEC 13 1989

POA #7

MAPLE LEAF COMMUNITY COUNCIL

P.O. Box 75595
Seattle, Washington 98125

Rec'd. ANM-500

Date: DEC 14 1989

December 12, 1989

POA #8

Temple Johnson
Air Traffic Manager
Federal Aviation Administration
17900 Pacific Highway South
Seattle, Washington 98168

Dear Mr. Johnson,

We have learned that your office has the sole authority in the

The practice will have a deleterious effect upon the quality of life in our area due to the induced stress factor resulting from an increase in noise. In short, if you alter the flight pattern, you will introduce an unnecessary negative urban factor at a time when we are becoming extremely conscious of a deteriorating environment. In our neighboring community, the University District, we have seen noise become such a problem as a result of the I-5 Freeway, that thirty foot high noise barriers had to be built to protect the citizens who live adjacent to the Freeway. Clearly, the noise generated by the Freeway cannot be less than that produced by innumerable multi-engined jet aircraft.

But the noise issue is a minor problem when seen in the context of the potential for a catastrophe in the event an aircraft crashes in a residential neighborhood.

We have seen accounts of such disasters in other urban areas: Dallas and Lockerby. There have been near misses in other cases: the United airliner which broke apart, airliners running off runways and numerous other such events. We feel that the proposal to change the fly-over patterns at Sea-Tac will needlessly and recklessly endanger tens of thousands of citizens. We think that the issue of public safety is being ignored in this

decision. By considering a two-track approach over the most densely populated portions of Seattle, you are in effect doubling the probability that there will be an urban disaster. The liability in this would be enormous and the impact of such a catastrophe in terms of human suffering would be irreparable. Predictions are for increased air travel, and probabilities are that it is only a matter of time before a jumbo jet sets down in the middle of Seattle.

We believe that the FAA and the Port of Seattle are acting irresponsibly and negligently and we are concerned about the long-range political ramifications of this action.

We do not believe that the FAA has answered the hard questions which must be answered, and we are deeply concerned about the emergency procedures which an urban air disaster would call into play. These questions are the following:

What are the response times for emergency vehicles, and has the FAA presented any kind of evacuation program for the areas which would be affected?

Are there enough emergency units in the North End of Seattle to respond to the downing of a 747 with 400 passengers?

How do you deal with the probability of a loaded 767 downing say at 1:00 AM while the entire population is asleep? What is the potential for large scale mortality?

Has the FAA detailed an emergency response plan for a 747

How are resources allocated for dealing with the immense human and property losses which will inevitably occur?

In your publicly disclosed comments on the proposed changes, you seem to be concerned only with the carrying capacity of the airport. You are choosing expediency and economics over public safety, and we feel that you are playing with the public good instead of protecting it. It is evident that this is not simply a question of noise abatement and individual comfort. It is a question of a deliberate and possibly pernicious policy of endangerment which needs to be addressed

Immediately. We must, at this time, while there is still time, address the ultimate and driving question of public safety.

We await a response to these questions at your earliest convenience.

Sincerely,
For the Executive Board

Barbara Maxwell

Barbara Maxwell
Vice-President
Maple Leaf Community Council

cc: Hon. Brock Adams
Hon. Slade Gorton
Hon. John Miller
Hon. Jim McDermott
Hon. Jolene Unsoeld
Hon. Sam Smith
Hon. Cynthia Sullivan
Andrea Riniker, Port of Seattle
Claude Harris, Seattle Fire Chief



King County Executive
TIM HILL

400 King County Courthouse
516 Third Avenue
Seattle, Washington 98104
(206) 296-4040

December 8, 1989

Temple Johnson, Chief
Federal Aviation Administration
Regional Air Traffic Division
17000 Pacific Highway South
Seattle, WA 98108

RE: Air Traffic Routes

Dear Mr. Johnson:

I have recently received a number of complaints from citizens in King County regarding the Federal Aviation Administration's (FAA) plan to change the flight routes of aircraft landing and departing from Seattle-Tacoma Airport (Sea-Tac). I urge you to reconsider this decision. There is currently a formal review and mediation process occurring in King County which is addressing the problem of aircraft noise at Sea-Tac. Aircraft flight routes are a major topic of these discussions.

It is important that the FAA cooperate with King County, the City of Seattle and the various other cities and communities engaged in this process. If there are considerations impacting King County important to the FAA outside the issue of noise, King County would also wish to know of these. An environmental review of FAA's planned route changes would be the minimum I would accept.

I would appreciate your comments on this matter.

Sincerely,

Tim Hill
King County Executive

TH:BN:mw

cc: Director, Seattle-Tacoma International Airport
Mayor-elect Norm Rice, City of Seattle
Weslin Consulting Services
ATTN: Sheri Ehrgott
Bud Nicola, M.D., Director, Seattle-King County Department
of Public Health
ATTN: Chuck Kleeberg, Director of Environmental Health
Curt Horner, Coordinator, Noise Abatement Program

Rec'd. ANM-500

Date: DEC 14 1989

POA #9

Rec'd. ANM-500

Date: NOV 28 1989

November 22, 1989

Mr. Temple Johnson
Manager, Air Traffic Division
17900 Pacific Highway South
Seattle, WA 98168

POA #910

Dear Mr. Johnson:

I have noticed a significant increase of commercial jetliner traffic over the north end of Seattle, beginning in the early fall. Since fall of 1984, I've been working at the University of Washington campus, and have been living in the north-end of Seattle. During these years, there have of course been innumerable occasions of weather which might indicate use of the instrument-guided landings—overcast conditions, rain, wind, or combination of these. Yet up until this fall, I have not noticed an objectionable level of frequency or noise from overhead air traffic. Recently, when I have called in to Sea-Tac to report my complaints, I have usually been given the explanation that due to weather conditions, the instrument-guided landing device is being used. This doesn't seem a satisfactory explanation since, as just stated, I've been in the same place over five years and have only recently noticed a marked change in jet traffic.

A couple of weeks ago, I called the Sea-Tac complaint number and spoke to a man who explained in more detail the requisites for using the instrument-guided landing; and he did concede that, when traffic is heavy, the planes are spread out not only over Elliott Bay, but over the residential areas of north Seattle. I stated that if the planes must fly over residential areas, they should fly much higher because of the noise. But apparently this is not possible because of the required gradient of the descending plane. He informed me of the mediation regarding noise abatement which has been in process.

Although we don't take any daily newspaper, our neighbors across the street immediately brought us the article (*Seattle Times*, November 10, 1989) about the increased flights planned by the FAA. If these 120 additional flights are to be super-added to the (unavowed) increase which is already taking place, the north end of Seattle will be bombarded with jet noise, perhaps most of the time. The FAA may have the power to enact such a change, but to do so without any consideration of impact on residents demonstrates a deplorable lack of consciousness of moral or ethical obligations towards them. The sole aim of the new plan is to accommodate more traffic; there is no aim, stated or implicit, to limit or mitigate noise. I feel this is an unconscionable act on the part of the FAA. It is simply not right to subject a population to the levels and frequencies of the projected flight noise. I am in agreement with Andrea Riniker, who was quoted in the *Times* article as saying, as a private individual, "...any changes in flight patterns in the region ought to be accompanied by a credible and thorough effort to minimize aircraft overflights and noise impacts. To me, that means community involvement as well." I agree wholeheartedly and urge that before implementing such a plan, appropriate study of the impact of the projected noise increase is undertaken and completed.

It has been documented that noise can cause physiological stress to humans and other animals. In considering the stress impact of overhead jet traffic on residential areas, I think the level of pre-existent noise in each neighborhood should also be considered

(noise from nearby freeways or arterials, industrial noise). In other words, the noise of the airliners must not be evaluated apart from "ground" noise, and the cumulative effect of the two in conjunction must be weighed.

Frankly, I find the jet noise barely tolerable already at the present level. Many nights the jets are still going over as late as midnight, and they are there again in the morning when I get up. Since some of these mornings have been at least partially clear (one recently with the moon still high in the sky about 6:00 a.m.), it seems evident that the planes are already being directed over north Seattle even when the weather does not necessitate use of the instrument-guided landing. It is stressful to have to endure the noise of jet after jet, lining up continually for landing, which seems to happen at any time of day except during the middle of the night. The jets are going over not only my home neighborhood, but over the University campus as well. At both locations, the noise intrudes unacceptably into the interior of the buildings, with doors and windows shut.

Sincerely,

Jacqueline Abbott

Jacqueline Abbott
12019 22nd NE
Seattle, WA 98125

8 Rec'd. ANM-500
Date: NOV 28 1989

1016 - 1st Street
Kirkland, WA. 98033
November 28, 1989

Mr. Temple Johnson
Division Manager, Air Traffic
17900 Pacific Hwy So. C-68966
Seattle, WA. 98168

Dear Mr. Johnson:

I would like to add my comments to the news I am hearing about a new air traffic plan to make Seattle the "noise capital of the Northwest!"

What a NEST OF HORNETS you are going to stir up! I couldn't believe it when I heard that the most exclusive areas of expensive real estate in this city are going to be made a runway for some 120 flights a day! The very areas in question, along BOTH SIDES of Lake Washington - Viewridge, Laurelhurst, Mt. Baker, Broadmoor, etc., not to mention exclusive areas on the EAST side of the Lake such as Hunts Point, Medina, Clyde Hill, Bellevue, Mercer Island, etc. involve properties worth hundreds of thousands of dollars. Do you think these people are going to stand being bombarded dozens of times a day (and night) with reverberating thunder from the skies??? I hardly think so.

I myself live less than a mile from the Lake and I certainly WOULD NOT want these planes flying anywhere near me. Even now at times I notice planes on Sunday mornings which fly over Kirkland around 7:00 a.m.

Don't say we would get used to it. I NEVER got used to noise. I lived near a military airport in Taiwan for 2 years and I never at any time got used to it! It was absolutely unbearable. I have lived in the north end of Seattle (Viewridge area) and now in Kirkland for that very reason -- to get as far from the Airport as possible.

The furor over Catastrophic Care which reached Congress will be in like volume when it reaches you if you go ahead with this plan. It will not just be the elderly... it will be EVERYBODY!

PLEASE - Just let well enough alone and keep the flights going out over the Sound -- WHERE THEY BELONG!

Sincerely,

Betty P. Dean

Betty P. Dean



Rec'd. ANM-500/
Date: DEC - 3 1989

ACTION - 531
531

CITY OF BOTHELL

18305 - 101ST. AVE. N.E. BOTHELL, WASHINGTON 98011

November 29, 1989

Mr. Wayne J. Barlow, Director
NW Mountain Region
Federal Aviation Administration
17900 Pacific Highway South
M/S C-68966
Seattle, WA 98168

PEA #12

DEC 07

ANM-1
ACTION: 509
INTO: 12,4

Dear Mr. Barlow:

The purpose of this letter is to communicate to the FAA the City of Bothell's position regarding aircraft overflights in our area and the City's input into the FAA's commendable community involvement into the FAA's noise mediation efforts.

...and that the FAA is trying to work with communities to forge an acceptable resolution of these problems. The City also realizes that Eastside cities are providing their input to your mediation committee in the form of resolutions in which they urge all possible noise mitigation efforts in order to protect their neighborhoods' quality of life.

Therefore, the City of Bothell wishes to communicate to the FAA's Mediation Committee our desire to see aircraft noise mitigated as much as possible. We strongly encourage that all efforts be made to address noise mitigation through an examination of aircraft noise reduction options first. That is, we expect that the Mediation Committee's agenda of examining mechanical/technical/operational noise reduction options will be exhaustively examined before considering flight track options.

To this end, we are sending the FAA a copy of our recently passed Council Resolution regarding aircraft overflight noise. We appreciate your consideration of our City's input to your noise mitigation mediation process.

Best regards,

Sue Walsh
Sue Walsh
Mayor

SW/lfg
ACMGEN102

RESOLUTION NO. 799

CITY OF BOTHELL, WASHINGTON

A RESOLUTION TO THE FAA CONCERNING AIRCRAFT FLIGHTS OVER THE CITY OF BOTHELL AND THE CITY'S REQUEST THAT NOISE POLLUTION FROM THESE OVERFLIGHTS BE MITIGATED AS MUCH AS POSSIBLE AS PART OF THE NOISE ABATEMENT PROGRAM.

WHEREAS, the City of Bothell is a City of quality neighborhoods;

WHEREAS, preservation of neighborhoods' quality is a high priority of the Bothell City Council;

WHEREAS, there is a potential increase proposed from 60 to possibly 120 daily aircraft flights over the City as a result

procedures which could reduce the impact of aircraft overflight on the City of Bothell; NOW THEREFORE

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BOTHELL AS FOLLOWS:

Section 1. The City of Bothell urges the Federal Aviation Administration to take immediate steps to abate the current levels of noise pollution experienced by neighborhoods in the City of Bothell that result from aircraft overflights and to establish long-range programs to include elevation elements for mitigation of aircraft noise.

Rec'd. ANM-500
Date: 15 1989

RTA → 530

PEA #13

December 14, 1989

Temple Johnson
FAA-Regional Administrator
17900 Pacific Highway South
Seattle WA 98188

RESOLVED THIS 4 DAY OF December 1989.

APPROVED:

Sue Walsh
MAYOR SUE WALSH *ds*

ATTEST/AUTHENTICATED:

Donna Sommerfeld
ACTING CITY CLERK, DONNA SOMMERFELD

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

FILED WITH THE CITY CLERK: 12/1/89
PASSED BY THE CITY COUNCIL: 12/4/89
RESOLUTION NO. 799

Dear Mr. Johnson:

I have always felt that governmental entities, being of, by and for the people, should by their very nature be more caring about their citizens than, say, commercial, profit-making enterprises. Thus when I am told that the Federal Aviation Administration intends to reroute 120 jet flights a day over the heavily populated areas of north and northeast Seattle without an environmental impact statement nor any input from local citizens or municipalities, I am upset with "ay" government.

Seattle is continuously being lauded in the national press for its quality of life. I am a native Seattleite who refuses to leave the city because that quality of life is so much a part of me. What is going to happen to that "quality" when low-flying jets come over the roofs of some of our quietest neighborhoods--every 4-5 minutes? What, indeed, is going to happen when the accelerated number of flights cause mid-air collisions that will drop debris on some of our densely populated neighborhoods, or, say, the University of Washington, located within the region of concern? Why should we citizens on the ground suffer noise, pollution and potential destruction from crash debris so that the airlines, all private companies, have even greater freedom to use the public skies?

If the whole problem arises from the airlines pressuring the FAA for the route change (from over Puget Sound) in order to increase the number of flights daily into Sea-Tac, or to make their schedules on time, then let the airlines change their practices: decrease the number of flights and fill up more seats; stop the practice of several airlines trying to land flights at exactly the same time; support the building of a secondary airport either farther north or farther south along the Sound to spread the traffic. If airline costs go up, then it will be put where it belongs--on the backs of the airline passengers, whose propensity to fly more and faster is causing the traffic jams now occurring, which are pushing the FAA to this act of arrogance...

I urge that the FAA itself be a good citizen, and prepare a full environmental impact analysis and solicit and listen to public input, the same way any business or local governmental entity would be required to do. "The Feds" don't need to make any more enemies among the people. Thank you.

Sincerely,
Donna DeShazo
Donna DeShazo
7041 24th Ave. N.E.
Seattle WA 98115

6852 - 28th Ave. NE
Seattle, WA 98115-714
17 November 1989

Rec'd. ANM-500/501

Date: NOV 21 1989

→ 530

Mr. Temple Johnson
FAA - Northwest Mountain Region
Air Traffic Division, ANM-500
17900 Pacific Highway S.
C-68966
Seattle, WA 98168

PEA #14

Dear Mr. Johnson:

I write to ask your help in dealing with a development that threatens to make life in (formerly idyllic parts of) Seattle intolerable.

In recent years, airplane noise in northeast Seattle has

Now we learn that the FAA plans to vastly increase the number of approach routes over the north and east sides of Seattle in order to reduce delays in landings. This flight pattern change will, of course, transform a situation that is already awful into one that is simply intolerable.

I do not know what a better solution to this problem would look like; nor do I know what role, if any, you can play in bringing about such a better solution. I am sure, however, that parts of this once paradisaical city are being rapidly turned into exceedingly high stress areas due to airplane-created noise pollution. So there must be a better solution. I hope you have the power to help create it.

I look forward to hearing from you about this matter.

Sincerely yours,



Robert C. Coburn

REC'D. ANM-500/501
Date: NOV 20 1989

6852 - 28th Ave. NE
Seattle, WA 98115-7145
November 16, 1989

ACTION 530

Mr. Temple Johnson
Federal Aviation Administration
Northwest Mountain Region
17900 Pacific Highway S.
C-68966
Seattle, WA 98168

PEA #15

Dear Mr. Johnson:

I am writing this letter to protest the new FAA plans to increase air traffic over the north end of Seattle and the eastside of Lake Washington. We are already very bothered by noise from above, because we are on the airport's Instrument Landing System (ILS) approach.

couldn't get to sleep, we were often awakened very early in the morning, and we had to endure days when our skies quite literally reverberated with noise.

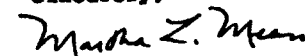
During last summer, there were many weekends when we had to stop using the backyard because we couldn't stand the noise. If we stayed outside, we repeatedly had to stop talking while the planes went overhead, particularly if they were departing.

If the FAA goes through with its current plans, we fear that we will have noise pollution like this all year.

I know that there is a solution that doesn't mean that the citizens of Seattle and nearby areas have to live with terrible airplane-created noise pollution. I hope you can help find that solution.

I look forward to hearing from you about this matter.

Sincerely,



Martha L. Means

RP
531

APC
ALEXANDER P. COBB P.S.
ATTORNEY AT LAW
11711 SE 8TH STREET - SUITE 203
BELLEVUE, WASHINGTON 98005
(206) 453-2171

30
Rec'd. ANM-500
Date: DEC 11 1989
PP

28 November 1989

Federal Aviation Agency
NW Regional Headquarters
17900 Pacific Highway South
Seattle, Washington 98188

POA # 16

December 8, 1989

530
531

Dear Sir or Madam:

We are writing to complain about the decision made by the FAA to institute a "New North Departure Route" that will see some 70 flights per day pass over the Mt. Baker neighborhood. As residents of Mt. Baker, we can attest that even now, prior to the implementation of this plan, there are times when the routing of SEA-TAC traffic over Mt. Baker becomes extremely annoying. Routing some 70 planes per day over our heads will greatly diminish the quality of life of Mt. Baker residents, and will do so at a time when the integrity and excellence of Seattle neighborhoods is becoming an increasingly significant issue. We urge you to do whatever you can to prevent such routing from becoming established.

Sincerely,

Barbara E. Grayson
Barbara E. Grayson

Donald K. Grayson
Donald K. Grayson

2033 34th South
Seattle, Washington 98144

POA # 17

Temple H. Johnson, Jr.
Manager, Air Traffic Division
Federal Aviation Administration
17900 Pacific Highway South
Seattle, Washington. 98168

Re: Proposed SeaTac Flight Path Plan

Dear Mr. Johnson:

I am writing you as a concerned citizen who resides on the northeast flank of Cougar Mountain near Issaquah, Washington. I have closely followed recent events concerning the proposed "Four Post" Plan. I have attended several mediation meetings as well as the November, 1989 meeting at SeaTac during which you presented the proposed plan.

Quite frankly, both myself and my neighbors are extremely dismayed at the FAA's apparent desire to create intersecting arriving and departing aircraft corridors directly over our heads. At present during a north wind, we are constantly bombarded with noise from southbound departing jets. These jets start flying over us, apparently at full throttle, shortly after 6 A.M. and continue until late evening. I do not care to count the number of times that I have been blasted awake by a series of stage two and three aircraft, only a few minutes apart, leaving me so aggravated that I cannot go back to sleep.

You indicated in November that Cougar Mountain was somehow an appropriate area to inundate with jet and commuter aircraft noise because of what you perceive to be a sparse population. While southern Cougar Mountain may be somewhat sparsely populated, the north flank is not. The only remaining large tract of non-populated land on Cougar Mountain's north flank is currently being developed into a dense residential area known as the North Village.

Within a very short period of time the entire north face of Cougar Mountain will be fully developed and densely populated from Interstate 405 to Issaquah. Additionally, plans for huge developments on the eastern side of Cougar Mountain are now being

Mr. Temple Johnson
Page Two

finalized. King County taxpayers have spent millions of dollars and committed millions more to acquire land on top of Cougar Mountain to serve as the premier King County Regional Park. Who could enjoy it with jets and commuter aircraft constantly crisscrossing overhead?

Certainly, there are many other areas in King County that are far less developed than ours, and will remain so, if that is what you are looking for. Furthermore, we live at altitudes of up to 1,500 feet, making aircraft overflights closer and therefore louder. Besides, why is it appropriate to arrange for a

I do not mean to imply that the residents of Cougar Mountain should not bear their fair share of the problems associated with the Puget Sound area's growth, only that Cougar Mountain should not be made to bear more than its fair share. If I were given a choice, I could probably live with the Four Post Plan arrival flights coming over at 10,000 feet, flying at relatively low throttle, provided that the 10 P.M. to 6 A.M. curfew were to remain in effect. But the thought of dealing with the daily arrivals plus scores of additional full-throttle tunnelling departing jets, is more than this heart can bear. Give us a break, spread it around a little, will you! At least send the eastbank departing jets further north before turning them east and send the southbound jets over truly sparsely populated areas east of the Pine Lake Plateau and Tiger Mountain. It seems to me that this would be most appropriate in the long run.

Most of us on Cougar Mountain have spent large sums of money and go to a considerable amount of inconvenience to own a home that serves as a retreat from the hustle and bustle below us. Let us keep some semblance of that which we have worked so hard to build.

Thank you for your consideration.

Sincerely,

Alexander P. Cobb
Alexander P. Cobb

Rec'd. ANM-500

Date: DEC 11 1989

December 7, 1989

Representative Jim McDermott
House of Representatives
Washington, D.C., 20501

PA #18

Dear Representative McDermott,

The enclosed copies of an article and an editorial from Seattle newspapers deal with airplane noise, a subject I'm sure you have heard much about since Mr. Temple Johnson, the regional FAA director, announced an impending change in flight patterns in November.

All parties involved in the mediation process knew that a solution would not come quickly and agreed to do nothing to change the current situation as part of the committee ground rules. Mr. Johnson's decision and confrontational attitude do nothing but undermine if not destroy what progress that has been made to this point. What is particularly galling is his (and the FAA's) determination that they are answerable to no one. I maintain that they have a responsibility not only to those who fly in the planes, but also to those citizens who live under the flight paths.

Since Mr. Johnson and his agency do not feel bound by local governmental or public requests nor by the good faith pledge he made as part of the mediation process, I ask that you in Congress use your influence to delay the implementation of the proposed changes in the flight pattern. I feel that without this step we will lose any hope of controlling what has become a very negative impact on the quality of life in a major part of the Seattle area.

Sincerely,

Jim Borrov
James W. Borrov, M.D.
1123 - 16th Ave. E.
Seattle, WA. 98112

unfortunately because you
 can't see the approach of the
 jetliner from the Beacon Hill
 Capitol & Beacon Hill
 believe me we are obliged
 with your north bound
 off balance to take off
 a 727 @ 11:30 am on 12/20/77

AIRCRAFT NOISE

Region's lawmakers should challenge FAA

WITH the Federal Aviation Administration apparently hell-bent on expanding noise-pollution problems through a rerouting of Seattle-Tacoma Airport jetliner traffic, members of Congress from this area must take a tough, questioning stance toward the FAA plan.

If the plan is put into effect as scheduled, an additional 120 flights a day will go over neighborhoods in north and northeast Seattle, and an additional 60 flights daily will go over sections of the Eastside starting Jan. 11.

FAA officials say the plan will greatly increase Sea-Tac's capacity. For example, the existing approach for aircraft arriving from the north, in a fairly narrow lane down Puget Sound and across Elliott Bay, requires "single file" Sea-Tac landings. By routing about half of the southbound planes to new corridors over Seattle and the Eastside, many flights could be landed two at a time on the airport's parallel runways.

While improving efficiency at an airport where congestion-caused delays have been worsening, the plan obviously would spread jet noise over a much wider area, even before a Port of Seattle-sponsored effort to mediate noise-control measures has been completed.

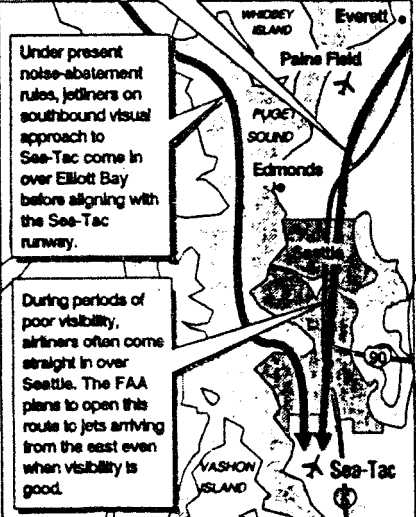
Mayors from Eastside communities are asking the FAA to delay the plan, and Seattle's City Council is working on a resolution asking that an environmental-impact study precede any change in air-traffic routes.

But local-government resolutions are not binding on the federal bureaucrats. That's why local officials need immediate help and support from the congressional delegation.

Increased airliner noise is feared

Rea #18

Sea-Tac flights: noise over Seattle
 Among FAA changes, about half of the southbound incoming flights - as many as 120 a day - will be routed down a corridor over northeast Seattle.



by O. Casey Corr
 Times business reporter

The Federal Aviation Administration, seeking to boost air-traffic capacity at Seattle-Tacoma International Airport, is planning to re-configure flight paths over Puget Sound, a move community activists say will bring new noise to thousands of residents.

The airspace over northeast Seattle and the Eastside will get a significant increase in jetliner traffic under a rerouting the FAA tentatively plans to start Jan. 11.

Temple Johnson, the FAA's manager of air traffic for the Northwest Mountain Region, said such northeast Seattle neighborhoods as Laurelhurst, Ravenna, View Ridge and Northgate will gain 120 flights a day during periods of southerly winds and good visibility when planes arrive from the north. Sixty percent of landings at Sea-Tac are from the north.

For a comparable period, the Eastside, from Auburn to Redmond, will gain 60 flights a day.

No change in regional flight patterns is planned for landings from the south.

The central thrust of the changes is to divert about half of the southbound arrivals from a narrow flight path that travels over Elliott Bay. That path was designated in the early 1970s to confine noise to a limited area, Johnson said.

The existing southbound flight pattern

forces airlines into a single-file approach, Johnson said. Under his new plan, half of the arrivals will be diverted to a path going down northeast Seattle, allowing airlines to approach the airport's two runways in double-file. In good weather, two planes can land simultaneously, he said.

Community activists, who have been working for more than a year with airport management, the FAA and aviation industries to reduce noise, said the FAA's action was breaking faith with a mediation process that had become a national model.

John Musgrave, a West Seattle resident and member of the Port of Seattle's noise-mediation committee, said the FAA's changes would alter noise levels around Puget Sound without any study of the effects. The changes make no effort to reduce noise levels, he said.

"It would appear to concentrate it over the most heavily populated areas of Seattle," Musgrave said. "It does not, in any way, try to avoid areas of population."

Johnson said he is frustrated that the committee has offered no solutions to Sea-Tac's capacity problem. "I can't wait another year to make changes," he said.

Under the new plan, Sea-Tac will have the capacity to handle 60 landings per hour compared with 42 landings per hour now.

Northeast Seattle and the northern half

Please see **FLIGHT PATHS** on A 9

you really don't know your geography too well — the greatest impact will be from the split canal south.

More noise is feared

FLIGHT PATHS

continued from Page 1

of the Eastside now have some air traffic during southerly wind periods. Much of that traffic is crossover flights as jet liners line up over Puget Sound. Both have significant overhead traffic for departures during northerly-wind periods.

The winners of the plan are the Queen Anne and Magnolia neighborhoods. They "will experience a significant decrease in noise,"

Johnson said.

Airport noise is a sensitive topic for neighbors of the airport and residents who live under flight patterns.

Johnson declined to say whether those neighbors will regard the changes as a significant increase in noise.

"A lot of people see airplanes and just seeing them, they become agitated. It's an emotional issue," said Johnson.

Johnson said airplane congestion is a growing problem at Sea-Tac, now rated the 25th-busiest of the nation's 398 control-tower airports. In June, there were 1,457 planes delayed an average of 13 minutes each at Sea-Tac. Johnson said changing flight patterns will increase airport capacity "without pouring a yard of concrete."

Johnson said he has sole au-

thority to implement the changes.

"Technically, we're not required to have this blessed by anyone," he said, although he said he would welcome suggestions for modifications from community groups.

Andrea Riniker, the port's director of aviation, said she'd like to see the FAA wait until the noise that would be generated by flight changes can be studied.

Speaking for herself, not for the Port of Seattle Commission, Riniker said: "I recognize the FAA has the authority to make changes in the airspace and I recognize we need to make changes there. Efficiency and safety in our airspace is something we are concerned with as well."

"But any changes in flight patterns in the region ought to be accompanied by a credible and thorough effort to minimize air-

lawsuit.

Brett Marck, a board member of the Mount Baker Community Council, said the FAA was forcing the changes just as the mediation task force was beginning to study specific options to reduce airport noise.

"They are doing it without noise abatement in mind," Marck said of FAA officials. "These new flight paths have nothing to do with abating noise. They have only to do with increasing flights. A community faced with a freeway has some legal redress, but a community faced with a flight path has no legal redress."

Johnson said all he has heard from the mediation process is that no community wants noise.

"We're in the process of deciding which community gets the noise," he said. "So far, there

PEA #18

that — it's having to stop conversations in your own home, it's being awakened by the take off of a 727 @ or after midnight or by an incoming plane at minimum altitude at 5:30 AM. time after time after time. It's putting up with incoming traffic from 6:00 AM to 11:00 AM & then, after the flow changes, having outbound planes coming up as far north as Volunteer Park or the ship canal before turning East or West on into the evening & night.

interox
THE PEROXYGEN PEOPLE

Rec'd. ANM-500
Date: NOV 29 1989

PEA# 19

November 27, 1989

Mr. Temple Johnson, Jr.
Northwest Mountain Region
17900 Pacific Highway South
P.O. Box C-68966
Seattle, WA 98168

Dear Mr. Johnson:

As new residents and home owners on Mercer Island, we have been appalled by the amount and frequency of airplane noise coming from Sea-Tac airport. Prior to building our new home on Mercer Island late last year, we lived in the Bellevue area (Somerset) for 18 years and were beginning to be annoyed by increasing airplane noise, however, it did not compare to what we are currently experiencing. Many are now being forced to leave their homes.

The Eastside in general is very high and residents should not be expected to accept the FAA plans to implement more departures and landings over the Eastside communities.

It has become evident that the public is very upset with existing and proposed air traffic routes over Mercer Island (Eastside), and will continue to do everything in their power to bring some sanity back into FAA activity.

We do expect a response to this letter.

Sincerely,

Don & Carole Breen
8132 W. Mercer Way
Mercer Island, WA 98040

REC'D ANM-
NOV 30

ANM-1
SECTION 500
INFO: 12/4

PEA# 20

JACK JETT
Tel. 206 - 364 3884
10630 17th Ave. N.E.
Seattle, Washington 98125
November 29, 1989

Mr. FRED ISAAC
Regional Administrator, Federal Aviation Administration
U.S. Department of Commerce
17900 Pacific Highway South C-68966
Seattle, Washington 98168

I read from shorthand notes of my telephone talk to your staff, Mr. Isaac--and write this to repeat and confirm.

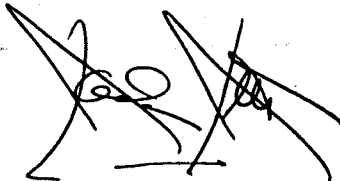
To direct any part of the more than 42,000 additional flights a year over our homes is dangerous to airmen, air passengers and all on the ground--homes, hospitals, schools and others. To deny this is for you to deny what happens when 100,000 pounds of metal and kerosene hit the ground, out of control, and the rubber-gloves people are called. My figure for the flights is from the spokesperson of your mediation groups, Mr. Isaacs. To do what you've announced makes you personally and as an agency and all who fly such aircraft responsible and liable proportionate to our human vulnerability.

Mr. ISAAC - November 29, 1989

To do that you people advocate will also be costly to congressmen, cabinet members and those they act for, and others who fund or permit such an operation, Mr. Isaac.

Please let me hear from you now, Mr. Isaac, so I can communicate responsibly to law makers, cabinet secretaries, your own Mr. James Busey as well as Port of Seattle and others concerned with our citizen survival and well being.

*Thank you for hearing me,
Mr. Isaac -*



Rec'd. ANM-500
NOV 28 1989
Date: _____

Costco
WHOLESALE

Per #21

REC'D ANM

NOV 27

November 20, 1989

ANM-1
ACTION: 500
INFO: 42,4

Mr. Fred Isaac
Administrator
Northwest Mountain Region
Federal Aviation Administration
17900 Pacific Hy. Wo. C68966
Seattle, Wa. 98168

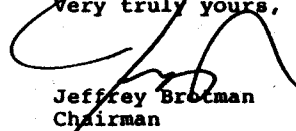
Dear Mr. Isaac:

As a resident of the Medina/Bellevue area, I am writing to urge you to immediately implement noise mitigation plans in order to afford relief from aircraft noise in our area.

The level of noise pollution is unacceptable and has a detrimental effect on our lives.

May I hear from you - I am very interested in knowing what long range plans the Federal Aviation Administration is developing toward noise abatement in the Bellevue and surrounding areas.

Very truly yours,



Jeffrey Brocman
Chairman

JHB/lw

To: Mrs. Temple H. Johnson - manager air traffic division F.A.A.
 2) Mr. Tom Hill - King Co. Executive
 3) Mr. Bruce King - King Co. Council

From: Mr. & Mrs. Roger A. Schwarz

6040 174th Ave. S.E., Issaquah, 98027 643-2740

Dear Sirs: As residents of Cougar Mt. we are very disturbed to hear of the F.A.A.'s new plans for routing air traffic over the Cougar Mt. area. We understand the problems at Sea-Tac airport as we are both employed by United Airlines, but the amount of proposed air traffic over the Cougar Mt. area seems disproportionately high compared to other areas.

For the past 2 years departing traffic taking off to the north and then heading out and over has been routed over Cougar Mt., and by the time they fly over they are at 8 to 15,000 ft. and they are still very loud. With lower flying aircraft, and more of them, this will no longer be a peaceful place; and that is the crux of the matter. Do there are places in King Co. where one can live without noise pollution?

Four years ago my wife and I

made a careful search for an area that was quiet and peaceful, and yet still fairly close to work and the city. We found that Cougar Mt. was such a place. Since then we have witnessed the steady flow of development with the accompanying increase of traffic, noise, and pollution. These things are inevitable, and we are not opposed to growth and development, and we are willing to share some of the burden of increased air traffic noise, but not the amount the F.A.A. and the Johnsons are proposing.

Please reconsider these proposals and pursue this peaceful and serene area. Many people come to Cougar Mt. to enjoy the birds and the mountains, and to stop and listen to the sounds of nature. A 727 descending at 6500 ft. would certainly find our place where people can escape the confines of our growing metropolis.

Thank you for your consideration.

Sincerely,

Roger & Carolyn Schwarz

NOV 20 1989
Date: _____

Nov. 24, 1989

PAC #24

Temple H. Johnson
Manager, Air Traffic Div.
FAA Seattle

Dear Mr. Johnson,

I am a new home owner on Cougar Mountain and am writing to you to voice my strong opposition to the proposed rerouting of Sea-Tac Air Traffic directly over Cougar Mtn. Since I am located high on the north eastern face, I will also be subjected to the additional airplane traffic flying north of I-90. Because of the mountain's height, this traffic will present a much greater affront to our skulls and environs than in other lower lying areas.

I realize everyone in the Puget Sound area must share the burden of growth. However, no one area, Cougar Mtn or any other should be victimized by such an unreasonable, disproportionate distribution of such burden.

DEAR SIR, AP 531 12/1/89
AS A RESIDENT OF RAVENNA NEAR THE PARK, I AM ASKING FOR AN ENVIRONMENTAL IMPACT STATEMENT REGARDING PROPOSED ROUTING OF FLIGHTS OVER MY HOUSE. IN THE SUMMER WHEN I WORK IN THE YARD THE NOISE IS DISTURBING IT'S A CONSTANT STREAM OF PLANES. I DON'T KNOW WHY YOU CAN'T USE THE ROUTES OVER WATERWAYS (ELLIOTT BAY)

LAST MONTH I RETURNED FROM DETROIT ON A N.W. 757 AND WHILE I COULDN'T PICK OUT MY HOUSE BELOW, WHICH IS NEAR 25TH AVENUE, PATH TO FOOTBALL STADIUM WHICH I SAW CLEARLY, I UNDERSTOOD WHY THIS PATTERN COULD BE A POSSIBLE THREAT TO HEAVILY POPULATED AREAS, PAC #23

ADDRESS
STICKER
OVER

Betty E Carey

-2-

Cougar Mountain is a unique place in our region. For the most part, unusual foresight and restraint has prevailed in providing for greenspace, parks, and zoning rules which favor land: building ratios compatible with this beautiful mountain.

We already have a great deal of traffic noise from I-90, as well as a bona fide land fit to look at. But we also have bear, deer, and humans who have sought to make Cougar Mtn. home because of the peace, tranquility and privacy available there. I'm writing to ask your

Murray Johnson, U.S.
19222 SE 62nd Pl.
Issaquah, WA
98027

Rec'd. ANM-500
Date: NOV 8 1988

To: TEMPLE H. JOHNSON
Manager, Air Traffic Division
F.A.A.
17900 Pac. Hwy. So.
Seattle Wa 98168

PR #25

Dear Sir,

Cougar Mountain contains numerous places of peaceful refuge for humans and wildlife within minutes from the population centers of Puget Sound. Any decision to route air traffic over this area will destroy this resource of peace.

Please reconsider any decision to route traffic over Cougar Mountain.

Thank you,

ROBERT H. ROSENBERG, M. D.
8670 N. E. 17th
BELLEVUE, WA 98004-3241
454-6954

PAC # 26

November 13, 1989

Mr. Fred Isaac, Administrator
Northwest Mountain Region
Federal Aviation Administration
17900 Pacific Highway South, C68966
Seattle, Washington 98168

Dear Mr. Isaac:

The early morning aircraft noise over the east side has become very intrusive. I have lived in Clyde Hill for 24 years, and it is apparent that the flights and noise over this area have increased substantially in the past several years since a new traffic pattern was established. A recent newspaper article suggested that even more air traffic is to be sent in this direction. This formerly was a nice quiet community, but this air traffic has made it substantially less so. As public awareness increases there will be a negative effect on property values.

As to how it affects me - I worked hard for 40 years, and during that time I had to set my alarm for 5:30 AM or earlier. When I retired in 1987 I thought I would enjoy sleeping another hour or two in the mornings. However, I am a light sleeper, and I find that the aircraft noise acts as an undesired and uncontrollable alarm on good weather days, starting at 6:15 AM, and continuing irregularly but insistently for another hour, with a crescendo from about 6:55 to 7:15 AM, when there must be upward of twelve to fifteen flights going over.

I'm aware that there are air traffic control problems - but, on the other hand we on the east side have a certain right to the peace and quiet we sought here. I would suggest to you that many local communities have ordinances which prohibit unusual equipment or other noise before 8 AM, and this should be a reasonable expectation for aircraft noise as well. If flights have to leave earlier, route them west, over water, where the population density is lower.

Yours,


R. H. Rosenberg, M.D.

Copies to: ECAAN; Hon. Brock Adams; Hon. Slade Gorton;
Hon. John Miller; Andrea Rinker, Sea-Tac Int'l Airport

NOV 16
68
AUG-1
ACTION
INFO: 11/24
500

→ 530 RT
See Jim
ni
Hly
→ 531

1810-91st Place N.E.
Bellevue, Washington 98004
November 15, 1989

NOV 17
Date: NOV 20 1989
ACTION 530
AUG-1
ACTION: 530
INFO: 1/2

Mr. Fred Isaac, Administrator
Northwest Mountain Region
Federal Aviation Administration
17900 Pacific Hwy. So., C 68966
Seattle, Washington 98168

PAC # 27

Dear Mr. Isaac:

Four years ago, we purchased a lovely home in a prime view location in the Town of Clyde Hill. This move came after more than 25 years as residents of Bellevue, where we lived in more modest neighborhoods as we worked our way up.

During the past four years, we have worked with close neighbors to ensure the preservation of our view, for which we pay dearly both in mortgage and taxes. Now, it seems we must pour still more energy and time into the preservation of the quiet, peacefulness for which we also pay dearly. We chose a home on the end of a cul de sac, in a development in which cul de sacs are prevalent, as we had endured too much road and air noise pollution in previous locations.

The past two summers (1988-1989) have brought a marked increase in air traffic being routed directly over Clyde Hill, waking us early (7:00 a.m.) on each morning when airliners take off to the north.

At first, we thought this was just an experiment and would end shortly, but this has proved not to be the case.

We realize that Sea-Tac International Airport is one of the busiest airports in the United States, and as such, air traffic controllers are seeking solutions to their problems. No one, no matter what the cost of their property, wants noise pollution. When mere land is being purchased well into six figures, and homes routinely are being built in the seven figure range, and the neighboring residents are also paying increased taxes due to this inflated real estate market, we feel that some consideration for maintaining the quiet in our neighborhoods is not an unreasonable expectation.

Rec. J. ANM-500
NOV 28 1989
Date

November 25, 1989

Temple H. Johnson
Manager, Air Traffic Division
F.A.A.
17400 Pacific Highway S.
Seattle, WA 98148

PEA 28

Dear Mr. Johnson:

As a long time resident of Cougar Mountain I take exception to the proposed plan to redistribute air traffic over our area. It is clear that everyone in the Puget Sound area must share the burdens of growth, including jet noise. But no one area should bear all the load.

I urge you to consider making Cougar Mountain the flight path on either north flow or south flow days. NOT BOTH!

Our area is no longer sparsely populated as you seem to believe. Your decision impacts thousands of families. Please redistribute the air traffic over a broader area.

Sincerely,

Patricia B. Smith
17328 SE Cougar Mt Dr
BROOKLYN, WA 98027

It is our earnest hope that our elected and appointed officials will give serious consideration to this problem before it becomes too overwhelming to tackle. Please help us reverse this in the early stages, and return and maintain the quiet peacefulness to our neighborhoods.

Sincerely yours,

Jennifer and Jim Muller

Jennifer and Jim Muller

23

November 23, 1989

F. W. Zappert
2460 W. Lk. Sammamish Pky S.E.
Bellevue, WA 98008

Mr. Temple Johnson
Regional Manager,
Air Traffic Control Division
Federal Aviation Administration
Northwest Mountain Region
17900 Pacific Highway South
C-68966
Seattle WA. 98168

PA #29

Rec'd. ANM-500
Date: NOV 27 1989

Subject: Proposals for noise reductions to F.A.A.'s proposed Four Poster Plan

Dear Mr. Johnson:

Enclosed is a list of specific noise problems voiced by Eastside residents over the past few years (and which have NOT been resolved). Also listed are new problems anticipated as a result of the subject proposal.

In addition, enclosed is a list of suggested solutions for F.A.A. evaluation. Some of these solutions are similar to those in your simulation studies and although rejected as not the "most efficient" they were judged to be feasible. Perhaps with a little more effort and some minor changes they can also be made more efficient and at the same time provide for some of the totally missing noise abatement for the local population, which the F.A.A.'s preferred option does not. Other ideas are novel and have not been addressed by F.A.A.

It is hoped that any potential complexity and the need for some slight administrative changes, if needed to implement any solution not be allowed to stand in the way of improvements.

While it is acknowledged that the Air Traffic Control expertise resides in your organization, one must point out that your study should also include the objective of NOISE ABATEMENT AND MITIGATION for the Greater Seattle area as an equal priority requirement, which is presently not the case.

Submittal of these ideas must in no way be construed as an endorsement of the Four Poster plan.

Sincerely yours

Fred Zappert,

F.W. Zappert
Member Eastside Community Sub Caucus

R

ENCLOSURE

PRESENT NOISE ABATEMENT PROBLEMS AND POTENTIAL FUTURE PROBLEMS OF THE GREATER SEATTLE EASTSIDE AREA.

I. Present Problems.

1. The single path East turn and Summa 2 departures during North flow have been complained about for over 2 years by Bellevue Mercer Island, Medina, Clyde Hill, Cougar Mountain and Tiger Mountain as well as Issaquah residents with no relief given to date. Under the proposed Four Poster plan (Flight paths D1 and D2) this problem will not be solved and as traffic increases it will get worse.

2. Residents of the Bothell Woodinville area have complained about many night flights over their area.

II. Future Problems under F.A.A.'s four Poster Plan Proposal.

1. The Departure noise problems above (Flight paths D1 and D2) will be made worse by the proposed change of splitting the Summa 2 departure flow off and allowing an earlier turn after take off at 3000 ft. (instead of the present 4000 ft. minimum). Additional areas of Central Mercer Island and over the Eastside such as Somersrest and Newport Hills will receive much more aircraft noise as will the Cougar Mountain, Tiger Mountain and Issaquah areas.

2. In addition the Eastside would receive arrival noise from the North flow (Flight path A7) and South flow downwind legs (Flight paths A1, A2 and A4) proposed to go along the Valley Freeway and I-405. The South flow turn at the SR. 520 Interchange would also affect more residents.

All the above are OBJECTIONABLE to Eastside residents.

The objectives of any changes in flight path must include mitigation of existing aircraft noise over the areas presently affected and a decrease in exposure time and noise levels over these areas.

III. Proposed Solutions.

A. To avoid having any downwind legs over the densely populated Eastside evaluate the following:

1. Move all downwind traffic 25-30 miles East of the proposed downwind leg over less densely or unpopulated areas.

2. More than one track could be used to distribute the noise more widely.

3. It should be considered to move arriving jet aircraft from distant places such as Chicago, Minneapolis Denver, and South of

there to a downwind leg East of the Cascades (say 100 miles East) if traffic builds up.

4. For the South Flow arrivals, the Base leg should have multiple flight paths and be located further north than the SR 520 floating bridge (and be flown at higher altitudes).

5. Consider a computer model which would schedule and space arrivals straight to the Base leg entry points from the different airways (North East to South East)

6. Downwind legs further away from the airport could be flown much higher (and thus quieter)

8. To abate the noise from the departure paths i.e. the East turn and the Summa 2 Departure:

1. Move all or some of the Summa 2 departure back over the Duwamish industrial area and let them depart West as they did 2-3 years ago.

2. Design Multiple flight paths for the East turn each to be used on a different North Flow day and 2 or 3 miles apart, so that the noise would go to a different Eastside area every day. Thus each area could get 2 or 3 days of silence for each "noise day". This would be more equitable than at present. The F.A.A. indicated that such a plan is feasible and would be acceptable during recent meetings.

C. Other items.

Ask airlines to consider rescheduling flights from peak periods to reduce inefficient delays and local pattern slow flying.

D. Intermediate and Long Term Solutions.

As an intermediate and longer term solution ask the State of Washington or Puget Sound Regional authorities to start a long overdue immediate study project for reliever airports for SEATAC such as McChord Field etc.

November 22, 1989

Mr. Temple Johnson
Manager, Air Traffic Division
FAA
17800 Pacific Hwy S.
P.O. Box C-88988
Seattle, WA 98188

Doc'd ANM-500
Date: NOV 21 1989

POA #30

Dear Mr. Johnson,

I am writing to you because I have been incredibly disturbed; after reading that we are effectively being forced to live in an environment where the noise pollution will be increased, with no regard for the living experience of the human beings, in this once beautiful and liveable city.

If there were a Plato or a Socrates here representing us now I think that they would ask that the original premise be checked. I wonder who needs or wants 42% more access given to the people trying to get here through the sky. Perhaps you consider it preposterous, but evidently the people that live here are deeply disturbed. I would like to ask you to re-think your position on increasing airplane access at the degradation of the living experience of hundreds of thousands of souls below.

I went to Bellingham this weekend, to look for property in an as yet unspoiled environment, spurred by airplanes waking me up on a Saturday at 6:30 A.M. There were about 10 of them before 7:30 A.M. I deeply needed the rest after a particularly stressful week, and I realized that my elected officials, and my government were saying that this was the way that it was, and it was going to get worse.

I want a voice. I want it to remain a wonderful place to live. I do not want another L.A. In order to have that be a reality I need you to hear me and others like me, and preserve the decent human condition as a priority in your considerations.

It is good I did not have your home phone on that Saturday, as I would have called you each of the ten times as the planes went by. And I still want to, each of the seemingly hundreds of times each week that an airplane invades my environment.

Sincerely,

David Papard

David Papard 206 232-8322
P.O. Box 904, Mercer Island, Wa 98040

se



DEC 11 1989

OFFICE OF THE CITY COUNCIL - CITY OF SEATTLE

DEC 11

Rec'd ANM-500
Date: DEC 11 1989

December 14, 1989

SAM SMITH
President
of the
City Council

December 8, 1989

Chairman, Labor
Policy Committee

Federick M. Isaac, Regional Administrator
17900 Pacific Highway South, C-68966
Seattle, Washington 98188

ANM-1
ACTION: 200
INFO: 12,4
600,5

Energy Committee
Finance & Personnel
Committee
Housing & Human Services
Committee
Intergovernmental
Relations Committee

Dear Mr. Isaac:

Thank you for your letter dated December 1st, pertaining to the Federal Aviation Administration's proposed changes to certain air traffic approach and departure routes into the Seattle-Tacoma International Airport.

In regards to the Resolution you mentioned, I believe all it asks is that an Environmental Impact Statement be completed, prior to the change. I believe your letter states that you are preparing such a statement, and when it is completed we will be happy to review it.

A presentation to the City Council's Transportation Committee will be in order when your office is ready.

Yours very truly,

[Handwritten signature of Sam Smith]

SAM SMITH
President
Seattle City Council

POA #31

SS/kaw

Temple Johnson
F.A.A. Regional Administrator
17900 Pacific Highway South
Seattle, Washington 98188

POA #32

Dear Mr. Johnson:

If a major new freeway or a garbage burning facility was planned near densely populated North Seattle neighborhoods, we're sure you can imagine the of public outcry, and the hearings, environmental impact statements, etc. that would be needed to respond to citizen's concerns over safety, pollution and quality of life in their neighborhoods.

On February 1, 1990 we understand that the F.A.A. is planning to reroute 120 flights a day over North Seattle. These low-flying jets passing over the previously quiet homes of tens of thousands of residents every 5-10 minutes will create more continuous noise pollution for more people than any freeway possibly could.

My we respectfully suggest that the F.A.A. is looking only at its own point of view of the need to increase the number of flights at Sea-Tac. It is upsetting to us that you apparently feel able to inflict this noise pollution on thousands of Seattle citizens with minimal input from elected officials or community leaders and without an environmental impact statement, dumping pollution from the sky wherever you feel like it.

We feel that the people of Seattle and their quiet safe enjoyment of their homes and property is much more important than whether some flights are delayed at Sea-Tac airport.

We as a community need to recognize the cost of creating noise pollution and direct the cost back to the polluter and the consumer of its products. When an industrial polluter, such as a smelter, is required to reduce pollution the users of its products usually bear the cost; no more free dumping ground in the air or a river. Noise pollution due to Sea-Tac can perhaps be seen in the same way. If the number of flights are restricted to reduce noise airlines will raise prices to reduce demand and air travelers will rightly bear the cost of the pollution they are creating.

Granted, this is an oversimplification of the problem, but we don't feel users of the airways have a God-given right to ever-increasing use of the sky at the expense of the quality of life for the vast majority of people on the ground. The creators of the problem, the airline users, should pay the price--either in the form of higher fares or delays.

We urge you to stop the current plan and to see that a full environmental impact analysis is done for the rerouting of airtraffic over North Seattle, and to consider ways to reduce noise pollution overall by limitations on the number of flights and/or rerouting flights back over the (safer) water routes, rather than shifting it over one of the most densely populated areas of the state.

Thank you for considering our point of view.

Art Freeman and Jo Evans

[Handwritten signatures of Art Freeman and Jo Evans]
119 NE 59th
Seattle, WA 98105

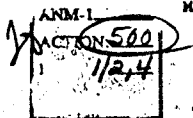
600 Fourth Avenue, Municipal Building
Seattle, Washington 98104 (206) 664-6800

92

10/24

DEC 0 5 1989

December 4, 1989
8557 SE 76th Place
Mercer Island, Wa. 98040



POA # 33

FREDERICK ISAAC, DIRECTOR FAA
17900 PACIFIC HWY So
SEATTLE, WA 98148

Dear MR. ISAAC

I am very concerned about the announced FAA Four Post Flight Plan relative to Seatac operations. At first that concern was limited what would happen in my neighborhood, since we currently endure a great amount of aircraft noise. However, further investigation and study indicates a much more serious problem. THIS PLAN WOULD IMPINGE ON MANY AREAS OF KING COUNTY.

This is absolutely unacceptable. I PROTEST THIS ATTEMPTED RAPE OF OUR REGION.

I ask you, in your capacity, to prevent this tragedy from happening.

In an effort to help, my Enclosure A presents ideas which you may find helpful in saving our wonderful area.

Sincerely yours,

Raymond Cutler
Raymond Cutler

Enclosure A

Subject: Aircraft Noise Abatement

Problems:

1. FAA Four Post Flight Plan For SEATAC.
2. SEATAC not utilized full time 24 hours per day.
3. Aircraft noise impact on a substantial amount of the population.
4. Apparent rigid attitudes of some agencies, companies, and individuals involved because of ego, stubbornness, laziness, lack of common sense, lack of imagination, lack of backbone, and/or greed.

Considerations:

1. Whether the airlines, FAA, and the Seattle Port Commission are to put airline convenience and profits above the good of the population of this region and drastically reduce this pristine area and its wonderful quality of life.
2. Whether it is more important to ruin this region so airlines and some airline passengers won't have to fly at unusual hours.
3. Whether non-residents will dictate the way we, the permanent population, will live in this area.

Factions:

1. The constituency of King County, FAA, Seattle Port Commission, Airlines, and Commuter Airlines.

Solution:

1. Fully operational SEATAC airport 24 hours per day, with all Airlines and Commuter Airlines flying on a 24 hour day. Schedules would require an even balance of takeoffs and landings throughout each 24 hour day.
2. If necessary, to keep an even balance, reduce the number of either Airlines and/or flights permitted to use SEATAC.
3. Require all aircraft to achieve an altitude of 10,000 feet, over as much water as possible, before turning. Do not permit turning at 3000 to 5000 feet.

Effect of Solution:

1. Minimize aircraft noise levels and affect the smallest number of the population.
2. Permits continued usage of present SEATAC well beyond the recent scare tactic projections of capacity.
3. Improve safety since the number of aircraft would be evenly spread throughout 24 hours instead of current peaks of aircraft in narrow time intervals. Also, the heavy work loads on the Air Controllers would be reduced.

27

DEC 1 1989

Hartford Beitman
P.O. Box 997
Mercer Island, WA 98040

December 1, 1989

Mr. Frederick Isaac, Director
Federal Aviation Administration
17900 Pacific Highway S.
Seattle, WA 98168

PEA #34

NOV 12 1989
500
INF. 127

Dear Mr. Isaac:

This is another concerned citizen's letter about the proposed changes in air flight patterns from Sea-Tac.

My wife and I live at the south end of Mercer Island. While we may be less affected by the planned changes than others in the area, we know the inevitable increase in noise will affect us to some degree.

We understand the basic problem of increased traffic at Sea-Tac and the need to modify the routes to accommodate the larger volumes, at least in lieu of building another airport. The concept of increasing noise more or less evenly in the region does not make sense to us, however. The areas that currently are under flight paths have accepted that fact when homes were purchased or apartments rented. Those of us who moved to areas with little or no noise paid for that privilege. It would be unfair to now divert some traffic into the previously quiet locations. I think it would be analogous to building a tall structure which would obscure previously view properties. The tall structure would logically be placed where other tall structures already exist, not where there are few or none. While zoning laws might not normally apply to airplane noise, the concept surely has merit.

I find it ironic that so much money was spent to minimize noise from the new I-90 highway on Mercer Island, and now that might become a flight pattern producing far more decibels than most vehicles.

We realize that you must contend with large numbers of people with different needs and priorities who will be affected by the proposed air route changes and Four-Poster Plan. It is precisely because this is such a significant matter that an environmental impact statement should be done even if it might not be legally required.

I do hope you will seriously consider this letter and the many others you undoubtedly have received on this matter and modify the plan to minimize the impact on those communities that currently have little air traffic above them.

Thank you for your consideration.

Sincerely,

Hartford Beitman

HB:es

88

DEC 02

3003-13th Lead. So
Seattle, WA 98144
Nov. 15, 1989

Temple Johnson

F.A.R. Mgr.
NW Mt. Region
17900 Pacific Hwy.
Seattle, WA 98168

NOV 20 1989

DATA: NOV 20 1989
ACTION 530

PEA#35

Dear Mr. Johnson:

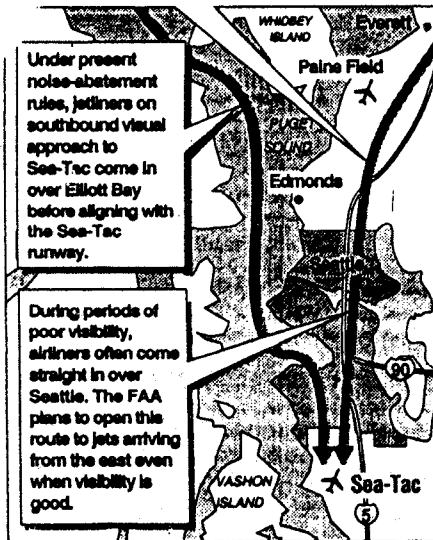
The article in the Seattle Times, Friday Nov. 10, 1989, regarding increases in airline noise over Seattle, depressed me tremendously. As a resident of a poor neighborhood, Beacon Hill, we are already suffering with this noise everyday.

As I understand it all flights will be directly over us, as if now some do go a little west of us over the industrial area. Would it cause too much delay to have some flights directed over the industrial area and West Seattle? Even though we do hear them it is not the same as directly over us. It seems only fair to share some of this noise. Any consideration you can give us sure will be appreciated.

Sincerely,
Madeline Parker

Lights: noise over Seattle

FAA changes, about half of the southbound flights — as many as 120 a day — will be down a corridor over northeast Seattle.



P.S. I'm a member of Aik; cannot and we plan a flight!
 To whom ~~at~~ Mary Carson, 11/11/89
 I recently was alerted that you plan to drop the planes to 2000 feet around ALK; instead of the usual 3,000 feet. As a former flight attendant for Northwest Airline, I protest, my husband Jack Katz (an attorney), my neighbors, Mary Ann Jonak (2369 Hobart), the Stannards (2424 Hobart) PROTEST. Let us at least enjoy our lovely views of the water & mtns without old "Palm Beach" flight patterns & noise. If we didn't mind that sort of disturbance we would be living in Les Moines, federal way or Suried! (give us a break). What's wrong with expanding Sea-Tac to Paine Field (population in Everett 53,000)? Surely you can come up with a satisfactory solution! Sincerely, Leslie Hartman

Rec'd. ANM-530
NOV 23 1985
Date:
→ 530

5126 NE 42 St
Seattle 98105
Nov. 20, 1985

Mr. Temple Johnson
Mgr. Air Traffic Div. - FAA
17900 Pacific Highway So.
Seattle, WA 98185

POA #37

Dear Mr. Johnson

As a long time resident of a residential community north of the university - I wish to discourage material changes in jet traffic that will increase noise in the residential areas.

While I understand this shows the increased number of added flights, it is a small cost to pay compared to the unending, constant increased noise that additional flight will bring.

Sincerely,

DOUGLAS NICHOLS
- Seattle -

cc: Congressman John M. Walcott

W
O

Rec'd. NOV 22 1985 JJO
Date:
→ 530

POA #38

Mr. Temple Johnson
Regional Air Traffic Manager
Federal Aviation Administration
17900 Pacific Highway South
Seattle, WA 98168
Nov 19, 1985

Dear Mr. Johnson:

We are homeowners living in the Victory Heights neighborhood, a neighborhood 1-2 miles east of Northgate and bordering west of Lake City.

We are strongly opposed to the proposed double lane flight pattern. This pattern is directly over and across homes. We are certain this new pattern is already being utilized judging by the significant increase in jet noise & noise of smaller planes. Depending on the time of day, jet can, at many times, be heard flying overhead as often as every one to two minutes. As I write this letter on Sunday, November 19, at 3:00 pm, jet can be heard.

You were quoted in the Seattle P.T., November 17th paper, "The airport will be able to handle more airplanes without spending a dime of the people's money on the FAA's." However, Mr. Johnson, there is a cost to each and every homeowner - a much noisier environment. People in the past have always been monetarily compensated when a new freeway is built near a neighborhood.

Date: NOV 21 1989

Donald S. Jefferson
2025 - 77th Ave. N.E.
Bellevue, WA 98004

REC'D ANM-1

NOV 20

ANM-1
ACTION: 500
INFO: 1/2, 4

November 16, 1989

Mr. Frederick M. Isaac
Administrator
Northwest Mountain Region
Federal Aviation Administration
17900 Pacific Highway South, C68966
Seattle, Washington 98168

PEA # 39

Dear Mr. Isaac:

I have endured last year's revised flight plans, whereby some of the departing traffic flies over my Medina home. I do not understand why the flight paths had to change to the detriment of so many people, but I have accepted it with mild indignation. I have presumed that the FAA is just like any other Federal bureaucracy; it will do as it pleases and there is nothing anyone can say that is going to change that.

But my attitude changed this past weekend when, on both Saturday and Sunday, I was awakened to the sound of departing aircraft. What made me even madder was the fact that it was totally unnecessary. It was almost as though flights were sent overhead to demonstrate that you have the right to do so. On Saturday morning at 7:15 I was awakened by a jet aircraft departing to the east. For forty-five minutes I lay in bed trying to go back to sleep, to no avail; yet, during that forty-five minute period, I never heard another airplane!

On Sunday, November 12th, the exact same thing happened. At 7:25, I was awakened by a jet aircraft heading eastbound but the next airplane did not pass overhead until 8:05. Your disregard for the sensitivities and concerns of ordinary citizens is amazing and arrogant. You are obviously aware of the controversies surrounding the FAA's decision to send aircraft over a heavily-populated area, so I can only assume that you are doing what you must. But to deliberately wake-up that population on a weekend morning, when there is obviously no necessity to do so, is incomprehensible to me.

(2)

It is obvious you have a dilemma and we do not see any to see equitable solution. We are hoping resolutions will be forthcoming, but it cannot be allowed at our expense.

cc: Rep. John Miller Thank you,

Rick Nelson
1736 NE 103rd
Seattle WA 98125
See Benson's Chapter
1730 NE 103
Seattle, WA 98125

Gray Atkinson
1730 NE 103rd
Sea WA 98125
Robert & Joyce Gordon
1726 NE 103rd St
Seattle WA 98125

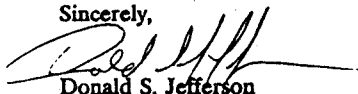
SP: Marilyn Skov
1745 - NE 103rd
Seattle, WA 98125

Marin W. Hamlin
Janita L. Hamlin
1749 NE 103rd
Seattle, WA 98125

Mr. Frederick M. Isaac
November 16, 1989
Page 2

By copy of this letter, I am requesting that my elected representatives do what they can to eliminate the eastbound departure route and, further, to rescind whatever powers you or the FAA have to direct traffic over a heavy population early on weekend mornings.


Sincerely,


Donald S. Jefferson

cc: The Honorable Slade Gorton
The Honorable Brock Adams
The Honorable Rod Chandler
Ms. Andrea Beatty Reinker

32

10335 46th Ave NE -
Seattle WA 98125

November 10, 1989. 

Rec'd. ANM-500/524
NOV 10 1989

Date: NOV 10 1989

PBA #40

Dear Mr. Johnson,

~~ADDITION~~ → 530

I strongly protest your plans to reschedule
120 flights/day over north Seattle.

The arrogance you have displayed as a
mid-level government bureaucrat indicates that you are
not well-suited to a career in public service.
Your job is to represent the public, not the
airline carriers.

Dr. Kevin M. Bailey

November 27, 1989

Mr. Temple Johnson
Air Traffic Division Manager
FAA North West Mountain Region
17900 Pacific Highway South
Seattle, WA 98168

Dear Mr. Johnson:

I am not usually a letter writer, but the issue of the new proposed Sea-Tac flight routes and the possibility of 120 more flights routed over the Eastside finally motivated me.

My husband and I use the airlines probably more than the average business persons, and we are not blind to the problems involved in the growth of our international airport.

However, we still hope it is possible to make growth compatible with certain amenities and without eroding the enjoyment of the homes or the property values of the homes we've purchased years ago..

I remember a home patio wedding rehearsal dinner several summers ago in July where we were finally forced to move inside because we couldn't hold a conversation above the level of airplane noise. I have counted ascending planes every one & half minutes many a summer evening. One doesn't need an alarm clock in my neighborhood in the morning whether it is clear or cloudy because they currently start up every morning like clockwork from about 6:30 AM on. My personal alarm comes overhead each morning at 6:50 AM and I'm curious to know what flight that one is! It is rarely a delayed flight!

In fact, our son-in-law, who lives on the Sammamish plateau above Redmond, uses ear plugs to keep from being wakened by those early flights.

I have to shut patio doors and windows to hear conversations on the telephone during some clear summer days.

The increasing plane noise is more offensive to us and more cause for us to consider selling our home of 22 years and move out of Bellevue than the auto traffic!

I understand the new proposal relates to incoming flights and maybe won't bring the same level of noise, but what assurance do we on the Eastside have that this plan and others to follow won't bring even a further increase to the noise pollution we already must live with???

Sincerely,

W Jane Klein
W 14415 N.E. 12th Place
Bellevue, WA 98007

Rec'd. ANM-500
Date: NOV 27 1989

POA #41

helen tall

Nov-27, 1989

Temple Johnson Jr.
Mgr. Air Traffic Div'n
F.A.A.

Rec'd. ANM-500
Date: 11/27/89

POA #42

Dear Mr. Johnson;
Please file an E.I.O.P.
re changes in noise and
safety practices affecting the
environment of Mercer Is. I
live near I-90 and on a nice
day (north wind) the noise is
almost unbearable with one
jet a minute passing overhead
and adding to the noise of
always busy I-90. Please
do not increase the stress
on those of us already compromised
by freeway noise. We also
receive a dose of noise from
jet skis, cigar racing boats.
Please have a heart!!
Sincerely
Helen Tall

DEC - 8 1989

Sharon Hiatt
5716 187th Ave SE
Issaquah Wa
98027

Temple H. Johnson Mgr.
AIR Traffic Division
FAA
17900 Pacific Hwy So
Seattle Wa 98168

POA # 43

Dear Mr. Johnson:

I am a twenty year resident of Cougar Mountain. It has been brought to my attention the possibility of directing air traffic over the Cougar Mountain area because of low density population. Most residents moved to the relatively rural area for the privacy and tranquility the mountain had to offer. It is hard to imagine the impact of the noise pollution would have. As you probably know our population will be rapidly increasing there next year due to the rapid development of the area. I request you seek other options in your decision other than the East Side.

Could the jet climb to 15,000 before making their turn? Thank you.

Sharon Hiatt
Cougar Mt. Resident

W
L

REC-111-111-111
NOV 18 1989

Rec'd. ANM 500 / 501
NOV 2 1989
Date: → 530

November 20, 1989

Temple Johnson
Regional Manager, FAA
Seattle, WA

POA # 44

Dear Mr. Temple,

During the "trial period" of the traffic pattern changes to the corridor over the northeastern part of Seattle I was more than aware of the loud noise of the overhead airplanes. I did call the noise hot line. It appears that the response to the traffic change must have had no influence on your agency regarding community consideration. During that period of time we were all concerned about putting flight patterns over some of the most densely populated areas of the Puget Sound region.

Now it seems inevitable that the FAA is going to ignore the people who live here and cater to the big business and big money of the airlines. On the same day that an article appeared in the local newspaper with your quote, I found an advertisement for one of the airlines using our airport. The ad is enclosed. You can see how many flights leave Seattle in a relatively short period of time each day for just one airline. It was a coincidence that I had to fly to Portland on one of those flights on Monday, November 13. My flight was perhaps 10% full. In other words, it was 90% empty. So are we going to allow the airlines to dictate to the FAA that they need more runway time in order to provide them with copy for their ads? It is ridiculous for us to have to listen to the airplanes carry their low loads.

I object to the increase of traffic over this most densely populated part of the city.

Sincerely,

Bonnie E. Miller
Bonnie E. Miller

copies to: John Miller
Norm Rice

NOV 30 1989
NOV 30
Rec'd. ANM-500
Date: NOV 30 1989

Rec'd. ANM-500
NOV 30 1989
Date: _____

November 21, 1989

November 29th, 1989

To: T. Hill
T.H. Johnson
B. Laing

Per # 45

Mr. Temple H. Johnson
Manager, Air Traffic Division
F.A.A.
17900 Pacific Highway South
Seattle, WA 98148

Per # 46

Subject: Cougar Mountain - Noise Dump For The FAA.

As a home owner on the top of Cougar Mountain, I am very concerned about the potential, significant, rise in noise level if air corridors were directed over my home.

My beautiful home on two acres surrounded by Cougar Mountain Park is a peaceful, serene getaway from the noise of the city. I did not buy land and build a home to be located on the main thoroughfare of air traffic.

Recently, my husband and I noted that jets were flying repeatedly over our home and the noise level was significant, even inside the house. We specifically observed planes flying east to Lake Sammamish and then turning south directly over our home. At that time, we were not aware that the FAA was considering Cougar Mountain for a new air corridor, and wondered why all these planes, making so much noise, were over our neighborhood.

I understand that the Puget Sound is a fast growing area, and that new alternatives must be considered in dealing with the increased air traffic. However, I cannot accept that my home would bear the brunt of more than 100 planes flying overhead daily.

Believe me Mr. Johnson, Mr. Hill, and Mr. Laing, if you lived on this mountain paradise you wouldn't want a main air corridor over your home and you'd shudder to think of the potential impact to real estate values in this expensive, prime, view, acreage neighborhood.

Concerned Citizens
Eric & Lori Farley
Eric & Lori Farley
18724 S.E. 65th PL
Issaquah, Wa. 98027

Dear Mr. Johnson,

I have been living on Cougar Mountain for the past four years. One of my main reasons for living up here is to get away from the traffic noise of freeways and the congestion of people.

Last year the air traffic pattern changes gave us what seemed like a continuous flow of airline overflights. I was woken up every morning at 6.30 a.m. because of the noise of the aircrafts flying over our home. We certainly didn't need an alarm clock to be awakened.

We have been made aware that you may decide to significantly increase air traffic over the eastside and drop the current moratorium between 10.00 p.m. to 6.00 a.m. In fairness, everyone in our fast growing Puget Sound area must share the burden of growth, including jet noise. No one area, Cougar Mountain or any other area, should be made the victim of such an unreasonable and inappropriate distribution of this type of burden.

This summer, take your family to Cougar Mountain Park and see if you can enjoy yourself with continuous noise of overhead aircrafts.

The eastside is growing fast with large developments being started next year. The adding of 1,200 new homes will change the face of the northside of Cougar Mountain and you may change the little quiet we have left at night.

Sincerely,
Erhardt W. Weikert
Erhardt W. Weikert

35

17125 S.E. Cougar Mountain Drive

Nov 29-89

Mr Temple Johnson Sr
Air Traffic Division
FAA, North West Mt Region

Rec'd. ANM-500
NOV 9 1989
Date: _____

PEA # 47

W
Rec'd. ANM 500
NOV 9 1989
Date: NOV 29 1989

23 November 1989

I am writing a letter out of
concern for my family as well as
myself.

I am opposed to the Federal Aviation
Administration's "Four-Phase Plan" it
would result in a detriment to the
quality of life posed by low-flying
jet aircraft. Plus it would add
increased safety problems to a populated
area. As a citizen of Mercer Island, I
feel we need a chance to hear from
the medical professionals Noise
Consultant.

I am also contacting our city officials
to take action immediately in delaying
this new flight plan, until the citizens
at least have had a chance, to become
aware of its impact.

Sincerely,
Ann & Leo Nikora

3E

PEA # 48

Mr. Temple H. Johnson
Air Traffic Division Manager
Federal Aviation Administration
17900 Pacific Highway South
Seattle, WA 98168

Mr. Johnson:

If you were to build a new airport at the end of Cougar
Mountain, I could (and would!) sue you for damages to the
value of my property caused by the airplanes taking off and
landing over my home. If you divert the airplanes taking off
and landing from the existing SeaTac Airport over my home, I
will sue you for these same damages.

I bought my home on Cougar Mountain to escape noise. Cougar
Mountain has no freeway noise, no industrial noise, no
railroad noise, and currently no airplane noise. I carefully
chose Cougar Mountain for this reason. I could have bought
homes more cheaply in other areas, but Cougar Mountain was
free of noise, and I paid a premium for that.

I checked the flight patterns around SeaTac Airport before I
bought my home to be sure they did not fly over my home, and
now you plan to change those patterns to fly over my home. I
think that this will reduce the value of my property, and I
intend to be compensated for that reduction if it happens.

Sincerely,



Leo Nikora
17130 Cougar Mountain Drive
Issaquah, WA 98027

cc: Tim Hill, Executive, King County
Bruce Laing, Chairman, King County Council
Alex MacLeod, Managing Editor, Seattle Times

FAA

17900 PACIFIC HWY. S.
SEATTLE, WA 98168

FORM APPROVED

Date NOV 27 1989

Rec'd. AIRM-500
NOV 28 1989

Date:

NOV 27

Per #49

ATTN: MR. TEMPLE JOHNSON

RE: CHANGE OF PUGET SOUND FLIGHT CORRIDORS

MR. TEMPLE H. JOHNSON:

MY YOUNG SON HAS A NERVOUS DISORDER
THAT IS AGGRAVATED BY SOUND. LAST YEAR
OUR DOCTOR SUGGESTED WE FIND A QUIET
ENVIRONMENT, SO WE MOVED TO COUGAR
MOUNTAIN!

IT APPEARS THAT OUR NEIGHBORHOOD HAS
BEEN CHOSEN TO TAKE THE BRUNT OF
SOUND FROM ARRIVING AND DEPARTING
AIRCRAFT, ESPECIALLY DURING "NORTH FLOW"
CONDITIONS. THIS WILL HAVE A SEVERE
NEGATIVE IMPACT ON THE HEALTH OF
MY SON!!

WE IMPLORER YOU TO EVALUATE THE
IMPACT OF YOUR ACTIONS ON OUR
COMMUNITY BEFORE IMPLEMENTING
YOUR PROPOSED CHANGES!!

Jim, Kathy, & John Sweet

909 147th Pl. N.E.
Bellevue, Wa. 98007
Nov. 20, 1989

Per #50

Mr. Fred Isaac
Administrator
Northwest Mountain Region
Federal Aviation Administration
17900 Pacific Hwy S., 68966
Seattle, Wa. 98168

Action: 510
Info: 1/2/4

Dear Mr. Isaac:

I heard the news on the radio and television, and I read the newspapers regarding the increased air traffic (120 planes daily) over the Eastside. I understand this could happen as early as this coming January. I can't begin to imagine what the airplane noise will be like over Bellevue.

Two years ago, we took a video of our Granddaughter's first steps. We were outdoors, and the background sound on the video is one airplane after another! Also, I talked with a lady who attended an outdoor wedding last summer, and she said the wedding ceremony could not be heard because of airplanes! I realize the air traffic at SeaTac has increased, but also know the planes flew over Puget Sound prior to 1974. The planes were re-routed to save fuel when there was a fuel shortage. Today there is no fuel shortage. We do not feel sorry for the airlines, and if they have to buy more fuel to get to the proper elevation over Puget Sound, so be it.

Sincerely,

Dorothy Schepophe

cc: Hon. John Miller, Slade Gorton, Rod Chandler, Brock Adams
Andrea Beatty Riniker
Port Commissioners: Block, Miller, Davis, Aronson, Wright
Port Comm. elect: Grant, Schell

REC'D. ANM-300

Date: 12/21/89

17130 SE Cougar Mtn. Drive
Issaquah, Washington 98027
23 November 1989

19 December 1989

→ 530

Mr. Temple H. Johnson
Air Traffic Division Manager
Federal Aviation Administration
17900 Pacific Highway South
Seattle, WA 98168

PEA # 52

REC'D. ANM-300
Date: NOV 23 1989

PEA # 51

Temple Johnson
FAA Regional Administrator
17900 Pacific Highway South
Seattle, WA

Dear Mr. Johnson

We are most concerned to learn that the FAA is planning to reroute jet flights over the north and central SEattle communities of Ravenna, Northgate, the University District, Laurelhurst, First and Capitol Hills, causing a significant increase in noise, and in the event of a mid-air collision potential loss of life. Is it not possible to route aircraft over waterways to reduce both noise and safety? At least we feel there should be an environmental impact statement before FAA action is taken.

Yours sincerely

Bill & Susan Causin

Bill and Susan Causin

38

Mr. Johnson;

Please reconsider your plans to change the airplane arrival and departure corridors in the Puget Sound area to traverse Cougar Mountain. I know that you have to increase the efficiency of SeaTac Airport to keep up with the growth of the Puget Sound area, but I think that 1,595 foot-high Cougar Mountain is the wrong place to achieve this.

First, for maximum safety, Cougar Mountain should be avoided in arrival and departure corridors. If an airplane failed to stay at the arrival or departure corridor altitude, it would be 1,595 feet closer to the top of Cougar Mountain. This would increase the probability of an airplane crash on take off or landing.

Second, for minimum noise, Cougar Mountain should be avoided in arrival and departure corridors. Even when airplanes stay at the arrival and departure corridor altitudes, they would be 1,595 feet closer to the residents of Cougar Mountain. This would increase the perceived noise of an airplane on take off or landing.

Third, for environmental protection, Cougar Mountain should be avoided in arrival and departure corridors. The top of Cougar Mountain is now a Regional Park intended to preserve the original wildness of the Puget Sound area for all its residents. Having preserved the land and the trees from the developers, we must also preserve the sky from airplane traffic.

Further, I think that the arrival and departure corridors should not be concentrated over any one area. All areas (North, East, South, and West of SeaTac) should share the airplane traffic equally consistent with safety, noise, and environmental considerations.

I hope that you will reconsider your plans with these concerns in mind.

Thank You,

Beverley Nikora

Beverley Nikora

cc: Tim Hill, Executive, King County
Bruce Laing, Chairman, King County Council
Alex MacLeod, Managing Editor, Seattle Times

Nov. 28, 1989

Date: DEC 1 1989

December 7, 1989

Temple Johnson, Jr.
Manager
Air Traffic Division
F.A.A.
Northwest Mtn. Region

Rec'd. ANM-500 / 574
Date: NOV 30 1989

Per # 53

Mr. Temple Johnson
Federal Aviation Administration
17900 Pacific Highway South
Seattle, WA 98168

Mr. Jerry Cornick and Ms. Alice Shorett
Triangle Associates
222 Colman Building
811 First Avenue
Seattle, WA 98104

Per # 54

RE: OBJECTION TO SCHEDULE FOR REVIEW OF FAA FOUR POST PLAN

Dear Mr. Johnson,

Dear Temple, Jerry and Alice,

I just moved from Bellevue to Mercer Island. I moved here to get away from noise. I paid one heck of a lot of money to move here! I am willing to pay money to fight the Four-Poster Plan.

The purpose of this letter is to document and transmit objection by the Eastside Sub-Caucus of the Seatac Aircraft Noise Abatement Mediation to the schedule demanded by the FAA on November 20 for review of their Four Post Plan. The objection was voiced this date at a scheduled meeting of the Sub-Caucus, our first since November 20. Objection was unanimous and by consensus of 20 persons in attendance this letter was authorized.

I do not want more noise on Mercer Island. I do not want more small airplanes, because they cause most of the safety problems.

The basis of the sub-caucus' objection is the fact that, as of this date, the FAA has not released its final Four Post Plan and their schedule permits only cursory Mediation review of the Plan as follows (all dates 1990):

There should be an environmental impact statement. You are not above the law! We would appreciate your help.

- January 4: first presentation of Four Post Plan technical evaluation by Mestre Grieve Associates to the Mediation Options Sub-committee
- January 11: first presentation of Plan and Mestre Grieve evaluation to Eastside Sub-Caucus
- January 18: first presentation of other noise abatement options by Mestre Grieve to the Mediation Options Sub-committee
- January 25: first presentation of Mestre Grieve options to Eastside Sub-Caucus
- January 29: FAA demanded response to Four Post Plan

Sincerely,

While the Eastside Sub-Caucus appreciates the FAA bringing their Four Post Plan to the Mediation for review, the Sub-Caucus holds that with the FAA's delay in releasing their final plan and the above collapsed schedule, that the community caucuses have insufficient time to analyze and discuss the plan, present and discuss it with constituents, and prepare meaningful and constructive comments, suggestions and alternatives. We ask that the Plan be released without further delay and that the schedule for review be extended -- given the plan's recognizable broad and long-term community impact.

Respectfully,

Barbara Sherer
Barbara Sherer
Chair, Eastside Sub-Caucus

W
40

Christina Wexler
Robert M. Wexler M.D. 232-1114
4410 E. Mercer Way
Mercer Island, WA
98040

Copy: Andrea Riniker, Port of Seattle

MIKE LILES, JR.
TWO UNION SQUARE
601 UNION STREET
SEATTLE, WA 98101

Rec'd. ANM-500

Date: JAN 18 1990

Rec'd. ANM-500

Date: JAN 17 1990

January 11, 1990

January 16, 1990

Mr. Temple Johnson, Jr.
Manager Air Traffic Division
Northwest Mountain Region
Federal Aviation Administration
17900 Pacific Highway South
P.O. Box C-68966
Seattle, WA 98168

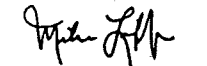
Dear Sir:

I live in Medina, Washington at 1475 Evergreen Point Road. Over the past several years aircraft traffic over my residence has increased considerably. In the past several months it has been constant and very loud when the north runway is in use at Sea-Tac. I understand that this is because of a concentration of jet flight departures from Sea-Tac over my area.

I also understand that the FAA has a proposal for dispersal of these jet flight departures on the East Turn to relieve this concentration of noise over my area. I urge that this proposal be adopted at all deliberate speed, as the level and frequency of the jet noise is presently intolerable.

If a public hearing on the subject is to be held, I would appreciate receiving notice so that I may attend and voice my complaint personally. It is essentially unfair that one segment of the population should arbitrarily bear the brunt of jet noise from air traffic that benefits the community at large. Dispersal would lessen this unfairness.

Very truly yours,



Mike Liles, Jr.

cc: Honorable John Miller
Honorable Rod Chandler

ml:pers:ATClet

Temple Johnson, Jr., Manager
Air Traffic Division
FAA, Northwest Mountain Region
17900 Pacific Highway South
PO Box C-68966
Seattle WA 98168

Dear Mr. Johnson,

I am writing today to express my thoughts about the consideration presently being given the the air traffic control routes over the East Side of Seattle/Bellevue.

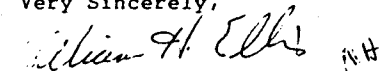
With the realization that we will have increasing air traffic in the years to come I would like to request consideration for those of us that live in the Medina area. I believe it to be UNFAIR to pick one district and ask them absorb the entire noise problem. I believe that the problem should be spread to two or more areas, what ever can be handled by the ATD in a manner considered safe. I do not understand where Mercer Island should be given consideration of no routings and Medina takes all the noise. I only object to favoritism, not the airplanes.

I do believe that in trying to understand the problem better for the past year, there is an additional problem.

I have noted that the newer planes flying over Medina have an effective noise abatement program. I can always tell the older ones because I hear them almost take off from the airport and I think I hear them until they are on the far side of Spokane. When they are right over you really cannot talk in the yard. WHY SHOULDN'T THE AIRLINES THAT HAVE YET TO DO SOMETHING ABOUT THE OLD ENGINES be forced to fly an extended route, costing them more money and so maybe they would accelerate the change in engines.

Thank you for listening.

Very Sincerely,



CC. U.S. Senator Brock Adams
U.S. Senator Slade Gorton
U.S. Congressman John Miller

Mr. & Mrs. Wm. H. Ellis
8460 Ridge Road
Bellevue, WA 98004

AEA #1

AEA #2

#4

#3

303 Parkridge Lane
Bellevue, Washington

98004 Jan 12 90

My Air Traffic Div F.A.A.
W.H. Miller Regim

Rec'd. ANM-500

Date: JAN 17 1990

Charlyene Blazey
255 84th Ave. N.E.
Bellevue, WA
98004

REC'D. ANM-500
Date: JAN 24 1990

Dear Mr. Johnson,

Sometimes the Feds should bend to the people's wishes — after all you are us too! As a resident living in the same home for 41 years I must now finally object to the channelling of jet "out going" over flights over the area of Bellevue just north of Mercer Island and south of Matty St. I wear hearing aids, but the noise level is just not tolerable for decent comfort during north wind prevalence. Being retired I spend most of my time here in my yard. Every plane is heard from 6:00 AM till after dark. We are willing to accept our share, but PLEASE spread it out over the entire area to dilute it.

Sincerely John H. Halber M.D.

Dear Mr. Johnson

This letter is in regards to the excessive amount of noise made by jet planes in the Medina area. We moved here from Iowa 2 years ago. Because we left a state that was traffic free I felt it very important to place my family in a comfortable, country setting. We are close to the water & removed from busy streets. The price increase to find a home in this type of setting shocked us but both my husband & I felt it was a good environment to raise our young boys, ages 7 & 9.

Now, when finding a quiet escape car traffic only to find ourselves in the middle of vertiginous air traffic. We wake up & go to sleep to the sound of jet planes. The noise disturbs our meals, our relaxing time, our ability to converse & our overall disposition.

I can understand the need for more departures in a high growth area. However, I am requesting that the traffic be evenly distributed throughout the area.

Please respond to this with immediate action.

Thankyou for your concern,

Charlyene Blazey

AE# #4

AREA #3

ANM-500
4 1990

January 19, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P. O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson:

I have been involved with the issue of jet traffic and accompanying noise pollution for the past several years, most recently as a founding board member of ECAAN (Eastside Citizens Against Aircraft Noise).

Our problems began three years ago when the east turn corridor was moved north from I-90 to Medina, Clyde Hill, and central Bellevue. There was never an explanation to the citizens, or an assessment of the environmental impacts.

Our family's situation was transformed from one of relative solitude and peace to incredible aggravation that begins each morning at 6 a.m. on a north flow day and hopefully ends by 10 p.m. One hundred and forty flights a day roaring overhead! We did not buy a home near an airport or under a flight departure corridor.

The quality of life in these heavily populated eastside communities has been damaged severely. We are appealing to you to give us relief from this problem.

It is important for you to know that we are willing to take our fair share of the problem but not all of the problem.

Please give serious consideration to decreasing the number of departing flights over Medina, Clyde Hill, and Bellevue. We must have an equitable distribution of this problem.

Thank you for your consideration.

Sincerely,

Carla and Al Clise

Carla and Al Clise
7861 N.E. 21st Street
Bellevue, WA 98004

AEA 5

A

CF

Rec'd. ANM-500
Date: JAN 17 1990

Kathryn Akita
8024 NE 28th St.
Bellevue, Wa. 98004

Temple Johnson Jr.
Manager Air Traffic Division
FAA, N.W. Mountain Region

Temple Johnson Jr.,

This morning, Thursday, Jan. 11, 1990, I awoke to the sounds of jets taking off over my Medina/Hunts Point home. As my backyard borders the 520 freeway you wouldn't think the airplane noise would be noticed. Yet, even above the freeway rumble it is very noticeable.

I support the plan of distributing flights over a larger area. I also support the limiting of flights, considering the idea that Seatac airport might be at maximum capacity. Perhaps McCord airforce base could be a consideration for an alternate airport.

Anyway, I thought I should write.

AEA #3

Kathryn Akita

314 Overlake Drive East
Bellevue, WA 98004
January 14, 1990

Rec'd. ANM-500
Date: JAN 17 1990

Rec'd. ANM-500 / 501
Date: JAN 17 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division
FAA, Northwest Mountain Region
17900 Pacific Highway South
P.O. Box C-68966
Seattle, WA 98168

Dear Mr. Johnson:

We are writing in favor of the new east turn procedure that would reduce considerably the amount of jet noise over our home in Medina. We need some relief as the present procedure gives us almost non-stop noise on many days.

The problem is especially severe in the summer. With our windows open a great deal of the time, conversation is often an impossibility as is sleep after 6 a.m. The wind currents dictate that the jets fly over us on nice days, and this gives us little peace and quiet when we would most like to be outside enjoying the summer weather with our family and friends.

It seems only fair that others should share in this noise and that no one community should bear the brunt of it. We therefore strongly urge the approval of the new east turn procedure requiring that one half the flights turn at six miles. The quality and quiet of the lives of many Medina and Bellevue residents would be greatly enhanced.

Thank you for your consideration.

Yours truly,

Jeffrey L. Enkema
Jeffrey L. Enkema

Linda L. Enkema
Linda L. Enkema

cc: Senator Slade Gorton
Senator Brock Adams
Congressman John Miller

MICHELLE

Michelle & Tom Buffington
2629 80th Ave NE
Bellevue, WA 98004
January 9, 1989

Temple Johnson, Jr., Manager
Air Traffic Division
FAA, NW Mtn Region
17900 Pacific Hwy So.
Seattle, WA 98168

Dear Mr. Johnson,

We think it is grossly unfair that all flights should turn over Medina on north wind flow days. We think it would be more fair to disperse flights over ~~the~~ several areas. Of course, no community will welcome airplane noise, but if Medina has to have airplane noise, so should other communities. Hopefully, fairness rather than politics will prevail.

Sincerely,
Michelle Buffington

WA #3

WA #3

E

AEA #7

AEA #8

Rec'd. ANM-500 450

Sam J. Sherer Date: JAN 17 1990
7915 N.E. 22nd Street
Bellevue, WA 98004 JAN 17 1990

Temple Johnson Jr.
Air Traffic Division
FAA Northwest Division
17900 Pacific Hwy So.
PO Box c-68966
Seattle Wash. 98168

1/13/90

Dear Mr. Johnson:

I am well aware of the need to reduce the congestion at Sea-Tac. I am also aware that proposing new east turn procedures would be a step towards this end.

However, as a resident of Medina we are severely impacted by the current east turn usage. We strongly urge you to attempt a fair and equitable solution. It is apparent that our current noise exposure could be reduced by your proposal of a new east turn procedure that would require one half of the flights to turn at six miles. I would ask that you explore dividing the flights up into more turns so that the noise impact could be spread in such a way as to reduce the total impact on any one community.

Thank you - mark #3

Sam J. Sherer

AEA #9

Rec'd. ANM-500 150
Date: JAN 17 1990

Mr Johnson

We here in Medina are really sick of all the loud airplane NOISE.

Why cant we ban NOISY planes? allow only quiet ones.

Why cant the patterns be fairer? I bet as many Mercer Island / Kirkland residents fly as do Medina / Clyde Hill.

Please advise
Sincerely

Joan Edwards

Joan Edwards
8214 Overlake Drive West
Bellevue, WA 98004

AEA #10

JOHN R. VALAAS
Box 408, Medina, WA 98039

Rec'd. ANM-500

Date: JAN 17 1990

1990
7 January ~~1989~~

Mr. Temple Johnson Jr. Mgr.
Air Traffic Divn, FAA
17900 Pacific Highway South
PO Box C-68966
Seattle, Wa 98168

Dear Mr. Johnson

This is to advise you that the current east turn procedures are extremely annoying and discriminate unfairly against Medina residents.

I urge you to consider distributing the flights over a wider area, as they now seem to be concentrated exclusively over Medina.

Thank you for your attention to this.

Sincerely,

John Valaas

3

JR

AEA # 11

January 15, 1990

Mr. Johnson, Jr., Manager
Air Traffic Division
FAA, Northwest Mountain Region
17900 Pacific Highway S.
PO Box C-68966
Seattle, WA 98168

Rec'd. ANM-500/Sci
Date: JAN 17 1990

Dear Mr. Johnson:

I am writing to ask your assistance in resolving a major environmental problem, jet airplane noise pollution.

As you know Medina, Clyde Hill and Bellevue have borne the brunt of the East Turn departures for the past 3 years. The number of departures on the East Turn must be decreased and there must be an equitable sharing of the noise so that no community bears an undue share of it.

I have been a long term Eastside resident and have witnessed first hand the major increase noise pollution and the damage to the quality of life on the Eastside residential communities.

In addition to the distribution of the East Turn on north takeoff over a wider corridor, the older and noisier airplanes should be required to stay over water until they reach an altitude of at least 10,000 feet.

I am asking you to find an equitable solution and not let the present situation stand.

Sincerely,

PO Johnson
543 Overlake Drive
Bellevue, 98004

AEA # 12

EDWARD W. LITTLE, C.S.

9612 Evergreen Drive
Bellevue, Washington 98004

Tel. 206-453-8434

Rec'd. ANM-500

Date: JAN 17 1990

LINDA B. LITTLE

9612 Evergreen Drive
Bellevue, Washington 98004

Tel. 206-453-8434

Rec'd. ANM-500

Date: JAN 17 1990

January 15, 1990

Temple Johnson Jr., Manager
Air Traffic Division
FAA, Northwest Mountain Region
17900 Pacific Highway South
PO Box C-68966
Seattle, WA 98168

Dear Mr. Johnson:

I am a resident of Vuecrest in Bellevue. Each day the flow of traffic from Sea-Tac Airport flies directly over the roof of my house. The noise and pollution from this traffic was one of the determining factors prompting my next door neighbor to sell his house and move out of the area.

It is my understanding that different proposals are now being considered to disperse the flow of traffic over a wider area of the eastside. I would like to strongly suggest that such proposals would be much more fair than the present situation. It is not equitable that one area or neighborhood should bear all the noise and pollution of Seattle's air traffic. The best solution from my point of view would be to disperse the east turning aircraft over a much wider area rather than just one or two courses.

Whatever you can do to help resolve the injustice of this situation will be appreciated.

Sincerely,



Edward W. Little, C.S.

January 15, 1990

Temple Johnson Jr., Manager
Air Traffic Division
FAA, Northwest Mountain Region
17900 Pacific Highway South
PO Box C-68966
Seattle, WA 98168

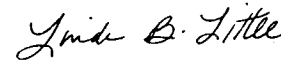
Dear Mr. Johnson:

I am a resident of Vuecrest in Bellevue. Each day the flow of traffic from Sea-Tac Airport flies directly over the roof of my house. The noise and pollution from this traffic was one of the determining factors prompting my next door neighbor to sell his house and move out of the area.

It is my understanding that different proposals are now being considered to disperse the flow of traffic over a wider area of the eastside. I would like to strongly suggest that such proposals would be much more fair than the present situation. It is not equitable that one area or neighborhood should bear all the noise and pollution of Seattle's air traffic. The best solution from my point of view would be to disperse the east turning aircraft over a much wider area rather than just one or two courses.

Whatever you can do to help resolve the injustice of this situation will be appreciated.

Sincerely,



Linda B. Little

5

AEA # 13

AEIT # 14

Dear Mr. Johnson:

Rec'd ANM-500

Date: _____

Rec'd ANM-500

Date: _____

F. Theodore Thomsen
707 - 94th Avenue S.E.
Bellevue, Washington 98004
January 11, 1990

I recently moved from Connecticut to West Bellevue (Sibleywood) and put my entire life savings into a fine home.

Little did I realize the amount of air traffic over my home and how disturbing it can be, not to mention the potential for negatively affecting property values.

I urge you to consider the Four Poster Plan of any plan that will disperse flights over Bellevue.

Sincerely,

Keith W. Davis
204 Northside Rd.
Bellevue, WA 98004

AEA #15

WHT
#4

Mr. Temple Johnson
Manager, Air Traffic Division
FAA, Northwest Mountain Region
17900 Pacific Highway South
P. O. Box 68966
Seattle, WA 98168

Dear Mr. Johnson:

As will be apparent from my address above, where I have lived for some 30 years, my house is located on the hillside above the Bellevue shore of Lake Washington, about two blocks south of Meydenbauer Bay, looking out over the northern tip of Mercer Island. For the past several years, we have been experiencing an ever increasing level of noise pollution from aircraft taking off from Sea-Tac, or so it seems to me. (Parenthetically, I should say that I do not find the noise of landing aircraft to be objectionable.)

I understand that you are considering various alternatives to disburse the noise of departing planes more widely over the eastside, than at present. I applaud these efforts and want to register my strong support for the concept of disbursing the noise of departing aircraft over as wide an area and as many different routes as is feasible from an operational point of view.

I find it very disturbing to read in the papers that in the past, those neighborhoods that have complained the loudest have received the most favored treatment, in terms of noise reduction. If this has been the case, I find this extremely objectionable.

Fairness demands that every effort be made to spread the noise around to the maximum extent consistent with safety and operational considerations. No one neighborhood or string of neighborhoods should have to bear a disproportionate burden.

AEA #16

WHT
#3

Mr. Temple Johnson
January 11, 1990
Page Two

FAA ANN 500
Date: JAN 17 1990



RESTAURANTS UNLIMITED

January 12, 1990

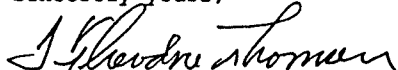
Mr. Temple Johnson, Jr., Manager
Air Traffic Division
FAA, Northwest Mountain Region
1790 Pacific Highway South
P.O. Box C-68966
Seattle, WA 98168

Dear Mr. Johnson:

Whether a fair disbursal of the noise can best be achieved by adopting something resembling the proposed "Four Poster Plan" or some other plan, I leave to the good judgment of you and the other decision makers. Perhaps a pattern using more routes (such as the Four Poster Plan) could be combined with a scheme that would shift the routes from time-to-time, such as every month or every quarter. This might achieve a wide--and thus fair--disbursal of the burden of this admittedly unavoidable noise pollution.

I realize that you have to listen to the neighborhoods that present you with the most letters and loudest objections, and that no one wants this noise over his backyard. However, I do urge you, in the interest of fairness, to do what you can to see that most, if not all, neighborhoods bear a share of this noise burden, and that it not be focused on just a few.

Sincerely yours,


F. Theodore Thomsen

F
∞

FTT:pjc

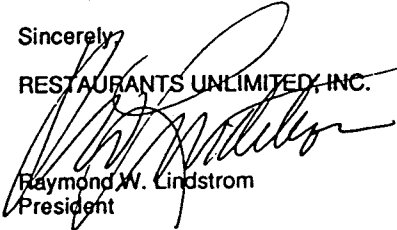
70630

AEA 16

Thank you for your consideration to this issue.

Sincerely,

RESTAURANTS UNLIMITED, INC.


Raymond W. Lindstrom
President

RWL:saa

AEA #17

with #3

Rec'd. ANM-500 ⁰⁸⁷⁵⁰¹

Date: JAN 17 1990

Noise Control

PLEASE - NO FLIGHT PATTERN
CHANGE!

Mrs. Ellen H. Ogden
Mr. Glenn H. Ogden

MH
#1

AEA #18

b7

Rec'd. ANM-500

Date: JAN 18 1990

James L. Shiptet
2401 Evergreen Point Road
Bellevue, WA 98004

January 16, 1990

Temple Johnson, Jr.
Manager, Air Traffic Division
FAA, Northwest Mountain Region
P.O. Box C-68966
Seattle, WA 98168

Dear Mr. Johnson:

Please consider this letter as support for distributing the flights out of Sea-Tac over a greater area. It's sad to dread clear weather due to the noise generated by jet aircraft turning to fly directly over my house and applying full power at only 4000 feet altitude.

There has to be a better way to share this noise pollution than sending it over the heart of the East side.

Please give proposals favorable consideration that will more equally distribute this burden which can only get worse over time.

Sincerely,

JL Shiptet
James L. Shiptet

AEA 19

1500
JAN 18 1990

Lavera J. Roetman
2303 Evergreen Point Road, Bellevue, Washington 98004

Jan 15, 1990

Temple Johnson, Jr. Manager
Air Traffic Division
FAA, Northwest Mountain Region
17900 Pacific Hwy So.
P.O. Box C-68966
Seattle, Wa. 98168

Dear Sir -
I strongly oppose the number of aircraft that are constantly being instructed to fly over the Medina area. I believe a change is badly needed so that 1/2 of the flights, at least, comes to divert over another route - taking much of the disturbance and noise from our area. Please consider very seriously this change in the near future.

Sincerely,
Lavera J. Roetman
MH #3

AEA #20

MR. & MRS. GRAHAME ROSS
7851 N.E. 21ST STREET
BELLEVUE, WASH. 98004

Rec'd. ANM-500
Date: JAN 18 1990

January 15, 1989

Mr. Temple Johnson, Manager
Air Traffic Division
Federal Aviation Administration
Northwest Mountain Region
17900 Pacific Highway, South
P.O. Box 68966
Seattle, Washington 98168

Re: "Four Poster Plan", e.g. East Turn

Dear Mr. Johnson:

It has been brought to our attention that there is no current plan in place to provide relief for those communities under the East Turn on North Flow days. It is inexcusable that no relief is planned for our 6 am to 10 pm wall of sound on north flow days.

We are in full support of dispersing flights in an equitable manner - either on two flight paths, or preferred, three or more rather than the present concentration of flights. We are only asking for fair and equitable sharing of the burden created by Sea-Tac's departing jets and the F.A.A.

Sincerely,

Sheryl A. Ross

AEA 21

cc: John Miller
Slade Gorton
Brock Adams
Rod Chandler

MH #3

Rec'd. ANM-500-1277
Date: JAN 18 1990

Herbert A. Lyon
8645 NE 7th Street
Bellevue, WA 98004

Seth Siegal
1814 - 101st Place NE
Bellevue, WA 98004
H: (206) 646-9048
W: (206) 621-3761
January 15, 1990

JAN 18 1990

January 13, 1990

Mr. Temple Johnson, Jr.
Manager, Air Traffic Division
Northwest Mountain Region, FAA
PO Box C-68966
Seattle, WA 98168

Temple Johnson, Manager
Air Traffic Division FAA
Northwest Mountain Region
17900 Highway South
PO Box 68966
Seattle, WA 98168

Dear Mr. Johnson,

Re: Flight pattern over Bellevue

Dear Mr. Johnson:

This letter concerns the upcoming decision about the routing of air traffic departing SeaTac airport to the north. As a resident of the city of Medina, I want to express my hope that you will base your decision on fairness and equity for all the citizens of the Seattle metropolitan area. For three years virtually all north departures have been routed along a narrow eastbound corridor lying between Meydenbauer Bay on the south and State Route 520 on the north. The result has been disruptive noise for those living under this corridor. With most of the flights concentrated during the morning and evening rush hours, the worst noise comes just in time to disrupt mealtime conversation and to make uninterrupted listening to the morning and evening news an impossibility. It doesn't seem fair that a small part of the population should bear this inconvenience alone when everyone benefits from the airport operation.

I would like to add my voice to those complaining about the noise from commercial aircraft in the Bellevue area. The flights over Bellevue cross a densely populated area that is largely residential. More appropriate alternatives are nearby: (1) I-90 corridor which is primarily commercial and already noisy from freeway traffic; (2) north end of Lake Washington which has a low population density. Also, I would support spreading the nuisance across a broader area - such as the "four poster plan" - to avoid concentrating aircraft noise along any single corridor.

If you spread out the paths of departing traffic to alleviate the situation, you will certainly hear cries of outrage from some of those who will then have to share a part of the noise. I am aware that some communities outside the present flight corridor are mounting a massive letter writing campaign to object to any changes. Please do not base this decision on weight of mail or volume of vocal dissent. Fairness for everyone living in the region should be the criterion.

I realize that commercial aircraft is a fact of modern life. But I feel the intrusion on the quality of life of the surrounding city should be minimized. The current practice of directing all eastbound flights departing to the north over Bellevue to be extremely intrusive.

I look forward to an objective, professional and reasonable solution.

Sincerely yours,

Seth Siegal

Sincerely,

H. A. Lyon

Copies to: Senator Slade Gorton
Senator Brock Adams
Congressman John Miller

AAA # 22

mit # 3

AAA # 23

mit # 4

Rec'd. ANM-500

Date: JAN 18 1990

Mr. Steven C. Johnson
1898 77th NE
Bellevue, Washington 98004

January 15, 1990

Rec'd. ANM-500

Date: JAN 18 1990

Mr. Johnson, Jr., Manager
Air Traffic Division
FAA, Northwest Mountain Region
17900 Pacific Highway S.
PO Box C-68966
Seattle, WA 98168

January 16, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division
FAA, Northwest Mountain Region
17900 Pacific Highway South
P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson:

It's a lovely spring day! As the breezes blow down from the North, friends and neighbors are emerging from their homes to enjoy the coming day. The tranquility of this setting is rudely broken by the thunderous roar of an ill-conceived flight pattern that has directed increased air-traffic flow over the Medina area.

Having been born and raised in the Seattle area, the last 43 years have evolved with encroachment on all sides. Change must occur, but please show concern and fairness in the amount of noise and disruption we must endure.

The present flight pattern must be redistributed to give relief to the Medina area.

Thank you,


Steven C. Johnson

cc: U.S. Senator Brock Adams

U.S. Senator Slade Gorton

U.S. Congressman
First District - John Miller

Dear Mr. Johnson:

I am writing to ask your assistance in resolving a major environmental problem, jet airplane noise pollution.

As you know Medina, Clyde Hill and Bellevue have born the brunt of the East Turn departures for the past 3 years. The number of departures on the East Turn must be decreased and there must be an equitable sharing of the noise so that no community bears an undue share of it.

I have been a long term Eastside resident and have witnessed first hand the major increase noise pollution and the damage to the quality of life on the Eastside residential communities.

In addition to the distribution of the East Turn on north takeoff over a wider corridor, the older and noisier airplanes should be required to stay over water until they reach an altitude of at least 10,000 feet.

I am asking you to find an equitable solution and not let the present situation stand.

Sincerely,



Arthur Dietrich
707 Overlake Dr. E.
Bellevue, WA 98004

ABA #24

ABA #25

WA #3

WA #3

52

Rec'd. ANM-500

Date: JAN 18 1990

Elliot & Claudia Krane
7675 N.E. 14th Street
Bellevue, WA 98004

January 10, 1990

Temple Johnson
Manager
Northwest Mountain Region
Federal Aviation Administration
Seattle, Washington 98168

Dear Mr. Johnson:

We find ourselves again writing to our elected representatives, the Sea-Tac Airport administration, and the FAA in order to abate the increase in commercial jet noise that has affected our community. While we continue to oppose the use of flight patterns that take low flying aircraft over populated residential zones, as is the case with the East Turn in its present practice, we support the mediation process in which the public and FAA have engaged, and would like to go on record as being in favor of the compromise solution recently proposed, in which half East Turn aircraft would fly over Mercer Island and follow the I-90 corridor, while the other half remain in the present pattern. Because it is unrealistic, it would seem, to expect the FAA to reroute all eastbound aircraft over less populated routes, it seems reasonable that several communities share the nuisance of noise pollution, rather than burdening a single community.

We urge you to continue to seek solutions to help the citizens of the Puget Sound to abate current noise pollution, and establish long range plans to minimize the impact of aircraft noise pollution as commercial air traffic increases in the future. Thank you for your continuing efforts.

Sincerely,

Elliot Krane

Elliot J. Krane, M.D.

Claudia Krane

Claudia R. Krane

cc: U.S. Senator Brock Adams
U.S. Senator Slade Gorton
U.S. Congressman John Miller

AAA #26

WH #3

Rec'd. ANM-500

Date: JAN 18 1990

January 15, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The noise of aircraft departing from Sea-Tac on the East Turn is disastrously affecting the lives of the residents of Medina, Clyde Hill, and Bellevue.

The noise is very disruptive and a severe intrusion on our lives. Many times it is impossible to carry on a normal conversation due to the noise of the planes. No one living this far from the airport should be asked to bear such a heavy burden of noise from these planes as they climb and turn over us.

This noise must be stopped. Change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take a leading role in fighting this extreme injustice and let me know what else I can do to stop these planes from flying over.

Sincerely,

Irene and Ron Adolphson
P.O. Box 401
Medina, Washington 98039

WH #3

~~AAA~~ #27
AEA

7018-31st NE
Seattle, WA 98115
January 11, 1996

MR TEMPLE H. JOHNSON, JR.
MANAGER AIR TRAFFIC DIVISION
ANM 500
17900 PACIFIC HIGHWAY SOUTH.
C-68966
Seattle, WA 98168

Date: JAN 18 1996

Dear Mr Johnson,

My husband and I wish to go on record as being opposed to the proposed FAA change of flight plan over Seattle. The change would increase overflights from the north to approximately 60% of the time. The current flights are noisy, interfere with our sleep, and destroy the quality of our neighborhood. The additional overflights would significantly add to the problem.

We already put up with the landing path 43% of the time and feel we are certainly doing our part. Please leave the remaining south-bound arrivals on their current path over Elliot Bay.

The quality of life should have highest consideration. Because of the additional noise which would be created over the residences of North Seattle, this proposal should be dropped.

Thank you for your assistance.

Very truly yours,
DONALD W. MARSLAND
SHARON LEE M MARSLAND

Dear Mr. Johnson,

As a resident of Enatai, just south of downtown Bellevue, I would like to see departing air traffic more dispersed. The noise over our house has become severe in the past year and it is only fair that other residents of the Puget Sound area share this noise pollution - Robert F. Marshall

cc Bud Chandler
Bellevue, WA 98004

AAA #29

10215 SE 13TH PL.
Bellevue, WA 98004

W/1/23

BLOCH STEEL INDUSTRIES



DIVISION OF M. BLOCH & CO. INC.
4580 COLORADO AVE. S.
P.O. BOX 24063 SEATTLE, WA 98124
(206) 763-0200 FAX 762-1011

Rec'd. ANM-500

Date: JAN 18 1990

January 15, 1990

Federal Aviation Administration
17900 Pacific Highway South C-68966
Seattle, Washington 98168

Attn: Temple Johnson, Mgr. Air Traffic Division

Dear Mr. Johnson:

As residents of the Town of Clyde Hill, my wife and I support the FAA proposal to disperse the east turn into three (3) corridors.

Currently, the frequency of aircraft flying over our home and the resulting noise is much too excessive, particularly on fair weather days when the wind is out of the north. On these days, the aircraft fly over our house about every five minutes from 6:00AM to 10:00PM. The noise level is frequently so high that normal conversation is impossible while the aircraft pass overhead. This indicates that the aircraft noise exceeds the OSHA-WISHA safe noise level thresholds on these days.

Aircraft noise has awakened our infant daughter often enough that we are unable to leave her bedroom window open on warm summer days and nights.

It is patently unfair to subject one area to such a high frequency of aircraft noise when an alternative, such as the one you have proposed, is available. By dispersing the aircraft noise over a wider area, the problem will be greatly diminished and we will again possess the quiet enjoyment of our home.

Very truly yours,

Joel Richards
President

JR:cb

AEA #30

WHT
#

Bruce J. Sangeorzan, M.D.
2618 82nd Ave. NE
Medina, WA 98004

Rec'd. ANM-500

Date: JAN 18 1990

Temple Johnson, Jr., Manager
Air Traffic Division
FAA, Northwest Mountain Region
17900 Pacific Highway South
PO Box C-68996
Seattle, WA. 98168

Dear Mr. Johnson:

This letter is an expression of my concerns about the flight pattern from Seattle Tacoma International airport. We bought our home in Medina in the Spring of 1987. We selected the area because of the quality of the neighborhood; good neighbors and schools, low crime rate and the relative quiet. About three months after we moved in, we noticed that on nice days, the noise from continuous overhead flights made it impossible to have any family or social event in our yard or on our deck. The volume was so great the our relatives from out of town asked if we lived near the airport. Whenever we sent them a videotape of the children playing in the backyard, the noise from air traffic blocked out a substantial amount of all conversation. Initially we guessed that runway work or unique (and temporary) weather conditions precipitated the problem. It wasn't until it persisted and a neighborhood group formed that we found the it was a 'permanent' problem, the result of a successful lobbying effort by Mercer Island residents to prevent any flights turning on the I-90 corridor. Though I can sympathize with the residents in other parts of our community, sending all 140 flights a day over one route does not solve the problem. This change has made a substantial change in the quality of our neighborhood. We can't have friends over on days when the weather is pleasant--the time we most want to do so--it is even difficult to carry on a phone conversation on days that the windows stay open.

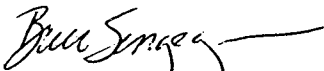
I understand that the flight have to go somewhere. It is patently unfair for all of them to go over one neighborhood. It is particularly bad that our distance from the airport allows the pilots to accelerate more--and make more noise--than they would if the turn occurred earlier in the flight path.

AEA 31

MI

I refuse to accept the argument that it is more safe or fuel efficient for all flights to ascend over one area. I am most anxious for this problem to be resolved fairly, and in a way that will allow us to enjoy our neighborhood again. I am anxious for your response.

Sincerely,



Bruce J. Sangeorzan.

cc: Senators Brock Adams and Slade Gorton,
Congressman John Miller

AEA 31

The Honorable Rod Chandler
3326 160th Ave S.E. Suite # 105
Bellevue WA 98008

NOV 13 1990
Date: _____

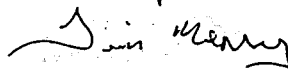


Dear Mr. Chandler:

I want to take this opportunity to let you know that I support the FAA proposal for a displacement of jet flight departures on the East Turn, which are now concentrated over Medina and especially Clyde Hill.

Please consider your commitments + wish to have the FAA plan implemented ASAP. Clyde Hill is a great neighborhood and the increased noise is unbearable. w. the your help this can be changed.

Thanks for your support



Tim NEARY
Urban Regulator # KI-76-060-2515

cc Temple Johnson

AEA # 32

26

Linda
MLT

6006 28th N.E.
Seattle WA 98115
January 19, 1990

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle WA 98168

You are planning to significantly increase the air traffic over my house in North Seattle, in the Ravenna-Bryant neighborhood. I am opposed to increased noise pollution in this heavily populated area.

I currently go to sleep listening to aircraft. I wake up to aircraft overhead. Now you want to increase the aircraft traffic capacity by 46% by routing nearly one plane per minute over my house, and my house is almost 20 miles from SeaTac airport. You have not filed an E.I.S. I demand that you do. You haven't effectively distributed information about how the noise will affect our acoustic environment. You have not asked the community, the universities, the county, or the State for a thorough consideration of this matter. You should. You are ruining our quality of life.

I would like a copy of your "Environmental Assessment".

I demand a full Environmental Impact Statement before you proceed with these plans.

I demand that you have concurrence from the affected communities and educational institutions, and from the County and State before you proceed with these plans.

Sincerely,

Linda E. Rozanski

Linda E. Rozanski

ABA #33

#5

RP
→ 532

6006 28th N.E.
Seattle WA 98115
January 19, 1990

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle WA 98168

You are planning to significantly increase the air traffic over my house in North Seattle, in the Ravenna-Bryant neighborhood. I am opposed to increased noise pollution in this heavily populated area.

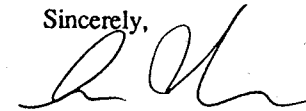
I currently go to sleep listening to aircraft. I wake up to aircraft overhead. Now you want to increase the aircraft traffic capacity by 46% by routing nearly one plane per minute over my house, and my house is almost 20 miles from SeaTac airport. You have not filed an E.I.S. I demand that you do. You haven't effectively distributed information about how the noise will affect our acoustic environment. You have not asked the community, the universities, the county, or the State for a thorough consideration of this matter. You should. You are ruining our quality of life.

I would like a copy of your "Environmental Assessment".

I demand a full Environmental Impact Statement before you proceed with these plans.

I demand that you have concurrence from the affected communities and educational institutions, and from the County and State before you proceed with these plans.

Sincerely,



Gregory M. Anderson

ACA #34 #5

ECAAN
Box 414
Medina, WA 98039

Mr. R. Prang, FAA
17900 Pacific Highway W
P O Box C-68966
Seattle, WA 98168

AK/TN

Dear Mr. Prang:

The residents of Medina, Clyde Hill, and central Bellevue have been heavily impacted by the noise of East Turn departures over the past several years. These citizens are currently bearing the entire brunt of that departure procedure and it has significantly decreased the quality of life in these residential areas.

When the "four-poster" plan was introduced several months ago, it included a split in the East Turn to provide partial relief of this impact. We understand that the East Turn split has now been dropped from the plan, in large part due to pressure from the Mercer Island Council and some of its residents.

Therefore ECAAN (Eastside Citizens Against Aircraft Noise) oppose the "four-poster" plan in its present form. It would provide no relief to an already heavily impacted area and would worsen the problem by adding a large number of arrivals to this area. The changes in arrival flight patterns must be coupled with changes in departure tracks.

ECAAN represents 2500 residents of the Eastside who support the Resolutions of the City Councils of Bellevue, Clyde Hill, and Medina* seeking relief from the present levels of overflight noise. An equitable solution to this problem must be found so that no community bears an undue burden.

Sincerely,

Bob Rudolph
Bob Rudolph
President, ECAAN

RHR:jj

* See enclosed petition

cc: Representative John Miller
Representative Rod Chandler
President, Port Commission
Terry Lukens, Mayor of Bellevue
Phil Rourke, Mayor of Clyde Hill
Dean Messmer, Mayor of Medina
Senator Slade Gorton
Senator Brock Adams
Senator Dan McDonald
Representative Steve Van Luven
Representative Roy Ferguson
Tom Lucas, Attorney ECAAN
Temple Johnson, Regional Director FAA
Andrea Riniker, Aviation Director SEA-TAC
Mediation Committee

AEA # 35

1



Roosevelt Neighbors' Alliance

January 16, 1990

short

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

RE: Revisions Proposed by Regional FAA Office/Seattle Central-Corridor Flight Path

To the Regional Administrator:

I have enclosed a copy of a letter sent this past summer by then-president Karen Schmidt. It outlines our concerns for the proposed increased overflights under consideration by the FAA. I have also enclosed a copy of a recent letter to the Seattle City Council, supporting that body's resolution to require an environmental impact statement of the FAA.

The RNA membership has closely followed the process by which the FAA proposes to alter flight paths over the greater King County area. We feel the FAA has not been candid with the public in describing the full impact the changes will have on the University District and Capitol Hill areas.

Our Roosevelt neighborhood, for example, will be overflowed by all of the aircraft using the new approach. The FAA has grossly understated adverse effects by the erroneous supposition that since we already experience this noise on ILS approaches, we won't notice a few more aircraft during good weather.

Given the FAA's attitude, we feel the only way to find feasible alternatives or workable compromises is through completion of an Environmental Impact Statement (EIS). We cannot state too strongly our insistence that you conduct this most basic of all procedures before making decisions that will alter forever the region we love and in which we reside.

Sincerely,

Hans Aschenbach

Hans Aschenbach
President
4540 8th Avenue NE
Seattle, WA 98105

AEA # 36

5

HA: sms

Enclosures

ROOSEVELT NEIGHBORS ALLIANCE

July 13, 1989

Pat Davis, President
Seattle Port Commission
Pier 66
Seattle, WA 98101

Dear Ms. Davis:

Our alliance is a community-service organization composed of 150 people residing between Interstate 5, thence east to 11th Avenue NE, and NE 45th Street, thence north to NE Ravenna Boulevard. At our monthly meeting of June 6, the Roosevelt Neighbors' Alliance reviewed the plan for changing flight patterns for Sea-Tac International Airport as proposed by the Federal Aviation Administration.

During the course of our discussion, we examined a position statement prepared by Bob Klug, Acting Chair of the North East District Council, dated May 2, 1989, a preliminary assessment memo from Harris Miller, et al, dated May 25, 1989, flight trackings published by the Port of Seattle, information regarding current Noise Abatement Procedures (SEA7110.71D), and a chart illustrating the proposed central-corridor flight pattern. In addition to hard data, we compared notes on what it's truly like to live directly beneath an active flight corridor. We all have vivid memories of the 1987 scatter plan.

59
The FAA's proposal is unworkable. The corridor through which increased traffic would flow is a densely populated mixture of residences, education centers (the University of Washington, Seattle Pacific University, Seattle University, North Seattle Community College, Shoreline Community College and multiple Seattle School District facilities), medical complexes and recreational facilities. These existing land usages are particularly sensitive to prolonged, intrusive peaks and valleys of noise pollution. At present, the central corridor is being overused by Lake Union float plane traffic, helicopter traffic, small aircraft utilizing Boeing field, and Sea-Tac traffic on ILS approach.

Our neighborhood abuts Interstate 5. Residents are inured to a certain amount of traffic noise, yet eagerly await completion of the Department of Transportation's sound-barrier project to provide some much needed relief.

With rare exceptions, vehicle traffic produces a "white" noise; a monotonous drone that can (with practice) be ignored. This is not the same as the build-peak-decrease sequence of a jet aircraft overflight. In addition, jet-flight noise has a doubly disturbing byproduct: vibration. To combine aircraft overflights with already excessive levels of traffic noise would be disastrous.

AEA 36



December 6, 1989

The Seattle City Council
600 Fourth Avenue
Seattle, WA 98104
ATTN: Jeannette Williams, et al

RE: Revisions Proposed by Regional FAA Office/Seattle Central-Corridor Flight Path

Dear Ms. Williams:

I am writing to officially record our group's support for the Council's resolution #28-114. We concur with the Council's position that an environmental impact statement be required of the FAA before the changes (currently slated for February 1990) be considered.

I have enclosed a copy of a letter we sent this past summer to the Port Commission. It outlines our concerns for the proposed increased overflights under consideration by the FAA. If you have any questions, or if I might provide you with additional information, please contact me at 358-6372, or 523-3794.

Sincerely,

A handwritten signature in dark ink, appearing to read "Shanon M. Sara".

Shanon M. Sara
5320 8th Avenue NE
Seattle, WA 98105-3615

AEA 36

Enclosure

January 20, 1990

short

Federal Aviation Administration
17900 Pacific Highway So.
Seattle, WA 98168

Dear Gentlemen:

The Seattle Times and the Seattle P.I. carry stories that you are planning to direct more jet aircraft over the middle and north east of Seattle. You need to do an environmental impact statement before you do anything more.

I am a senior citizen and there is something you should realize about some people as they get along in years. Many older people no longer have the good hearing that they used to have. It is much harder for them to keep speech separate from background noise. With young people, noise from a jet or loud truck needs to be so loud as to drown out talk before people stop talking. For older people a moderate background noise can get sounds jumbled. When senior citizens get together, if one person has this difficulty in hearing, talk stops so everyone partakes in the pauses and the conversation. Sometimes people will forget what they started to say when the jet flies past. There is not much older people can do about improving their hearing. There is a lot the F.A.A. can do to keep the planes out over Puget Sound.

Yours very truly

Denise E. Goerckin
AEA #37

Dear FAA,

short

1-19-90

HP
→ 532

I am writing to protest the increase of the number of planes arriving + departing from Sea-Tac airport. I live in West Seattle, west of I-5, above Lincoln Park near the water tower. I realize I am on one of the highest points in West Seattle, but that does not mean I'm willing to tolerate more noise. From 12:00 p.m. on, I have the constant noise of planes going north over West Seattle, through the city, banking left over Puget Sound then heading south. I also get the noise of planes coming over the Duwamish, heading south plus all the small commuter planes that fly directly over the house. If an increase of planes is allowed to take off + land, I think the noise would be intolerable. Just sitting or working out in the yard, there is never a moment of silence. When there is fog, the noise starts about 7:00 a.m. and goes on all day.

I realize I may have to live with some noise due to my proximity to the airport, but I oppose any additional noise. I attended the meeting at Sandpoint + did not hear anything encouraging from your F.A.A. representative. The article in the P.I. confirmed that the independent noise study showed that there would be additional noise for all neighborhoods.

AEA #38

Sincerely
Jane Tobin

#1

PK
-532

short

FAA
7900 Pacific Highway S.
Mailstop C-68966
Seattle, WA 98168

6536 29th Ave. NE
Seattle, WA 98115
January 19, 1990

Dear FAA:

The proposed re-routing of aircraft flying to and through Sea-Tac is both unwise and hazardous to the citizens of much of Seattle. It was arbitrarily determined and should be withdrawn.

First, there is the problem of noise from low-flying and over-flying aircraft. You ignore the problem when you should be doing something constructive about it.

5

Second, aircraft will crash from time to time and your route puts many more people on the ground at risk. If the FAA can get elected over a lifetime cancer risk of 1 in a million, the FAA had better get elected over a risk for Seattle residents of death from crashing aircraft that is far in excess of that.

-over- AEA # 39

Third, the attempts to increase traffic at Sea-Tac also will impose much more stress on infrastructure — electricity, highways, water. The stress on the highways alone will result in more accidents and traffic fatalities. Since many Sea-Tac aircraft are fly-throughs, they could just as well be routed through Moss Lake or other low congested area. Sea-Tac does not need an additional runway. Seattle residents don't need extra part of Seattle's expenses to finance the runway and other fees to finance infrastructure.

Fourth, Seattle has a major air quality problem and the overflights will add to it. The FAA should reduce Sea-Tac flights on inversion days.

AEA 39

Sincerely,
Max Bader, MD

JAN 22 1990

January 17, 1990

I write to protest the proposed change of flight patterns. As planes take off northward, both the low-flying noise over Beacon Hill and the noise as the planes turn east over the Lakewood-Seward Park-Mt. Baker areas will greatly impact the noise levels here.

I deliberately did not buy property near the airport or on Beacon Hill because they already suffered greatly from airplane noise. I deliberately bought here, because, among other things, it was a quiet neighborhood.

I, like many of my neighbors, am growing older and am not as vigorous and healthy as I once was. One night, during the heavy fog in late December, at least one plane flew very low over my house about 3 or 4 a.m., and just sat there for awhile. Being waked from a sound sleep like that is very disturbing. It takes hours to get back to sleep and as a result, I get sick.

Once a year can be tolerated, perhaps. Any more than that is intolerable. Excess daytime noise also is intolerable.

Please keep the planes flying over Elliott Bay, or other unpopulated areas.

Elizabeth Yates

Elizabeth Yates
5541 S. Holly
Seattle, WA 98118

AEA #40

#1
MH

January 13, 1990

short

FAA
Northwest Region
17900 Pacific Highway S.
Seattle, Washington C-68966, 98168

To Whom It May Concern:

RE: Proposed Flight Changes over Beacon-Hill

I am writing to express my objection to ANY proposed change in flight routes over Beacon-Hill unless it is a REDUCTION in current flight activity.

When I bought my home on Beacon-Hill last year I was advised that although there was some plane noise, planes were not allowed to fly over after specific times at night i.e., 10:00 p.m. to 6:00 a.m. Well, that was a joke. I hear planes at 11:00 p.m., 1:00 a.m., 4:00 a.m., and 5:00 a.m., on a regular basis. Plane activity is constant in the early a.m. on Saturday and Sunday. I don't know about plane activity on weekdays since I am at work.

I might ask, and indeed investigate, whether these changes have already been made and this "public hearing" on January 24, 1990 is to justify them. I will be contacting my State Senator and State Representative about this issue, and supporting legislation that restricts flight activity absent public support.

I don't know why changes are necessary, and frankly I don't care. We already have our fair share of plane traffic noise. I never heard planes in Ballard, Crown Hill or Magnolia when I lived there. Will the citizen voice count in this situation?

Diana J. English
Diana J. English
1539 14th Ave. S.
Seattle, WA 98144

AEA #41

MH
#1

SECRET

AP
7532

3209 N.E. 94th Street
Seattle, WA 98115
January 19, 1990

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

Dear Sir or Madam:

I respectfully request that the FAA obtain a full environmental impact statement regarding its plan to reroute jets over the north end of Seattle. To be of use, the statement should include noise data, air-quality data, impact on residential areas, and mitigation measures.

As a resident of north Seattle, I am dismayed by the rapidly declining quality of life in this area and feel certain that the FAA plan to reroute jets over north Seattle would be detrimental on several counts.

Thank you.

Sincerely,

Jean Gilbertson

Jean Gilbertson

AEA # 42

JG/

SECRET

AP
7532

MRS. E. P. DONNELLY, JR.
8242 38th N. E., SEATTLE WA WASHINGTON 98115

Jan 19, 1990

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

Dear Madam:
We protest the plan to route air traffic as outlined under the 4th Post flow. We have been bothered a great deal by the noise under the current plan and have complained many times to the Port of Seattle.

We have been awakened by noise of planes and have been greatly bothered when out in our yard.

This noise is a degradation of our environment and should be carefully evaluated in an EIS before changes are made.

Copies: Mr. Olson
Mr. Gorton
Mr. J. Miller
Mr. Mc Dermott

Sincerely,
Patricia E. Donnelly

AEA # 43

#5
not



Rec'd. ANM-500

Date: JAN 22 1990

Rec'd. ANM-500 /501

Date: JAN 22 1990

Dear Sir:

We are very upset about the increased amount of noise over Clyde Hill - sometimes it sounds like a war!

We believe in a totally equal dispersment of flights over all residential areas - including Mercer Island. Why should Mercer Island "affected" have to agree to equal dispersment? If this is possible for them why not for Clyde Hill, etc.

Let's put these flights back over m.I and I-90.

M/M John Parker
AEA-44

1615 94TH N.E.
BELLEVUE, WA 98004

January 15, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The change in the East Turn from three years ago means that noise of aircraft departing from Sea-Tac is disastrously affecting the communities of Medina, Clyde Hill, and Bellevue.

The noise is a severe intrusion on our lives. It is often impossible to carry on a normal conversation due to the noise of the planes. This far from the airport we should not be asked to bear such a heavy burden of noise from these planes.

This noise must be stopped. Please do what you can to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. I want you to take a leading role in fighting this injustice. Please let me know what you are able to do and what else I can do to stop these planes from flying over.

Sincerely,

Mary L. Quinn
3419 76th N.E.
Medina, Wa. 98004

AEA 45

54

Rec'd. ANM-500/501

Date: _____

Rec'd. ANM-500

JAN 22 1990

Mrs. Allen E. Senear

1446 - 92nd Avenue N. E., Bellevue, Washington 98004

January 15, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The East Turn was changed three years ago when it was moved north. This means that noise of aircraft departing from Sea-Tac has been severely impacting the communities of Medina, Clyde Hill, and Bellevue since that change.

The noise is a severe intrusion on our lives. It is totally unacceptable that we should be asked to bear such a heavy burden of noise so far from the airport. Until the change in the East Turn this area had a quiet, rural nature. The noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a normal conversation due to the noise of the planes.

It is not essential that these planes over fly this area. The FAA has indicated its willingness to consider other flight tracks as well as splitting the flights into as many as three tracks. This noise must be stopped. Please do what you can to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. I want you to help in fighting this injustice in any way you can. I would like to hear from you regarding what you are able to do and what else I can do to stop these planes from flying over.

Sincerely,

James L. Quinn

3419 EVERGREEN POINT RD.
BELLEVUE, WA 98004

AEA #46

January 14, 1990

Mr. Temple Johnson
Manager Air Traffic Division
FAA - 17900 Pacific Highway So.
C 68966 Seattle, WA 98168

Dear Mr. Johnson:

I am writing to protest the air traffic noise over the Eastside, specifically Clyde Hill. Everyone who air transportation directly or indirectly and everyone should bear the burden of the noise and measurements. I favor planes gaining altitude over less populated areas and more slowly, then less acceleration noise, before turning over residential areas at low altitudes. If that is not possible, then I strongly urge you to decide in favor of the dispersion of the East turn to three corridors

AEA #47

as well as dispersing incoming
traffic. At the same time I
request you to retain the ceiling
between 10:00 AM and 6:00 AM,
at a minimum.

AEA47

Sincerely yours,
Virginia K. Semar

Mrs. Christine Linden
2011 Evergreen Point Road
Bellevue, Washington 98004

Rec'd. ANM-500

Date: 1/14/90

January 14, 1990

Dear Mr. Johnson,
Please be fair regarding
plane flights over Medina/Bellevue.
Why should we have so
many more than our share?
If, in balance, it does make
sense for planes to turn so
low over densely populated
areas, at least the flights
should be divided up fairly
between as many areas as
possible. (Numbers of complaints
shouldn't determine the plan:
FAIRNESS should.)

in this age, people serving
the public should be striving
for less stress not more.

Sincerely,

Chris Linden

AEA #48

112472
Rec'd. ANM-500/506
Date: JAN 22 1990
Mr. Temple Johnson
MANAGER
Air Traffic Division FAA

Dear Mr. Johnson:
We have written
representative Miller and
Chandler strongly urging
their support for your proposal
to disperse jet flight segments
on the East Turn.

Thank you

Sincerely yours

Andrew R. Rogers &
Barbara A. Rogers
2048 - 92nd Ave NE
Bellevue, WA 98004
AEA # 49

AEA #49

January 15, 1990

Rec'd. ANM-506

JAN 22 1990

Mr. Johnson, Jr., Manager
Air Traffic Division
FAA, Northwest Mountain Region
17900 Pacific Highway S.
PO Box C-68966
Seattle, WA 98168

Dear Mr. Johnson:

I am writing to ask your assistance in resolving a major
environmental problem, jet airplane noise pollution.

As you know Medina, Clyde Hill and Bellevue have born the brunt
of the East Turn departures for the past 3 years. The number of
departures on the East Turn must be decreased and there must be
an equitable sharing of the noise so that no community bears an
undue share of it.

I have been a long term Eastside resident and have witnessed
first hand the major increase noise pollution and the damage to
the quality of life on the Eastside residential communities.

In addition to the distribution of the East Turn on north takeoff
over a wider corridor, the older and noisier airplanes should be
required to stay over water until they reach an altitude of at
least 10,000 feet.

I am asking you to find an equitable solution and not let the
present situation stand.

Sincerely,

Kathleen Hansen
18001 NE 10 Street
Bellevue, WA 98008

AEA # 50

January 18, 1990

Rec'd. ANM-500

JAN 19 1990

Rec'd. ANM-500

JAN 23 1990

REC'D ANM-1

JAN 23 90

Mr. Temple Johnson, N. B.
Air Traffic Div. FAA
P. O. Box C-68966
Seattle, WA 98166

Judy Mosset
4603 52nd S.
Seattle, WA 98118
January 19, 1990

ANM-1
500
INFO: 1/2, 4

Subject: Recent Revisions to Your 4-Post Plan

As a 16-year resident of Medina, I have attended several Mediation and ECAAN meetings. Further, I have interviewed Wes Hamilton and have reviewed countless maps, charts, and reports. After all of that, I believe, to my chagrin, that the North Flow right turn is correct and necessary.

Director
FAA
Northwest Mountain Region Office
17900 Pacific HWY S.
Seattle, WA 98168

Dear Sir:

I am writing to protest the proposed change in the route of flights coming into Sea-Tac from the east. Moving the flight pattern from over Elliott Bay to over Beacon Hill will dramatically increase noise pollution throughout southeast Seattle. This will have dramatically negative effects on all residences in the area.

Would you be proposing the same pattern if it were a more exclusive neighborhood? I doubt it.

I look forward to your reconsideration of the route.

Sincerely,

Judy Mosset

AEA # 52

When you make the final decision, please include the word equitable when it comes to noise distribution. The N. B. after your name is for your No Balls caving in to the organized brow-beating administered by Medina's southerly neighbors. Most citizens will respond to being treated fairly in an equitable, even-handed way by giving quiet approval.

Respectfully,

Henry Paulman
P. O. Box 143
Medina, WA 98039
455-3311

AEA # 51

89

JAN 22 1990

January 15, 1990

January 15, 1990

Rec'd. ANM-500

Date: JAN 22 1990

Mr. Johnson, Jr., Manager
Air Traffic Division
FAA, Northwest Mountain Region
17900 Pacific Highway S.
PO Box C-68966
Seattle, WA 98168

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson:

Dear Mr. Johnson,

I am writing to ask your assistance in resolving a major environmental problem, jet airplane noise pollution.

The noise of aircraft departing from Sea-Tac on the East Turn is disastrously affecting the lives of the residents of Medina, Clyde Hill, and Bellevue.

As you know Medina, Clyde Hill and Bellevue have born the brunt of the East Turn departures for the past 3 years. The number of departures on the East Turn must be decreased and there must be an equitable sharing of the noise so that no community bears an undue share of it.

The noise is very disruptive and a severe intrusion on our lives. Many times it is impossible to carry on a normal conversation due to the noise of the planes. No one living this far from the airport should be asked to bear such a heavy burden of noise from these planes as they climb and turn over us.

I have been a long term Eastside resident and have witnessed first hand the major increase noise pollution and the damage to the quality of life on the Eastside residential communities.

This noise must be stopped. Change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take a leading role in fighting this extreme injustice and let me know what else I can do to stop these planes from flying over.

69 In addition to the distribution of the East Turn on north takeoff over a wider corridor, the older and noisier airplanes should be required to stay over water until they reach an altitude of at least 10,000 feet.

I am asking you to find an equitable solution and not let the present situation stand.

Sincerely,

AEA # 54

Sincerely,

Edward J. LaBelle
777 Overlake Dr. E.
Bellevue, Wn. 98004

Joan E. LaBelle

AEA # 53

Rec'd. ANM-500 1501

JAN 22 1990

Date:

January 14, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The noise of aircraft departing from Sea-Tac on the East Turn is disastrously affecting the lives of the residents of Medina, Clyde Hill, and Bellevue.

The noise is very disruptive and a severe intrusion on our lives. Many times it is impossible to carry on a normal conversation due to the noise of the planes. No one living this far from the airport should be asked to bear such a heavy burden of noise from these planes as they climb and turn over us.

This noise must be stopped. Change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take a leading role in fighting this extreme injustice and let me know what else I can do to stop these planes from flying over.

Sincerely,

Janet H. Spencer
Hubert Golden Spencer

P.S. I also wish to call your attention to the all-too-frequent, low-altitude circling and "buzzing" by the radio and T.V. news planes, (especially helicopters !)

A traffic tie-up can readily be observed from 5,000 ft. It should not be necessary to identify the make and model of the cars involved nor to satisfy the morbid curiosity of the broadcasters and T.V. viewers while annoying the families who live near the bridge or freeways.

AEA # 55

2631 Evergreen Pt. Rd.
Bellevue, WA 98004

Rec'd. ANM-500 156

JAN 22 1990

Date:

January 15, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The East Turn was moved north three years ago and noise of aircraft departing from Sea-Tac has been severely impacting the communities of Medina, Clyde Hill, and Bellevue since that change.

The severe noise is totally unacceptable. We should not be asked to bear such a heavy burden of noise so far from the airport. This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a conversation due to the noise of the planes.

It is not essential that these planes fly over this area. The FAA has indicated its willingness to consider other flight tracks as well as splitting the flights into as many as three tracks. Political influences are preventing these changes.

This noise must be stopped. Please do what you can to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Take the lead in fighting this injustice. Please let me know what you are able to do and if there is anything else I can do to stop these planes from flying over.

Sincerely,

Donna K. Nantz
Craig T. Nantz

AEA # 56

3252 78th Place NE
Bellevue, WA. 98004

Rec'd. ANM-500

Date: JAN 22 1990

MERRITT K. AULD, M.D.
IVAR W. BIRKELAND, JR., M.D.
MARR P. MULLEN, M.D.
ROBERT L. ROMANO, M.D.
PIERCE E. SCRANTON, JR., M.D.
PETER K. VAN PATTEN, M.D.

PATRICIA M. HOPKINS,
Clinic Administrator

ORTHOPEDICS INTERNATIONAL, LTD., PS. / ORTHOPEDIC SURGERY AND FRACTURES

January 15, 1990

JAN 22 1990

Mr. Johnson, Jr., Manager
Air Traffic Division
FAA, Northwest Mountain Region
17900 Pacific Highway S.
PO Box C-68966
Seattle, WA 98168

January 16, 1990

Temple Johnson, Jr., Manager
Air Traffic Division
FAA, Northwest Mountain Region
17900 Pacific Highway South
P.O. Box C-68966
Seattle, WA 98168

Dear Mr. Johnson:

RE: Airplane Noise

As you are aware, we citizens of Medina, Clyde Hill, and Bellevue have been subjected to continuous aircraft noise because all of the east turns have taken place over our area. In the summertime, when the wind is from the north, this becomes an intolerable situation with a constant flow of airplanes. The FAA has apparently proposed changing this so that we would only be subjected to some of these flights, and I understand that citizens of other areas have mounted a campaign to have all the flights come over Medina. I realize that there has to be airplane traffic, but I think it should be spread out over the various communities rather than having all planes go over one area, and I would ask that you would support the dividing up of the flights so that it is more equitably distributed.

Sincerely,



Robert L. Romano, M.D.
RLR:sm

cc: Senator Brock Adams
Senator Slade Gorton
Congressman John Miller

AEA #57

Dear Mr. Johnson:

I am writing to ask your assistance in resolving a major environmental problem, jet airplane noise pollution.

As you know Medina, Clyde Hill and Bellevue have born the brunt of the East Turn departures for the past 3 years. The number of departures on the East Turn must be decreased and there must be an equitable sharing of the noise so that no community bears an undue share of it.

I have been a long term Eastside resident and have witnessed first hand the major increase noise pollution and the damage to the quality of life on the Eastside residential communities.

In addition to the distribution of the East Turn on north takeoff over a wider corridor, the older and noisier airplanes should be required to stay over water until they reach an altitude of at least 10,000 feet.

I am asking you to find an equitable solution and not let the present situation stand.

Sincerely,

Mr. + Mrs. Jim Myre
9664 Hutsp Road
Bellevue, WA 98004

AEA #58

Aircraft Noise Abatement Committee

P. O. Box 681, Mercer Island, WA 98040

January 30, 1990

Mr. Richard Prang
Federal Aviation Administration
17099 Pacific Highway South
C-68966
Seattle, Washington 98168

Dear Mr. Prang:

As I mentioned in my testimony January 24th, ANAC (Aircraft Noise Abatement Committee) would submit petitions in support of our city and as part of the FAA's public record. These petitions demonstrate the level of concern within our community for the FAA's proposed Four Post Plan.

Aircraft noise on Mercer Island is not a new issue but a continuing concern over a number of years. The Scatter Test of 1987 agitated Mercer Islanders and generated 3,000 phone calls to the FAA's Noise Abatement Hotline. Today this petition demonstrates the community's continuing concern.

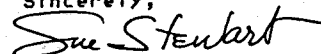
Within the only the last two Saturdays we have gotten 2,544 signatures from citizens. This petition asks the City of Mercer Island to continue to act with due dilligence on the issue of aircraft noise abatement.

You will recall that during the January 24th testimony from State Representative; Jim Horn, Mayor; Elliot Newman, Councilperson; Al Huhs and Mercer Island City Manager; Paul Landspery...each stated clearly that the FAA's Environmental Assessment is flawed and an Environmental Impact Statement is justified.

The FAA fails to realize the impact of the north flow-east turn departure. Critical and elemental to any Environmental Assessment is the affect of new jet flight tracks on a community such as Mercer Island which already experiences substantial noise by BOEING and RENTON Airports and present SeaTac aircraft noise on north and south flow days.

Furthermore, the FAA's Four Post Plan proposal has pitted one community against another and that is not the appropriate outcome of a sensitive and thorough Environmental Assessment.

Sincerely,



Sue Stewart
ANAC Petition Co-ordinator

106

1/24
2-2190

PETITION
to the
Mercer Island City Council
on Aircraft Noise

Number: _____

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Cecilia Burton	5045 N. Mercer Way	232 4560
Laura Burton	5045 W. Mercer Way	232-4560
Robert M. Clausen	19005 Sandview Pl. Edmunds	776
David Dwyer	2410 31st Ave N.E.	232-7046
Lain Langston	3410 74 th SE MI	232-7046
J. C. June	3105-75 th Pl. S.E.	236 1504
Yvonne Schilling	7061-96 th Ave. SE	
K. Sue Clark	7420 S.E. 25 th " " 203	
Joanna M. Cypriote	9209 SE 40th St. N.I.	232-5028
Mary F. Dine	8360-1 st E 57 th MI	232-1173
Aita J. Jaldenig	3055-80 th SE	232-2891
Prudence M. Murphy	6665 W. Mercer Way	236-17

73

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
no later than Saturday midnight, January 20, 1990.

107
165

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
John Peric	7435 91 st Ave SE	232-3536
Kay Heron	7254 91 st Ave SE	232-4683
David Heron	7257 91 st Ave SE	232-4683
Phyllis Heron	7258 91 st Ave SE	232-3027
Jill Alden	7258 91 st Ave SE	" "
John White	7246 91 st Ave SE	232-6097
Wendy Thompson (G.A.O.)	7404 81 st Ave SE	232-4617
Arlene King	7212-91 st Ave SE	232-2352
Bill King	7212 " " "	" "
Jane King	" " "	" "
N. B. King	7233 91 st Ave SE	232-5991
Erica King	7223 91 st Ave SE	232-5991
Thomas McWhorter	7231 91 st Ave SE	232-5162
Norbert McWhorter	7231-91 st Ave SE	232-5162
Debra A. Reed	7234-91 st Ave SE	232-7068
John Reed	" " "	" "
Upper Merion	7215 " " "	232-9191
James R. Cl.	" " "	" "
Robert Hillman	7431-91 st Ave SE	232-4388
Donald Wagner	7439-92 nd SE	232-4979
David B. Hays	7428 91 st Ave SE	232-9510
Christopher Hillman	7431-91 st Ave SE	232-4388

22

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
no later than Saturday midnight, January 20, 1990.

108
1/25

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...
We, the undersigned:

588 want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
NIKKI SHLOSSER	7431 91 AVE SE	232-4888
B. PERIC	7435-91 AVE SE	232-3536
Steve Jacobson	7215-41st AVE SE	232-4369
Michael & Madeline	7215-91st Ave SE	232-4369
Joseph W. ...	7215-91st Ave SE	232-0065
Christa ...	7224 91st AVE SE	232-0065
Pat ...	7411-91st Ave SE	232-8151
Bohler ...	7405 91st Ave SE	232-6906
Sam ...	7415 91st Ave SE	232-9439
Sharon ...	7415 91st Ave SE	232-9439
Rand ...	7421 92nd Pl SE	232-4568
John ...	7420 92nd Pl SE	232-1681
John ...	7414 92nd Pl SE	232-0117
John ...	7414 92nd Pl SE	232-0117
John ...	7417 92nd Pl SE	232-7745
Debby ...	7417 92nd Place SE	232-7745
...	7415 92nd Pl SE	232-9867
...	7401-92nd Pl SE	232-4807
GAIL STAGMAN	7401-92nd Pl SE	232-4807

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
no later than Saturday midnight, January 20, 1990.

109

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...
We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Chery Kam	3469-77th Wp/ SE MERCER ISL.	232-0936
Dave Cristalli	7307 Mercer Tr. P.O. M.S.	232-2328
Douglas ...	7545 SE 71st, M.I.	
J. Eric Hood	5215 90th SE ME	236-1170
Francis ...	4018-97th Ave SE	232-5781
William ...	2 Lindley Road	232-4117
Deborah ...	1901 82nd SE ME	232-2338
Shelby ...	4836 W. Thrace Way	252-3379
Jelly ...	6025-77th Ave SE	232-1881
John ...	8226 S.E. 41st	232-4260
Arthur ...	8450 S.E. 36th	232-1003
Christy ...	8430 SE 45th St.	232-1354
Matthew ...	4014 82nd Ave SE	232-3532
Dan ...	4356 Fernbank Dr	232-2823
Robert ...	7714-89th Pl SE	232-8583
Samuel ...	4236 W. Mercer Way	232-7823
Patricia ...	2808 61st Ave SE	236-1751
Jack ...	2802 61st Ave SE HB	232-9979
Paul ...	7822 SE 28th	232-9567
Gene ...	4126 107th SE	232-5612
Don ...	3641-73rd SE	232-8842

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash, 98040

110 / 127

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name Mailing Address Phone

Table with 3 columns: Name, Mailing Address, Phone. Contains handwritten entries for various residents including Andrea Schabron, Michael Schabron, etc.

75

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

111 / 127

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name Mailing Address Phone

Table with 3 columns: Name, Mailing Address, Phone. Contains handwritten entries for various residents including Barbara Tivnan, Malinda K. Snyder, etc.

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

112
1/27

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...
We, the undersigned:
want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

113
1/27
22 signatures

Name	Mailing Address	Phone
Jonathan Morris	4635 90th Ave SE MT	232-3695
Judith S. Faas	4845 Forest Ave. SE, M.I.	232-5261
Susan S. Shippard	8203 SE 48th MI	232-7359
Samuel (Bill) W.	7855 SE 62nd MT	232-9171
Betsy Wald	7855 SE 62nd MT	232-5171
John W.
Leigh Warner	5411 89th Ave SE MI	232-7130
Robert Johnson	6313 81st Ave SE MI	232-6849
Richard W. ...	4818 E. Mercer Way MT	232-1494
Carrie Audington	3446 W. Mercer Way MT	232-3254
Maria Stankovic	5075 N. Mercer Way, MT	232-8247
Diana ...	8421 S.E. 63rd Mt	232-2874
...	1041-81st SE	232-10497
Robert Nelson	8034 W. Mercer Way	232-1546
Cheryl ...	6015 79th SE	232-7795
John ...	8751 Island Hill Home	232-1494
...	8803 SE 58th St	232-6494
...	5221 S.E. 67th	232-3648
...	9370 SE 115th	232-2567
...	7104 E Mercer Way	232-0763
...	6121 85th Pl. SE	232-7458

76

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...
We, the undersigned:
want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Milgram Brewster	9231 SE 76th Pl	232-2428
Carl Roberts	1246 W. Mercer Way	232-5497
Doris C. ...	8741 SE 51st	232-5013
...	8115 SE 76th	232-2610
...	6520 57th Ave	232-1422
...	7326 15th Ave SE	232-1138
...	2416 21st Ave SE	232-1482
...	5125 SW 5th St	232-6793
Demetrius ...	1100 57th Ave	232-9548
...	1114 SE 76th	232-3521
...	...	232-8519
...	1111 SE 71st	232-7103
...	P.O. Box 1035 MI	232-3154
...	9316 SE 57th	232-1887
...	7211 87th Ave	232-1512
...	7215 S 71st St SE	232-1567
...	8412 SE 5th MI	232-2246
...	1111th St MI	232-5719
...	2200 SE 63rd	232-2049
...	7615 SE 71st	232-5062
...	...	" "

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

Edward ... 2251 W. Mercer Way 232-6058

114
1/27

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

2/5/80

Name Mailing Address Phone

Michael Smith	2444 W. Mercer Way	232-99214
John J. Kelly	2747 76th St SE	232-3526
John Kelly	3424 97th Ave SE	232-2172
John Kelly	2444 61st St SE	232-2598
Norman Smith	2720 76th St	232-6267
Wayne Thompson	3452 77th Ave S.E.	232-5753
John W. Kirkland	2724 62nd Ave SE	232-1975
John M. Brown	4117 12th St S.E.	232-7127
William Thompson	4036 52nd St SE	232-4139
John F. Kelly	4626 E. N.E. Rd	232-6216
John J. Kelly	4792 E. Mercer	232-4304
John J. Kelly	7401 31st Pl S.E.	232-2497
Janita M. Minto	8355 34th MI	232-5448
Theresa J. Kelly	3405 74th MI	232-2585
John Kelly	7401 31st Pl SE (D.T.)	232-2494
John Kelly		232-8275
John Kelly	5804 E. 11th Ave SE	232-4117
John Kelly	7624 SE 37th Pl	232-5425
John Kelly	2738 77th Ave SE	232-2678
John Kelly	4375 SE 35th Pl	232-3014
John Kelly	1040 E. 11th St SE	232-8237

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

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PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

2/5/80

Name Mailing Address Phone

Michael Plummer	5649 89th SE, MI	98040
William Kelly	5 Lindley Rd	MI 98040
Sharon M. Turner	8340 Meadow MI	232-663
Alex Walker III	3045-69th Ave MI	9232-8792
Rick Thompson	4810-85th Pl SE	
John Kelly	8026 SE 72nd St	232-700
John Kelly	3521 76th St	M.I. WA. 980
John Kelly	1920-76th St	M.I.
Richard M. Outhouse	4101-97th St S.E.	98040
Richard Williams	9242 SE 59th	232-7225
Margaret Bergsten	7931 SE 34th	232-3406
Russell Bergsten	7931 SE 34th	232-3406
Richard Bergsten	1850 85th Ave SE	232-9378
Richard Bergsten	5633-89th St	232-1106
Richard Bergsten	5633-89th St	232-1106
John Kelly	2952 E Mercer	232-1575
John Kelly	7565 SE 28th Ave	98040
John Kelly	2820-75th Pl SE	98040
John Kelly	4536-95th Ave SE	98040
John Kelly	7641 76th Ave SE	232-2681
John Kelly	3851 82nd Ave SE	98040
John Kelly	2149 92nd Ave SE	232-1311

Please get at least 5 signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or

27

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
John W. Northey	8251 SE 41 st	232-8348
William W. Northey	8251 SE 41 st	232-8348
Li [unclear]	3715 60 th St	236-1385
Alan [unclear]	4114 E. Main Way	
John [unclear]	7810 E. [unclear] Rd.	
W. L. [unclear]	4129 95 th St	
[unclear]	3203 E. Lex. Way #181	
[unclear]	4200 32 nd St Mercer Island, W.	
[unclear]	4423 SE 62 nd St	
[unclear]	2254 72 nd St SE	
[unclear]	4550 71 st St SE	
[unclear]	3700 71 st Ave SE	
[unclear]	4433 W. Mercer Way	232-0806
Carmen Brown	3721 79 th Ave SE	232-3402
Bela [unclear]	9605 NE 26 th Bellevue	454-3848
[unclear]	5325 53 rd St E	
[unclear]	8286 SE 8 th St	232-1417
[unclear]	2669 60 th St SE	232-1135
[unclear]	4052 96 th St SE	232-293
[unclear]	8076 W. Mercer Way	232-0793
[unclear]	6810 83 rd Ave SE	236-153

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
[unclear] Saturday midnight January 20, 1990.

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
[unclear]	4664 84 th St SE	232-2021
Teresa [unclear]	2403 60 th St SE	232-5913
Saul [unclear]	9101 [unclear] Evergreen Lane	
[unclear]	2463 W. Mercer Way	236-0296
[unclear]	14516 [unclear] N.	236-1560
[unclear]	8234 SE 26 th	236-5685
[unclear]	8234 SE 26 th	236-5685
[unclear]	8234 SE 26 th	236-5685
[unclear]	4760 E. Mercer Way	232-0492
[unclear]	1215 SE 30 th	232-2465
[unclear]	2285 78 th Ave SE	232-2965
[unclear]	8107 [unclear] Dr.	232-2025
[unclear]	4618 88 th Ave SE	236-3098
[unclear]	8427 SE 35 th	232-4363
[unclear]	2425 62 nd St SE	236-1037
[unclear]	[unclear]	
[unclear]	7046 N. Mercer Way	236-0786
[unclear]	2424 82 nd St SE	236-1001
[unclear]	9009 S.E. 44 th St ME	236-0650
[unclear]	4241 W. Mercer	236-1724

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash, 98040

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1/27

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1/27

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Karen D. Snyder	6059 75th Ave SE	236-2224
Victoria G. ...	2201 N. 107th St	364-4229
...	6501 SE Howe SE MT	232-4846
...	8940 SE 7th MI	232-4173
...	8840 SE 74th MI	232-4173
...	7603 9th St	752-8500
...	8538 SE 72nd MI	232-5818
...	7443 SE 7th MI	732-0971
...	8415 SE 4th MI	434-4154
...	7775 113th St	771-8773
...	7423 2nd St	232-4669
...	4423 2nd St SE MI	232-6669
...	7327 2nd St MI	732-002
...	8403 SE 9th MI	232-1511
...	1270 1st St SE MI	232-0303
...	4902 SE 70th MI	232-0505
...	7922 F. Mercer Way	232-7272
...	5350 W. Mercer Way	232-0000
...	731 SE 62nd PL	232-7627
...	3675 72nd St MI	232-7762
...	4100 SE 89th MI	232-4019

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

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1/27

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect numbers of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Council or staff attend all mediation meetings.

Name	Mailing Address	Phone
Sharon O Johnson	3804 - 81st SE	
Dottie & Bob Simpson	3649 W. Mercer Way	232-7764
Ellen Hry	8102 SE 48th St MI	232-8218
J. William Martin	8166 W. Mercer WA	236-1785
Janet Cooper	16818 1797th Ave N.W.	232-2244
James Orose	4525 97th SE	232-6165
James Holt	4515 - 85th Ave SE MI	236-0660
Leah Roman	8530 SE 82nd St MI	232-017
Marshall W. ...	2417 63rd Ave S.E. MI	236-123
Thomas ...	6557 14th Ave SE MI	232-8373
Debra S. Britman	9121 SE 44th St MI	232-8036
...	...	236-6488
...	7755 16th Ave SE MI	232-2699
...	2441 - 84th Ave SE MI	232-8971
...	...	232-2014
J. Gallie	3458-76th SE MI	232-9119
Shirley S. (SHERPA)	8899 SE 39th St MI	236-2134
Robert Buckwald	7348 Island Crest Way MI	236-...
...	9315 SE 90th PL	232-7101
Mary Russo	4212 93rd Ave SE	232-2111

Please get at least 5 signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or no later than Saturday midnight, January 20, 1990.

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1/27

PETITION
to the
Mercer Island City Council
on Aircraft Noise

sign

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
R. Stewart	7441 85th Pl SE	236-1250
Kulakstein	6121 86th Ave SE	236-2107
M. Kragman	6135 90th SE	232-0683
M. Damm	9055 Shuren Rd	232-4972
Marlyn Dickler	7376 80th Pl SE	232-1169
Marcus Newton	5455 E Mercer Way	236-0368
Greg Newton	5455 E Mercer Way	✓
J. W. S. S. S.	8541 SE 72d	236-1482
M. C. A. W. S. E.	7251 W Mercer	232-7334
Frank W. Hardesty	8420 SE 62nd St.	232-2113
Susan Miller-Hackath	8420 SE 62nd St.	232-2113
Larry Adkisson	5635 84th Ave SE	232-9144
Emily S. Hougsett	5902 E. Mercer Way	232-8779
John A. Hougsett	7875 81st Pl SE	236-2647
J. H. A. W. S. E.	9350 SE 68th St	232-6326
J. W. S. S. S.	"	"
Whitby A. S. S.	8117 SE 76th St	232-8270
Bob G. S. S.	7456 85th Pl SE	7662
Thom J. S. S.	8105 SE 79th Pl	236-2260
Robert Stewart	8217 SE 82nd St	234-5660
Paul Thompson	764 91st Ave SE	232-4017

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

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PETITION
to the
Mercer Island City Council
on Aircraft Noise

sign

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Flora Bernard	8323 S.E. 82nd St.	236-1876
S.D. PENNY	8601 SE. 78th	232-2865
Mich Gooditt	5205 W. Mercer Pl	232-5421
Alvin Thomas	8413 SE 53rd Pl	236-0599
Lois Chapin	2716 W Mercer	232-5315
Kathleen Tange	7802 - 89th Pl SE.	232-8172
William L. S. S.	5000 E. Mercer Way	236-8108
Dale J. S. S.	7225 SE 76th	467-7600
Kwak-Lung Liu	7350 80th Pl SE	232-0623
Nancy Treman	8029 W. Mercer Way	232-5388
James M. Johnson	5 Maple Lane	236-2654
John J. S. S.	5 Linden Rd.	232-6191
James Agnew	20404 163rd Ave SE	852-3820
John J. S. S.	8612 SE 86th	232-6076
John J. S. S.	6101 84th Ave SE	232-2561
A. S. S.	6111 84th Ave SE	232-4143
John J. S. S.	5201 W Mercer Way	✓
John J. S. S.	814 W Mercer Way	232-3101
John J. S. S.	2454 S.E. 15th St	232-5294
John J. S. S.	5435 W Mercer Way	236-1505
John J. S. S.	6140 93rd SE	232-4781

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

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1/27

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
C. NORMAN ANDREWS	8836 SE 60 ST, MERCER ISLAND WA.	232-1743
MORTON HURT	PO Box 425 MERCER IS	236-132
Karina Ghilla	8416 Beachmo Place Mercer Is	232-4724
Halie Buchanan	221 107 Ave SE Bel 98004	454-1751
Janice Ridgway	8585 SE 75th Pl MT 98140	232-4136
Robert P. Driller	7719 Edmondson MT 98040	232-4694
John Panti	6970 92nd Ave SE ME 98040	2-9240
Debi Peterson	8509 SE 68th ME 98040	2-8069
Paul E. Ketchum	8630 N. Mercer Way 18040	2-9391
Chris Swift	7204 91st Ave SW 98040	256-3008
Robin Horvath	4711 89th Ave. NE MT 98040	232-476
Jeanne Easton	8411 SE 78th St MI 98040	236-2868
Jeff Morgan	7421 W. Mt. MT 98040	232-74
Kathleen Bartholomew	1150 E. Myra MT 98040	236-568
Nickie Muller	5428 91st Ave SE ME 98040	232-549
Roger Smith	8872 SE 74th Pl. MT 98040	236-8872
Orville Kent	5721 92nd Ave SE MT 98040	232-1990
Carol Mustawa	8416 SE 47th	
Edward Olsh	8238 Avalon Dr MT 232-8994	
Ben Tals	9016 W. Greenwood #417	236-0778
Kevin C. Martino	7211 74th Ave SE	232-2879

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

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1/27

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Al Krawak	4045 W. Moorar	232-1148
Cheryle	7619 SE 40th	232-7288
Frederick Whitman	3008 89th Pl SE	236-2319
"	"	"
James J. Jensen	3607-81st	232-8274
Robert G. Smith	4617 P. Hillcrest Way ME	232-6386
Adrian Crane	2230 76th S.E.	232-9657
Amphora	2464 60th SE	236-3054
John Seligson	8755 SE 45th	232-8129
John Hurrell	3740 64th SE #305	236-8515
James Blalock	4456 W. Mercer Way	232-7816
Bernice C. Rock	5818 E. Mercer Way	232-8734
Michael J. Miller	3075 68th Ave S.E.	236-2787
Richard P. Lamall	2167 91st St	232-2125
James E. Whard	5619 89th St	232-5634
William J. Smith	3804-76th Ave SE	232-2348
Anna J. Johnson	9038 E. Shorewood Dr.	232-6107
Margaret J. Miller	9056 E. Shorewood	232-9174
Thomas Tally	3215-84th Ave. S. E.	232-4646

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

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1/27

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Table with 3 columns: Name, Mailing Address, Phone. Lists names and addresses of petitioners such as Colleen Morahan, Betty Goldstein, Mark K. Dornack, etc.

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash, 98040

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1/27

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Table with 3 columns: Name, Mailing Address, Phone. Lists names and addresses of petitioners such as Ann Turanciel, Dye Sherman, Kitti Havel, etc.

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, 98040

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1/27

PETITION
to the
Mercer Island City Council
on Aircraft Noise

P.M.

127
1/27
signature

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Richard [unclear]	5727 1st Mercer Way	232-0345
Randy [unclear]	3306 17th S. Federaly	236-1795
P.C. [unclear]	3055 20th Ave S.E.	236-1795
Chapman [unclear]	4429 [unclear] Rd	232-3308
[unclear]	6306 84th Ave S.E.	236-0325
[unclear]	5700 11th St S.E.	232-7971
[unclear]	8110 Bonshaw Way	232-7224
[unclear]	1st [unclear]	1st [unclear]
[unclear]	2266 1st St S.E.	232-5759
[unclear]	4184 1st St S.E. #11	232-0648
[unclear]	1636 3rd Ave S.E.	232-0118
[unclear]	7203 Island Crest Way	232-7724
[unclear]	2227 7th St S.E.	232-0055
[unclear]	4030 S.E. #1	232-0768
[unclear]	4025 S.E. #44457	232-3004
[unclear]	732-2327	732-2327
[unclear]	4520 [unclear]	232-0913
[unclear]	2030 1st Pl S.E. #4	236-2445
[unclear]	7816 S.E. 40th	232-6578
[unclear]	9036 S.E. 54th	236-0687
[unclear]	4210-75th Ave S.E.	232-7557
[unclear]	7415 55th Ave S.E.	232-4043

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
no later than Saturday midnight, January 20, 1990.

Name	Mailing Address	Phone
[unclear]	18 Holly Lane	232-7275
[unclear]	4015 4th St S.E.	232-6149
[unclear]	6180 West Hill Way	236-1632
[unclear]	9010 1st St S.E.	232-7028
[unclear]	4506 - 85th St S.E.	232-7441
[unclear]	8410 S.E. 7th St S.E.	232-7445
[unclear]	2926 16th St S.E.	232-4069
[unclear]	2926 16th St S.E.	232-4069
[unclear]	836 & 36th St. NW	232-5334
[unclear]	3817 W. Mercer Way	232-5838
[unclear]	4746 [unclear]	232-3465
[unclear]	2635 - 217th	232-5288
[unclear]	8221 - 84th Ave N	232-757
[unclear]	6877 - 84th St S.E.	232-4879
[unclear]	2906 74th Ave S.E.	232-1382
[unclear]	4433 W. Mercer Way	232-0806
[unclear]	" " " "	" "
[unclear]	4895 Forest Ave S.E.	232-5730
[unclear]	1845 Forest Ave S.E.	232-5730
[unclear]	9107 W. Shoreland Dr. #58	232-1875
[unclear]	4025 W Mercer Way	232-4725

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
no later than Saturday midnight, January 20, 1990.

Sunday 1/28
Sat 27

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1/27

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...
We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Beth Kawahara	5226 87th Ave SE	232-3899
WILLIAM T. KAWAHARA	" "	"
Patricia A. Santilli	7260-87th Ave SE	232-2184
Karen G. Rimm	4617 Forster Ave	232-6603
Carl O'Connell	5026 91st SE	232-5026
P. LEON GILES	8804 SE 6th	236-1760
PAUL EDWARDSSEN	2805-75th SE	232-8015
DAVID M. JACK	3225 W. MERCER WAY	236-5907
JOE MINTZ	3931-91st Ave SE	232-6994
DAN J. VOGT	4325-Carol Lane	232-3897
Rola K. Chyessoff	8033 SE 45th	232-4025
David Johnson	3410 76th Ave SE	232-2222
Frank Sullivan	4926 72nd Ave SE	232-2458
Douglas Frothman	2926 72nd Ave SE	236-2468
John Johnson	7236 91st Ave SE	232-6492
Ed Weber	6925 S.E. 34th St	232-0249
Ed Weber	7729 S.E. 40th	232-9276
Louise Jones	7651 SE 40	232-2673
Phyllis Jones	8250 Mercer Way	232-3154
Eric Lopez	8805 SE 51st	236-2966

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

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1/27

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...
We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Julia Laker	2830 S.E. 65th St	232-5780
Caroline McCallum	4211 Meserud Pk	232-5780
Cindy Coughlin	3324 72nd Ave SE, M.I.	232-2741
Elizabeth U. Joseph	9004 N. Mercer Way, M.I.	232-8801
Carol K. Webster	7229 SE 32nd M.I. WA	236-0280
Jan A. Miller	" " " "	" " " "
Charles K. Lane	2809 72nd Ave SE M.I.	236-1867
Anita Bhogal	9025 West Foxwood Dr	232-6584
Kranthi	9370 SE 68th	232-2268
M. Storrud	7007 W. Shoreland #531	232-0540
Bene Storrud	9007 W. Shoreland #531	232-0512
Walter Rappaport	7930 SE 34th St #513	236-1575
Walter Rappaport	4880 E. 1st St SE	232-1226
Angela H. Curry	8804 SE 40th	
Angela Curry	3731 82nd SE	236-0161
Walter Rappaport	5045 61st SE	
Barbara Ann Golden	6415 S.E. 24th	232-0745
Ronny J. Hall		
Walter Rappaport	4800-91st SE	232-0987
Pauline Winder	2525-68th SE	232-0119
Robert J. Zech	4245 91st SE Meserud	236-1227

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Thomson	2940 96th Ave SE	256-1193
Wenderson	11653 81st Ave SE	232-2099
Wenderson	11653 81st Ave SE	232-0511
Wenderson	4646 91st Ave S.E.	232-4398
Wenderson	7505 54th Ave S.E.	232-6008
Wenderson	1601 SE 29th St	232-6370
Wenderson	4037 E Grand Ave S.E.	232-4062
Wenderson	4631 E Grand Ave S.E.	232-2122
Wenderson	2800 W Mercer Way	232-7733
Wenderson	4524 42nd Mercer Way	232-5790
Wenderson	7542 E. Mercer Way	232-8684
Wenderson	7015 SE 32nd	232-3989
Wenderson	4700 132nd St S.E.	643-4739
Wenderson	4400 W Mercer Way	232-0430
Wenderson	4103 49th Ave S.E.	232-7035
Wenderson	2050 10th St SE	232-2174
Wenderson	4112-15th St	232-3019
Wenderson	3800 SE 45th	232-3214
Wenderson	1670 10th St SE	232-2886
Wenderson	4343 W Mercer Way	232-7190
Wenderson	2940 76th St SE	232-0769

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash, 98040

Lucinda Klum 4033 SE 40th

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Lynn Mager	4732 W Mercer Way	232-5594
Dorothy Mager	2940-76th St SE	232-3496
Original Mager	1245 N Mercer Way HI	232-3573
H. Mager	4270 Holly Lane HI	232-2882
H. Mager	5043-96th Ave SE	232-0300
Margaret Mager	6000 W Mercer Way	232-0957
Margaret Mager	1 GREENBRIER LN	232-6075
Michelle J. Mager	7016 E. 10th Ave SE	232-6196
W. L. Claus	3440 W. Mercer Way	232-1024
Barbara Mager	7111 SE 29th, HI	232-1462
Janet Mager	4004 W. Mercer Way	232-3581
Roger Mager	2920-76th St SE	232-5555
Margaret Mager	3208 10th St SE	232-7541
Roger Mager	2220 9th St SE	232-8702
Kelli O'Brien	4201 9th St SE	232-6009
Valerie O'Brien	7602 SE 34	232-3356
Rachelle O'Brien	4300 SE 41st	232-5130
Donald O'Brien	4674 E. Mercer	232-1017
Rachelle O'Brien	5334 SE 37th	232-8613
Rachelle O'Brien	2702-76th St SE	232-9822
Rachelle O'Brien	2702-76th St SE	232-9822
Rachelle O'Brien	2940 76th St SE	232-1193

Please get at least 5 signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or no later than Saturday midnight, January 20, 1990.

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1/27
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PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
ROBT G. LEVENHART	3142-77 th P. S. E.	232-51
Simon J. Kelly	4514 W. 4 th Ave	232-9145
P. J. Adams	3850 83 rd Ave NE	232-1889
Michael J. ...	1705 13 th St SE	232-5877
Bob ...	5350 - 27 th P. S. E.	232-0224
ANDRE ...	4256 (7 th St) West Hill	232-5726
...	5316 ...	232-5319
M... ..	2840-76 th Ave S.E.	232-1136
...	7655 S. 4 th St	232-2438
...	3734 ...	232-0266
...	872 ...	232-1857
...	7026 ...	232-1124
Ellie F. ...	7117 70 th AVE SE	232-5412
...	2040 ...	232-1895
...	8434 SE 37 th St	232-0583
...	7058 ...	232-3645
...	7925 ...	232-3195
...	9002 E ...	232-8977
...	3902 46 ...	232-4022
...	4121 - 9 th ...	232-2316
...	...	232-2028
...	...	232-1316

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
no later than Saturday midnight, January 20, 1990.

133
1/27

iso

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...
We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
...	8602 SE 63	232-3130
...	8200 SE 63	232-6909
...	7809 SE 75 th Pl	232-7341
...	7427 91 st SE	232-7443
...	7355-80 th PI SE	232-6847
...	5310 Lansdowne Lane	232-3842
...	4769 EAST MERCER WAY	232-5238
...	7915 SE 67 th ST	232-9023
...	8864 SE 74 th P. MI	232-3072
...	9250 SE 36 th P. MI	232-8141
...	4 Eden Lane	232-5368
...	6932-44 Ave SE	232-0889
...	5114 W. 116 th Ave	232-0482
...	5210 ...	232-5167
...	7380 81 st Pl SE	232-2644
...	4731-90 th Ave SE	232-2458

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
no later than Saturday midnight, January 20, 1990.

Sun 1/28

134
1/28

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect
number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active
advocate and proceed with due diligence on the issue of aircraft
noise abatement.

Name	Mailing Address	Phone
Ray L. [unclear]	4416 9 th SE Ave	242 2246
Raymond [unclear]	4557 SE 76 th Ave	232-7732
[unclear]	" " " "	" "
[unclear]	89 th N. [unclear] Way	232-2362
N. JACK ALHABET	7255 N. MERCER QUAY	232-2340
[unclear]	3426 74 S. [unclear] St.	232-2640
[unclear]	3426 74 S. [unclear] St.	232-2640
[unclear]	2448 SW 7 th N.E.	232-4644
[unclear]	2459 [unclear] SE	231-943
[unclear]	2333 61 st SE	232-1175
[unclear]	2273 5 th SE	232-1178
[unclear]	4105 Holly Lane	232-0760
[unclear]	3710 [unclear] S.E.	232-428
[unclear]	4011 W. Shorewood Dr	232-473
[unclear]	[unclear]	[unclear]
[unclear]	2721 61 st SE	232-0632

28

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
no later than Saturday midnight, January 20, 1990.

Sunday 1/28

135
1/28

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect
number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active
advocate and proceed with due diligence on the issue of aircraft
noise abatement.

Name	Mailing Address	Phone
Arnold [unclear]	7275 W. Mercer Way M.I.	232-8729

Please get signatures and return this petition to: ANAC (Aircraft
Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash,
98040

136
1/28

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...
We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name Mailing Address Phone

Theresa Juhl	4638 4th Ave SE	232-2365
Ynezina Bussom	5034 Burton Ave	232-7611
(Vicki) [unclear]	4810 [unclear] St	232-3427
[unclear]	3339 8th SE	236-2126
[unclear]	2170 [unclear] St	232-7539
[unclear]	3450 79th S.E.	232-1311
[unclear]	4124 [unclear] St	232-4257
[unclear]	4116 SE 4th	232-0811
[unclear]	1925 5th SE	232-4151
[unclear]	2527 72nd SE	236-2889
[unclear]	7224 S.E. 27th	232-3478
[unclear]	7227 S.E. 27th	232-3498

88

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
no later than Saturday midnight, January 20, 1990.

137
1/28
2 sig

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...
We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name Mailing Address Phone

[unclear]	7600 S.E. 24th #207 Mercer Is. WA	940
[unclear]	4860-5860 PO SE M.I.	WA 98040
[unclear]	6805 SE 33 MI	98040
[unclear]	4327 7th Ave SE MI	98040
[unclear]	4346 2nd Ave SE, MI	236-1814
[unclear]	4346 2nd Ave SE, MI	236-1814
[unclear]	3730 Gallagher Hill	232-2394
[unclear]	8481 SE 31st St MI	232-2448
[unclear]	4800 SE 45th St	232-7153
[unclear]	4650 7th MI SE	232-5802
[unclear]	4056 9th Ave SE MI	232-4971
[unclear]	3772 78th Ave SE MI	232-9576
[unclear]	28th - 72nd St	232-0827
[unclear]	4028 93rd Ave SE	232-7783
[unclear]	2725-76th Ave SE	232-5201
[unclear]	4120 5th Ave SE	232-3486
[unclear]	4455 W 2nd Ave	236-2877
[unclear]	9422 SE 22nd St MI	232-0165
[unclear]	9422 SE 22nd St MI	232-0165
[unclear]	4100 [unclear]	232-8138
[unclear]	3111 74th St	232-4845
[unclear]	21 1st Ave SE	

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
no later than Saturday midnight, January 20, 1990.

Sunday 1/28

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1/28

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Maribon Blake	5481 SE 7th	232-5234
Tommy Floni	6600 82nd Ave SE	232-1781
Celine Cramer	2649 89th E	232-9644
James D. Hauer	4349 92nd SE	332-1772
James and Cynthia	4350 W. Mercer Way	332-1459
Mrs. Stuber	9402 SE 33rd	332-3451
Al B. J.	3914 55th SE	232-4150
Richard Hauer	" " "	" "
Heidi P. Hauer	3059 Island Crest Way	332-3754
Gregory Muller	3206 E Livingston Way	232-6424
Harley J. Pantoni	PO Box 706 ME	232-5025
John F.	1614 Riverside Way NE	232-9797
William W. K. K.	3631 92nd Hwy SE ME	232-5007
John W.	7600 W 29th #101	232-0419
John W.	3540 SE 86th	232-6384
James C. P.	2933 71st Ave SE	232-0000
John W.	2717 76th SE	232-1834
John W.	3415 80th Ave SE	232-6446
Karen J.	5806 E. Mercer Way	232-2363
John W.	4284 Riverside	232-2357
John W.	4845 78th SE	232-5261
John W.	2822 80th SE	232-8338

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
no later than Saturday midnight, January 20, 1990.

Sunday 1/28

89

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1/28

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
John E. Hauer	8801 SE 61st	232-1974
Thomas V. Johnson	" "	" "
John W.	3406 E Mercer Way	232-0266
Nancy Brown	9012 W. Shorewood	232-8466
Suzanne Stone	2409 64th Ave SE, ME	232-6697
Richard R. Fleko	2404 64th Ave SE	232-6697
John W.	4648 5th Ave SE	232-0077
John W.	2391 78th Ave SE	232-2715
John W.	3019 85th Ave SE, ME	232-3189
John W.	710 82nd Ave SE	232-6370
John W.	5806 E Mercer Way	232-5449
John W.	1136 84th Ave SE	232-1617
John W.	6550 81st Ave SE	232-8265
John W.	4850 W. DUBLIN WAY	232-4287
John W.	8370 Woodbrook Lane	232-3840
Richard B. Winslow	P.O. Box 23406, Kirkland	232-7022
Richard B. Winslow	3761 77th Ave, Mercer Is.	232-1710
John W.	" "	" "
John W.	5721 91st SE	232-3338
John W.	5846 84th Ave SE	232-4507
John W.	9055 SE 74th Ave	232-8348

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
no later than Saturday midnight, January 20, 1990.

J.T.

140

1/28

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside... We, the undersigned: want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Table with 3 columns: Name, Mailing Address, Phone. Lists names and addresses of petitioners such as Chad Miller, B.J. Fortson, and others.

26

Please get at least 5 signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or no later than Saturday midnight, January 20, 1990.

Sunday 1/28
1/27

141

1/28

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside... We, the undersigned: want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Table with 3 columns: Name, Mailing Address, Phone. Lists names and addresses of petitioners such as Doreen Johnson, Jeanne Anale, and others.

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

142
1/28

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new **FAA** flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Cecilia M. MacLennan	4910 E. MERCER WAY	232-1141
Bill Friend	5919 80th AVE. SE	232-6164
Norma Jean Christy	7706 89th Place SE	232-1232
	2711 4th Ave	232-1210
	2711 4th Ave	232-4258
Betty Robles	9052 E. Shorewood dr.	232-9077
Jim Gartrell	4466 Fernatoff Road	232-1696
Walter Fields	3029 62nd SE	232-9084
Koberta Gallimore	9260 SE 46th ST.	232-2660
Margaret L. Dren	7007 SE 29th	232-3878
Dolores Lane	2463 74th E	232-6631

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash, 98040

16

143
1/28

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new **FAA** flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Ann Kohler	7100 SE 29th Mercer Island WA 98040	232-0379
Rosalyn E. Grossedorn	7600 SE 29th Mercer Island 98040	232-3306
Pauline Shannin	7617 SE 29th M.I.S.	
	79th St. 7117	
Ruth Schockew	2740 - 76th SE Mercer Island WA	
James Dunning	7600 SE 29th Mercer Island	232-865
Dale Dunning	7600 SE 29th M.I.	232-8165

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash, 98040

144
1/28

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name Mailing Address Phone

Carol S. Tyo	6421 E. Mercer Way	232-1680
Carol A. Richardson	8429 SE 62nd	232-2805
Carol S. Lodmell	4230 90th Ave. SE.	232-7151
Shelley K. Berens	8383-E Mercer Way	232-2791
Naida W. Reed	5215 SE 7th Ave SE	232-0654
Norma K. Grealy	5908 E. Mercer Way	232-4541
Mary G. Lot	7640 S.E. 72nd Pl	232-4835
Hugh L. Workman	7642 SE 72	
William L. Cochran	2 Holly Hill Dr	232-3155
Margaret K. Grant	8100 SE 92nd	232-1641
Carol Ann Bore	2 Holly Hill Dr	232-8416
Stewart Antikam	6227 Island Crest Way	232-7327
Royce Carson	7628 79 Ave SE M.I.	232-0872
Bob Miles	2819 Holly Hill Dr SE	232-6180
Phil Smith	13915 SE 35th N Hill	644 9278
John Anderson	9350 SE 46	232 9878
John Anderson	9350 SE 46	232 9878
Judy W.P. Sady	6705-1172d 6E	822-4375
Lyndee J. Varnell	4808 E. Mercer Way	232-0752
Christina C. Hunter	4540 88th Ave SE	232-7886
William R. Green	4710 81st Ave SE	232-7841
Nan Hitchcock	6227 Island Crest	232-7327

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or

145
1/28

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name Mailing Address Phone

Maple Montgomerie 4836 E. Mercer 2-1278

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash, 98040

146

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name Mailing Address Phone

Joni Schugler 5313 E Mercer Way 236-2485
Nancy So 4001 W. Mercer 232-4534
Bill Kopylov 9032 SE 57th MI
Perry Ripley 8032 SE 57th MI
Thomas Enrich 6231 Parkside Lane OI 236 0233
Marilyn Krenzel 7627 8922 M.I. 232-1784
Kathleen B. Spindel 9024 W. Sherwood 360 236-2754
Lynn D. Fox 6145 90th SE 232-5562

83

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

147

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name Mailing Address Phone

Marcus Paulson 3041 60th SE MI 232-9838
Milton Campbell 8415 SE 47th St. MI 232-8895
Sandy Wilent 4360 E Adair Way 232-5366
Brett Colacurcio 2740 76th Ave SE #105 MI 232-2906
Allan Dan 7007 E 27th MI 232-5570
Jacqueline Bruner 4843 SE 42th M.I. 232-3569
Bibi Bincher 9843 SE 42nd PIMI 232-3569

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

148

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
B. Gelbary	9638 SES 2nd	232-7444
M. Handbooks	4845-90th SE	232-1740
C. Tall	2005 Faber Dr.	232-4333
J. Beauregard	6940 SE 33rd.	6-0158
R. BOURDUAH	84351	2-7029
M. Johnstone	6049 77th Ave. S.E.	2-4480
M. [unclear]	6059 92nd ST	
J. [unclear]	3235-92nd Pl. S.E.	2-2423
Dever [unclear]	8535 16th St. N.	232-1606
Susan Dalton	2344 77th SE	236-2123
Jim [unclear]	2005 West Mercer Way	232-5975
M. [unclear]	7306 Alton Crest Way	232-9612
R. [unclear]	7306 So. Crest Way	232-9612
I. Kuman	9235 SE 61st	232-9175

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash, 98040

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1/29

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Nancy Bird	4324 E. Mercer W)	232-0880
Nancy Carlson	9222 S.E. 33rd ST.	232-6214
[unclear]	4034 93rd Ave SE	232-0316
John A. Jones	6014 E. Thruway	232-6765
Whitcher	8380 SE 34th Mercer Island	236-0129
Whitcher	3921 91st AVE S.E.	232-2109
[unclear]	9018 W. [unclear]	232-6845
Brandon [unclear]	9018 W. [unclear]	232-6543
Jon [unclear]	8847-SES 7th S.	236-0955
Beth Worthington	8400 SE 72nd St.	232-6177
[unclear]	1930 SE 34th	232-5440
Kumbarly [unclear]	778 B. Crest Way	232-9791
[unclear]	3501 S.E. 4th SE	232-9216
Kevin [unclear]	4035 78th Ave S.E. M.D. ROAD	232-0395

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash, 98040

150
1/30
ASAP

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name Mailing Address Phone

Barbara Lentz	9078 N.E. 39 th Pl.	455-3335
Jean Lohrey Davis	2227-77 th SE	232-0028
Reverly J. Washin	3912-86 SE.	232-8654
Edith Cropp	4803 Summit Dr S.E.	232-5846
William Halbert	P.O. Box 1292 M.I.	232-8800
Jean Helmsley	7635 SE 77 th Pl M.I.	232-2679
Thomas Williams	7448 - Princeton Dr	232-6012
Beth A. Davis	7662 S.E. 22nd	232-3796
Lillian Snyder	3643-81 st SE	232-9164
Mary J. Mays	4168 SE 47 th St.	232-6661
Shirley Anderson	1614 Cornish Way	232-2793
Mary B. Farmer	549 91st St SE	232-3116

95

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or

151
1/30
ASAP

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name Mailing Address Phone

Karen Sidell	4548 87 th Ave SE ^{Mercer Isl.}	232-2528
Bruce Sidell	4548 87 th Ave SE M.I.	232-7534
Eric W. ...	6747 68 th Ave SE - M.I. WA	232-1210
Aaron Pellmar	5 Leonard Ave M.I. WA	232-3499

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or

152
1/30

PETITION
to the
Mercer Island City Council
on Aircraft Noise

sig

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
List Schulz	9055 E. Shorewood #67B, M.I., WA 98040	236-7436
Lyb. Pugh	4677 89th Ave NE, Renton, WA 98056	232-7043
Andrew J. ...	7201 Redmond Ave, ...	232-...
Christina ...	5734 91st Ave SE, MI 98040	232-1747
John ...	8385 SE 34th St, MI 98040	232-0842
John ...	8385 SE 34th St, MI 98040	236-0842
Steve Pappas ...	5734 91st Ave SE, MI 98040	232-1747
John ...	5734 91st Ave SE, MI 98040	232-1747

96

Total 2,544 as of Jan 30, 1990

AEA59

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or

Rec'd. ANM-500

Date: JAN 22 1990

January 14, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The noise of aircraft departing from Sea-Tac on the East Turn is disastrously affecting the lives of the residents of Medina, Clyde Hill, and Bellevue.

The noise is very disruptive and a severe intrusion on our lives. Many times it is impossible to carry on a normal conversation due to the noise of the planes. No one living this far from the airport should be asked to bear such a heavy burden of noise from these planes as they climb and turn over us.

This noise must be stopped. Change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take a leading role in fighting this extreme injustice and let me know what else I can do to stop these planes from flying over.

Sincerely,

Julie Stull

Thomas W. Stull

2616 Evergreen Point Rd.
Bellevue, WA 98004

REA # 60

Rec'd. ANM-500

Date: JAN 23 1990

REA # 61

January 20, 1990

Dear Sirs,

This letter is in response to the FAA's 4 part plan for rerouting air traffic over North Seattle.

AFTER review of this plan, I found that this plan is all concerned, NOT ENVIRONMENTALLY SOUND, and unacceptable to the citizens of North Seattle.

I believe the only alternative to the air traffic problem, is to limit the # of flights into and out of Sea-Tac.

The citizens of Seattle have the right to dictate their will to the FAA. The FAA does not have the right to dictate to the citizens of this community.

This 4 part plan is merely a plan developed by the Port of Seattle, Business interests, & the cooperation of the FAA to make more profit for these special interests groups at the expense of the citizens of North Seattle.

As a concerned tax payer, I demand that an Environmental Impact Statement be developed prior to implementation of any flight pattern changes.

E. Adams
S. Gordon
J. Miller
J. McDermott

Steph E. Dofkin
Stephen E. Dofkin
6807-38th NE
Sea. WASH 98115

Air Transport Association



OF AMERICA

AEA # 62

January 18, 1990

Western Regional Office
8939 S. Sepulveda Boulevard
Suite 408
Los Angeles, California 90045
Phone (213) 670-5183

REC'D ANM-1

JAN 19 90

Rec'd. ANM-500

Date: JAN 19 1990

ANM-1

ACTION: 500

INFO: 12,4

Mr. F. M. Isaac, ANM-1
Regional Administrator
Federal Aviation Administration
Northwest Mountain Region
17900 Pacific Highway South
C-68966
Seattle, Washington 98168

Dear Mr. Isaac:

The Air Transport Association (ATA), representing American, Alaska, Braniff, Continental, Canadian Airlines International, Delta, Eastern, DHL, Evergreen, Federal Express, Hawaiian, Northwest, Pan American, Trans World, United and USAir Airlines, would like to comment on the new approach procedures (The Four Post Plan) proposed for Seattle-Tacoma International Airport by your Air Traffic Division.

The airlines, as represented by ATA, have been urging your air traffic personnel to address the issue of the escalating delay factors at Sea-Tac. It has been our position that these delays were not warranted by the total air traffic at the airport. National FAA data, as you may know, supports this position. Note these brief comparisons of delays at comparable airports as provided by your Analysis Branch. These totals are rounded to the nearest thousand and do not include December:

Airport	Operations	Delays
Seattle-Tacoma	290,000	7459
Detroit	349,000	6220
Houston	290,000	2303
Los Angeles	582,000	6263

Obviously, different airports have different problems but the fact is that delays at Sea-Tac are reaching unacceptable levels and that immediate and decisive action is required. The Four Post Plan appears to be a reasonable and effective means of addressing this problem and, therefore, has the support of the air carriers.

Page Two
Mr. F. M. Isaac
January 18, 1990

AEA 62

The other side of the coin, however, is the controversy these new procedures have generated among those in the community concerned about aircraft noise. The Sea-Tac Noise Mediation Committee has been discussing little else since this issue has surfaced. The airlines, as members of the Committee, are as committed to its goals as any other participant and we do not see our support of the Four Post Plan as a contradiction of that commitment.

The air industry caucus of the Noise Committee has maintained, as have other members, that these new procedures will not have a significant impact on noise contours around the airport. Recent data from the Committee's consultant does not refute that position. The Committee has been thoroughly briefed on this new Plan by your staff and, based on all this information, is not unified in its opposition to the changes.

The air carriers need relief from the scheduling and monetary penalties brought on by excessive delays. We are also responsible members of the community. The implementation of the Four Post Plan addresses the delay problem and, in our view, poses no great threat to the mitigation of noise in the Seattle area.

Thank you for the opportunity to comment on this important issue.

Sincerely,

Neil F. Bennett
Deputy Director

cc: Air Carriers Serving Seattle-Tacoma International
ATA J. R. Fleming, R. B. Cohen, J. E. McNamara

Doc. ANM-500, 501
Date: JAN 23 1990

AEA 63

January 20, 1990
DAVE WINKEL
5625 PARK ROAD N.E.
SEATTLE, WA. 98105
R. 522-5271

FAA,
17900 Pacific Highway South,
Mailstop C 68966,
Seattle, WA. 98168.

cc: REP. John Miller
House of Representatives
Washington, D.C. 20515

Dear Sirs:

Your decision to increase air traffic over North East residential areas of Seattle is unacceptable as it stands, because of the intolerable increase in the frequency of noise disturbances that will result.

bb Before considering this increased traffic, you must first improve the approach and landing patterns so that, at the distance of 16 miles from the airport (my home is 16 miles north of the airport, directly under the approach path) the noise levels will not interrupt normal conversation outdoors nor wake up sleeping people indoors.

As you know, it is not necessary to bring aircraft in at a 3° angle of approach at this distance (16 miles).

As you also know from tests, the approach need only be $\approx 3^\circ$ out to 3-4 miles. Beyond that distance, it could be $\approx 7^\circ$.

As you know, aircraft can handle this approach profile.

From my home, I have heard numerous aircraft increasing power overhead in order to stay on the 3° approach. The 7° would reduce this problem while also keeping the aircraft higher at this large distance from the airport.

As you know, you can't charge the approach profile for instrument approach until you install the Microwave Landing System that you and ICAO have already agreed upon. What you need to do is tighten up your contract with manufacturers so that MLS can be built on time, rather than spending your time and my money on protracted litigation with contractors who don't meet your requirements.

Also, if you permit airlines to increase traffic at the public's expense, they are obviously going to do this rather than help pay for a better landing system.

AEA 63

D. S. WINKEL

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, Washington 98168

January 21, 1990

Rec'd. ANM-500/504

Date: JAN 23 1990

To Whom It May Concern:

As a single family home owner in the Roosevelt area I would like to register my opposition to the Federal Aviation Agency's proposal to route more air traffic over North Seattle. Our neighborhood already suffers from a high density of automobile noise pollution. The FAA's proposal would only further erode the quality of life in one of the city's more viable residential areas. Two aspects of the proposal are especially loathesome as far as the impact on our neighborhood. One aspect is the increased density of overflights, and the second aspect the the failure to impose any "curfew" of overflights during evening sleeping hours.

Sincerely,

Edward W. Lipkin

Edward W. Lipkin, MD
owner of residence at 6311
Brooklyn Ave. NE, Seattle, 98195

copy: Sen. Brock Adams, Hon. Slade Gordon, Hon. John Miller, Hon. Jim McDermott

January 20, 1990

TO: Federal Aviation Administration
17900 Pacific Highway South, Mail C-68966
Seattle WA 98168

RE: Proposed flight rerouting

I live and work directly in the path of the proposed flight rerouting. I am extremely opposed to these changes. THE NOISE IS ALREADY INTOLERABLE FOR ME. The flight noise in the past few years has noticeably increased. I have been awakened many times at 1 a.m. and 5 a.m. and unable to get back to sleep. On weekend mornings in the past few years, when I am in my yard, my husband and I sometimes cannot speak to each other without shouting. Lectures at U.W. have to stop while low planes rumble overhead and drown out the professor. I could give many more examples. These are representative of a constant pattern of irritation.

The FAA environmental assessment states the rerouting is necessary because of airline marketing strategy. Why should the entire public suffer because airlines want a marketing strategy that is detrimental to public health and welfare? This is bullying--clear and simple--, a total disregard of the citizens' desire for a reasonable level of quiet.

Using the average Ldn figure is a gross insult to us living in the rerouting path. High noise periods disturb sleep and conversation, rattle windows, floors and furniture, cause stress from sudden bursts of loud noise and the sight of very low flying planes (they are low no matter what the FAA/SeaTac says....). Nothing can compensate for this distress.

AN EIS IS URGENTLY NEEDED. PLANES SHOULD REMAIN OVER ELLIOTT BAY. QUIETER PLANES MUST BE REQUIRED. NOISE MUST BE CLOSELY MONITORED BY AN IMPARTIAL SOURCE. A NIGHTTIME FLIGHT CURFEW SHOULD BE CONSIDERED. A REGIONAL AIRPORT SHOULD BE BUILT OUTSIDE KING COUNTY.

The noise problem is being glossed over by FAA/SeaTac. The air quality too will definitely deteriorate even more. More oil droplets, particulates and dust will fall on my house and further aggravate some serious allergies I have. I am greatly concerned about crashes and collisions. The planes already come in so close to each other--less than 2 minutes apart at some times of day--and some fly much lower than others.

I have some concern about whether the FAA/SeaTac is telling the truth about plane altitude. Planes definitely fly lower than the FAA says; I can sometimes see the logo and names clearly enough to read them. In addition, regarding northbound takeoffs (which the FAA/SeaTac say don't occur over my area now), I have seen planes ascending directly over my house lately. For example, on Fri, Jan 19, two planes ascended directly overhead as I got into my car at 7 a.m. to go to work.

I will be glad to discuss my concerns further with the FAA, SeaTac, and my legislators. The solution is for the airlines to change their service or to live with the current flight patterns until a new airport can be built, not to ruin many of Seattle's neighborhoods.

Very truly yours,
Louise Hirasawa

Louise Hirasawa
1044 NE 92nd St (near Northgate)
Seattle, WA 98115
543-1711 day; 523-5792 evening

100

AAA # 64

AAA # 65

Date: JAN 23 1990

Sheila A. Metcalf
1419 Seventh Avenue West
Seattle, Washington 98119

AEA 66

Date: JAN 23 1990

6206 34th Ave NE
Seattle, WA 98115
20 January 1990

AEA 67

January 22, 1990

Dear Mr. Praug,

I am writing to you in full support of the new FAA flight plan proposal for Seattle. I live in the Queen Anne neighborhood facing southwest. For years we have borne the full impact of jets approaching over Elliott Bay. Those jets rarely stay over the water - they are over head and banked to give us full jet noise.

I believe it is time for other neighborhoods besides Queen Anne and Magnolia to share this burden. I know my neighbors agree with me.

Thank you.

Sincerely, Sheila Metcalf

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

Sirs:

This letter is to express my opposition to the proposed rerouting of flights into and out of SeaTac Airport. I am a homeowner living in northeast Seattle in an area that will be directly, and negatively, impacted by this proposed rerouting. Jets approaching SeaTac on presently allowed instrument landings have awakened me at night and have disrupted daytime outdoor activities when they come in low. I believe that additional jet traffic over northeast Seattle will:

- 1) Further disrupt waking and sleeping family activities;
- 2) Increase air pollution over Seattle;
- 3) Decrease property values;
- 4) Increase the likelihood of mid-air collisions with small plane traffic over residential areas.

For these reasons, I would like to see a full Environmental Impact Statement done before any proposed rerouting is enacted.

I also would dispute the findings of the FAA's draft environmental assessment since it assumes no increase in the volume of air traffic. The purpose of the rerouting plan is to relieve congestion and increase capacity by 42%. Moreover, the SeaTac airport administration has just created a promotions department with the expressed purpose of increasing the number of flights to Seattle. Under any realistic projection of growth in air traffic, the noise levels presumed by the FAA will most certainly be exceeded. As a frequent air traveller myself, I would prefer less convenient

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AEA 67

REC'D AEA-500 / 501
Date: JAN 23 1990

Jay & Mary Lou Brandes
5140 26th. Ave. N. E.
Seattle, Wa. 98105

AEA # 68

scheduling of flights to a deterioration in the quality of life in my neighborhood and city.

In closing, I should say that I lived in San Diego 10 years ago when a PSA flight on approach to Lindberg Field collided with a small private plane. Both aircraft crashed in a residential neighborhood and all aboard died. In addition, many people were killed in their homes, and a daycare center filled with children was incinerated. This accident happened in clear weather. Even with careful controls on the flow of air traffic, an accident like this could happen in Seattle. The likelihood is increased by the FAA's plan to direct more jets and propellor aircraft over our neighborhoods.

Sincerely,

Michael J. McPhaden
Michael J. McPhaden

cc: Norm Rice
Brock Adams
Stede Gorton
John Miller
Jim McDermott

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Dear Federal Aviation Administration,

We are strongly opposed to the FAA glide path changes known as the "four post plan". My wife and I are homeowners in the Ravenna district of Seattle, and we have had some first hand experiences with the effects that this plan would have on our neighborhood. Part of the proposed flight path changes would make permanent the route down the center of Seattle that is only used during bad weather currently. During these bad weather periods the aircraft noise in this area is extremely disturbing to our work at the University of Washington and at home. Because of our experiences here we feel that we can predict that the proposed flight path changes will have a strong negative impact upon the quality of live for many Seattle homeowners and residents. Our opposition can be summarized into three points:

1: The planned increase in air traffic over Seattle will be detrimental to the work, well being and peace of mind of a large number of Seattle residents. We know that even short periods of overflights in the Ravenna area can cause and have caused us much emotional distress and lost productivity. The plan to reroute air traffic from low population areas to high population areas makes no sense to anyone except those who don't live here. The FAA has stated that the noise impact will be "minimal" in north Seattle communities. We know that is not true, as we have had first hand experience during bad weather periods. The FAA says that the noise level will not increase very much in our area, but we would like to draw the analogy of a dripping water faucet to a jet flight overhead once every minute ; the dripping faucet does not increase the total noise very much either, but is perhaps even more damaging to one's sanity. The jets over Ravenna are much louder and distracting than water drips. An environmental impact report would show that this type of increase in periodic noise is just as disruptive, our more so, than an increase in " total noise". We do not want outside government agents turning Seattle into a second class city by increasing air traffic noise over large parts of the city to unacceptable levels. This plan will penalize large groups of people and benefit only a few airlines and tourist stops.

2: The planned increase in air traffic over Seattle will increase the probability of an accident over some of the most densely populated areas of King county, and the University of Washington campus where thirty-four thousand people comprise just the student population . The air route, as it currently stands, keeps most flight paths over water and/or over sparsely populated island communities. It makes no sense to reroute air

AEA 68

traffic over the main parts of Seattle and Bellevue, where even a relatively minor accident could cause major injuries and damage to residents and businesses. We see flights coming in a dangerously low altitudes even now during periods of bad weather. About 10 years ago there was a very bad aircraft collision over Los Angeles that caused major damage to homes below the collision site. We cannot afford to take the chance that such a collision will not happen over Seattle with the new air routes.

3: The planned increase in air traffic over Seattle will not solve our problems. Sea-Tac is already almost at capacity, and changing the air routes will not change the physical limits of the airport. The "logical" answer is, of course, to add more runways. Eventually, all of the new air routes will become clogged, just as they have in other cities, and the only thing that we will have to show for this change in plan will be constant aircraft noise over most of Seattle and a few more tourists. We need to stop this cycle of growth without consideration of cost now, while we can do so with the least cost and effort. At the very least a new airport site should be investigated prior to any changes in flight paths to Sea-Tac airport.

We realize that this letter is long, but we wish to emphasize our point that we do not want the FAA-proposed changes in flight paths to go into effect. Before any changes are put into effect, a full Environmental Impact Report should be completed by the FAA and SEA-Tac to determine the full impact of these proposed changes. We are also opposed to the Port of Seattle commission's efforts to increase air traffic to Sea-Tac. Their efforts are counterproductive to the noise-mediation process being undertaken by several groups at this time and show no sensitivity to what the people of Seattle, such as us, really want. And If you receive letters from some communities that supposedly will benefit from the flight path changes, please consider this point: although they may get some relief now, in 5 or 10 years time the air noise will be just as bad there as everywhere else as we get more flights everywhere, and everybody in Seattle will be a loser.

Sincerely,

Mary Lou Brandes

Jay Brandes

Mary Lou Brandes

1620 EAST BOSTON TERRACE
SEATTLE WASHINGTON 98112

RALPH M. STOLZHEISE, M.D.
PSYCHIATRY

Rec'd. ANM-500

Date: JAN 23 1990

1-19-1990.

To whom it may concern:

The FAA appears to be rather arrogant in planning flight patterns to abate noise without completing an Environmental Impact Statement (EIS). We need an objective and impartial study to portray the best flight pattern to minimize the jet noise that awakens patients, blocks conferences, and calls forth blasphemy. Overload of facilities and frequency of flights seems predictable with the present facilities.

I see mediation as an action choice to handle the noise outrage. It must be followed by a long look into the future to deal with the noise garbage just as Seattle's waste garbage is now demanding.

Sincerely

Ralph M. Stolzhise, M.D.

Sen. Brock Adams
Hon. Slade Gorton
Hon. John Miller
Hon. Jim McDermott

AEA #69

Rec'd. ANM-500 / 10-21
Date: JAN 9 1990

January 6, 1990

AEA # 70

Dear Temple Johnson, Jr., Manager,
Air Traffic Division
FAA, N.W. Mountain Region

Dear Temple Johnson,

I have lived in Medina, W.D. (close
to Bellevue) since 1942. We had
a certain amount of Air Traffic
in that time. But now some of
the planes are turning eastward
and causing a thunderous noise
that almost shook the house

HOI

act

2

AEA 70

I would think that turning
over Medina would be sensible
if other planes continued
north (and turned east) giving
the residents a glair shake.

I understand that no one
really wants the noise, but since
planes make noise we can only
accept it.

I realize it is a difficult
decision for you. I do hope that
others feel that we share the
situation. Thank you for your
attention.

-Fred Ostendorf
Medina, Wash.

AEA #71 - 153

2
AEA #71

January 24, 1990

Dear Mr. Johnson,

I am writing to protest the current air traffic noise and the proposed route changes which will make the problem even worse. Enclosed are the flight path maps from The Seattle Times, Jan. 21 and 22, 1990. If you study the maps, the most lovely residential areas in the N.W., which have the highest property values and pay the highest taxes per sq. ft. on the best part of Lake Washington are inundated with noise. These include the Three Points, Medina and Clyde Hill in Bellevue and Washington Park, Broadmoor, Laurelhurst and Windermere on the Seattle side of the lake. We have lived on Hunts Point and Farrow Point in Bellevue for over 24 years. Only since 1987 have we been suddenly deluged with chattering noise. The worst time is being awakened early on weeks but throughout the day we are bothered.

It seems the natural routes for planes would be over industrial areas and huge, wide budget sound where the planes used to be routed. I suppose you thought the Evergreen floating bridge (520) is here, so it would not matter. It was a terrible mistake to build Freeway 520 through the heart of these neighborhoods, but it has only four narrow lanes and screening has taken care of most of the noise. How do you screen the sky? Routing air traffic over the prime residential area is outrageous. Countless community contributors who care enough to pay the most for schools, beautiful homes, quiet gardens and lakefront property live here on small lots, not estates. This devalues the best our N.W. has to offer as a place to live plus driving, these outstanding people crazy with the incessant droning noise. You couldn't have chosen a more disruptive route if you want to ruin the quality of life here. Please change the routes back to pre 1987 locations or route them away from residential areas.
Thank you, Sally B. Nordstrom

P.S. The Mercer Island bridge has 8 new lanes plus 4 old lanes, less residential and more businesses on both sides of it.

AEA #71

CONCEPT HEALTH GROUP, INC.

401 Park Place, Suite 500
Kirkland, Washington 98033
(206) 827-1195
Telecopier 822-0575

Rec'd. ANM-500 / 501
Date: JAN 16 1990

January 15, 1990

Mr. Temple Johnson, Jr.
Manager, Air Traffic Division
FAA - Northwest Mountain Region
17900 Pacific Hwy. South
PO Box C-68966
Seattle, WA 98168

Dear Mr. Johnson:

I have been living in Medina, Washington for three years. We have experienced the hardship of severe air traffic noise ever since moving in, and it appears that it is increasing every year.

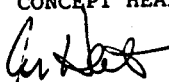
I was incensed when I discovered that all of the flights on a north wind flow day are directed over Medina exclusively. I was further incensed when I discovered that the FAA had proposed a new east turn procedure that would require half of the Medina flights to turn at six miles, which would traffic the planes over Mercer Island, and that Mercer Island was successfully mounting a campaign to prohibit this change.

I am a reasonable man, and I understand the problems that the FAA has with scheduling flights over crowded cities. However, I will not stand to be inconvenienced at the benefit of Mercer Island. I demand that if flights are scheduled over Medina, that an exact number of flights be scheduled over Mercer Island.

I appreciate your consideration of this matter and would appreciate a reply as to the resolution of the new east turn procedure.

My best,

CONCEPT HEALTH GROUP, INC.


Michael D. Drobot
President
8925 Groat Point Drive
Medina, WA 98004

MDD/cm
3818C

AEA #72

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Mr. Temple Johnson, Jr.
January 15, 1990
Page 2

Conf. ANM-500 / 507
Date: JAN 24 1990

cc: Brock Adams, U.S. Senator
513 Hart Senate Office Bldg.
Washington, DC 20510

Slade Gorton, U.S. Senator
324 Hart Senate Office Bldg.
Washington, DC 20510

John Miller, U.S. Congressman
First District
1723 Longworth House Office Bldg.
Washington, DC 20515

AEA #72

January 16, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The change in the East Turn from three years ago means that noise of aircraft departing from Sea-Tac is disastrously affecting the communities of Medina, Clyde Hill, and Bellevue.

The noise is a severe intrusion on our lives. It is often impossible to carry on a normal conversation due to the noise of the planes. This far from the airport we should not be asked to bear such a heavy burden of noise from these planes.

This noise must be stopped. Please do what you can to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. I want you to take a leading role in fighting this injustice. Please let me know what you are able to do and what else I can do to stop these planes from flying over.

Sincerely,

Franklin S. Rice

Franklin S. Rice
9419 Points Dr. N.E.
Bellevue, WA 98004-1332

AEA #73

107

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region

Rec'd. ANM-500

Date: JAN 25 1990

January 21, 1990

AEA # 74

JAN 23 1990

January 17, 1990

Dear Mr. Johnson,

My name is Jeff Sullivan and I reside at 1013 Evergreen Point Road in Medina. My wife, Edie, and I moved here with our two children in 1987 after living in Arlington for eight years. The home, however, was also the home that my wife grew up in and was built by her parents, Mr. and Mrs. Langdon Simons, in 1962. Therefore both Edie and I can speak well as to the drastic loss of quality of life that we have experienced here at this address since your recent implementation of concentrating all flight departures on the East turn over Medina.

As is the case of all areas impacted by overflight noise no one is going to readily agree to have these intrusions in their lives. What never seems to be considered here though is that the aircraft that are currently ruining our enjoyment of our home have been placed here long after established flight paths were already in use.

This, I believe, is significant. When historic flight paths are adhered to then consumers have the option of considering purchasing homes that are located under these flightpaths. In this case the FAA moved flights from historic use areas and redirected these flights so that they would then impact new areas. We were never allowed the option of deciding whether or not we would want to live our lives accompanied by the roar of jet airplanes intruding into the serenity of our nice weather days.

Now the FAA has not only placed a flight corridor over Medina, where none previously existed, but has also constructed this procedure in such a way as to concentrate these flights into a very narrow corridor. The results? On days of North wind there are extended periods of more than an hour in length when the noise of one aircraft is still disrupting the peace while another adds to its presence. Nonstop noise pollution that precludes even the ability to talk to your family and friends outdoors without shouting! With a handheld decibel meter I have recorded many flights that have exceeded 95 decibels of noise.

The use of the East turn at all is a mistake. The FAA used the gas crisis as its original rationale to impact the residential communities of the Eastside. When that was no longer tenable the FAA and the Port succumbed to political pressure and failed to reconstruct the original flight paths. In 1986 the FAA added, virtually overnight, more than 50 more departing flights to the East turn all without any input from the impacted communities. In 1987 the FAA then implemented a change in departure procedures that then concentrated the aircraft and moved the flight path north to its present location over Medina. There does not seem to be any way that the FAA can pretend that the present East turn departure procedure is anything but unfair. The FAA has impacted areas that have never before experienced jet overflights and has done it in a way so as to concentrate this burden into a very narrow corridor so that certain communities now have the total burden of overflight noise.

Mr. Johnson, I am asking you to consider the elimination of the East turn completely, along with the re-establishment of the traditional flight corridors in the Puget Sound basin. Barring this I would then urge you to consider disbursing the East turn over a large area so that no one community be asked to bear the burden of what has become some 135 or so overflights a day. And please let us hear no more about not wanting to impact areas that are currently not being overflowed because that is EXACTLY what the FAA has done to me.

Sincerely,
Jeff Sullivan

Temple Johnson
Air Traffic Division Manager, ANM-500
F.A.A. N. W. Mtn. Region
17900 Pacific Highway South, C-68966
Seattle, WA. 98168

Dear Mr. Johnson:

We live in the area north of Woodland Park and west of Greenlake. For some reason during clear weather we have constant noise from small airplanes - land, float and occasional very loud helicopters. The small planes drone on and on - is there a flying school using this area? I am writing this on a cold clear night in January at 8:00 p.m. Surely these airplanes (about one every five minutes) are not flying necessary trips at this time of night.

Our summers are ruined during nice weather because of the amount of air traffic over our house. We pray for foggy weather.

We protest adding even more noise by changing the flight pattern of the jets. We get that too during some certain wind patterns.

We have a thoroughly insulated house, storm windows and all, and it does nothing to keep out the intrusion - one person in a small plane can disturb thousands, although I admit many many people are not sensitive to this noise (they are certainly lucky).

Sincerely,

Dale Petite & Dale Petite
708 No. 62nd
Seattle, 98103

cc: Fred Isaac
Regional Admin. ANN-1

AEA # 75

108

January 18, 1990

Mr. Temple Johnson
Manager, Air Traffic Division
FAA
17900 Pacific Hwy S.
P.O. Box C-68966
Seattle, WA 98168

Sec'd. ANM 500

Date: Jan 18 1990

AEA #76

AEA 76

Dear Mr. Johnson:

I have been following with interest the recent concessions made by the FAA.

It is clear to me in reading and hearing about you that you are an incredibly capable and articulate man. As such I assume that as a part of your self definition you want to do the best job possible. I can sort of see where that might lead, by the tack that you have taken to date. The only glimmer of hope that I have had was when I read in the paper that you and your counterparts referenced living here with your neighbors.

It seemed to me that herein lay the key. I want to suggest to you that you redefine what it is that constitutes a job well done, and include within it considerations for meeting deeper community and higher spiritual and ethical needs. Perhaps create a definition of the nicest most, unusual community in the country. We could become a leader in handling a problem plaguing every large community.

Temple, anyone can destroy the environment to get some job done for the sake of speed. It does not take a really capable, articulate man.

When you look at this admittedly complex problem from that perspective, instead of handling it in the same way as every other city in the U.S. who have prostituted themselves and pillaged their environment for the sake of growth, it gives Seattle a chance for something different and better.

Temple, so what if the faceless many have to wait at their departure points for an extra half an hour or even an hour to get here. All over the world people could begin to respect a community that cared about something else besides making a buck. Believe me I am not against that. But as a society we have become terribly commercialistic in our unending quest for more of everything, faster and faster.

At any cost?

I have urged the Mercer Island community representative to do whatever necessary to get a full environmental impact statement from the FAA. Let everyone, at the other end wait. Period.

I saw a copy of the flight tracks provided by the port, and it is clear to me that the airport is a space hog. If any of our forefathers could have foreseen how much of every kind of space it would take up they would have wanted to move it a hundred miles away.

Sincerely,

David Paperd 206 232-8322
P.O. Box 904, Mercer Island, Wa 98040

1-23-90

Rec'd ANM 500

Date: JAN 24 1990

Mr. Johnson --

I write as a citizen who supports your plan. AEA #77

The enclosed article from the Times of 1-22-90 is, in my opinion, rubbish being thrown out by the media with the hope of continuing the controversy.

We have lived at 12th Ave N.E. & N.E. 104th St. (5 blocks North of Maplewell) for 35 years and neither my wife, or I can recall ever having to stop talking, or leave our back yard, because a plane was passing over.

Most of the planes we see, or hear if you listen hard, have throttled back and are letting down when they pass over us.

It would be interesting

to see some of the persons opposing the new flight plan try to get to another major city in a reasonable time without some type of flight plan to keep things under control.

Sincerely,

Roger & Cleo Maloney
10419 12th Ave N.E.

Seattle, WA.

98125

AEA # 77

JAN 24 1990

January 20, 1990

Form ANM-500

Date: _____

January 20, 1990

Walter T. Haswell, III
8625 NE 20th
Bellevue, Washington 98004

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA NW Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

Air traffic is expected to grow significantly over the next 10 years. I live in Medina and the concentration of jet noise on the East Turn is already intolerable.

It is essential that other communities who use Port of Seattle facilities share in the burden. For Mercer Island and areas north not to get any of this offensive noise is socially unconscionable.

I support dispersal of flights on the East Turn.

Sincerely,

RA. Johnson
POB 216
Medina WA 98039

AEA #78

cc Deede Barton
John Miller
Brook Adams
Rod Chandler

Mr. Temple Johnson, Jr. Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P.O. Box C-68966
Seattle, WA 98168

Dear Mr. Johnson;

As a resident of Clyde Hill, I want to protest your plans for aircraft takeoff and landing route dispersal. My first choice is for you to divert this traffic further to the north, so that the plane traffic will be at a higher elevation, and hence less noisy; secondly, the overtravel will occur over less populated areas. My second choice (and a reluctant one), is for you to disperse this traffic equitably across the Eastside in proportion to population, and to force reduced power until far away from populated areas. In no case should you implement your present plans - I resent being singled out for this abusive treatment, all for the airlines to save some money! Please represent us citizens, rather than the airlines.

The quality of life in the Seattle area is deteriorating rapidly enough without you adding to the pressure by scheduling takeoffs and landings in a highly skewed manner. Medina, Clyde Hill and Bellevue have been taking the brunt of this traffic for the last several years, and let me assure you it is terrible. Even on winter days with the windows closed, the roar of aircraft is objectionable, and in the summertime, it makes outdoor conversation impossible. Why should I and thousands of others take this abuse so that the airlines can save five or ten extra minutes of flight time, and an extra percent or so of cost in fuel? Please put this situation right by representing the thousands of people who must endure this noise. If you must route aircraft over my house, I want you to make sure that everyone in the Puget Sound area suffers equally.

I am also writing my elected representatives to complain about this arbitrary invasion of privacy, and will encourage them to act in my behalf.

Sincerely yours,

Walter T. Haswell
Betty Y. Haswell

Walter T. Haswell, III
Betty Y. Haswell

AEA #79

Ord. ANM-500 / 501
JAN 24 1990

January 16, 1990

Rec'd. ANM-500 / 501
Date: JAN 25 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

January 14, 1990

Dear Mr. Johnson,

The East Turn was moved north three years ago and noise of aircraft departing from Sea-Tac has been severely impacting the communities of Medina, Clyde Hill, and Bellevue since that change.

The severe noise is totally unacceptable. We should not be asked to bear such a heavy burden of noise so far from the airport. This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a conversation due to the noise of the planes.

It is not essential that these planes fly over this area. The FAA has indicated its willingness to consider other flight tracks as well as splitting the flights into as many as three tracks. Political influences are preventing these changes.

This noise must be stopped. Please do what you can to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Take the lead in fighting this injustice. Please let me know what you are able to do and if there is anything else I can do to stop these planes from flying over.

Sincerely,

William J. Glass
530 UPLAND RD.
MEDINA, WA. 98004

AEA #80

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The noise of aircraft departing from Sea-Tac on the East Turn is disastrously affecting the lives of the residents of Medina, Clyde Hill, and Bellevue.

The noise is very disruptive and a severe intrusion on our lives. Many times it is impossible to carry on a normal conversation due to the noise of the planes. No one living this far from the airport should be asked to bear such a heavy burden of noise from these planes as they climb and turn over us.

This noise must be stopped. Change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take a leading role in fighting this extreme injustice and let me know what else I can do to stop these planes from flying over.

Sincerely,

Mr. & Mrs. Park Johnson
7620 Overlake Dr. W
Medina, wa. 98039

AEA #81

MDS

Michael David Spektor, DDS
Factoria • 4100 Dental Centre
4100 128th Ave S.E., Suite 4
Bellevue, Washington 98006
(206) 643-3746

1-23-90

Rec'd. ANM-500
Date JAN 25 1990

Mr. Temple Johnson Jr.
AIR Traffic Division, FAA
NW MNT. Region
17900 Pacific Hwy So
Seattle, WA 98168

Dear Mr. Johnson.

As a concerned citizen and taxpayer who happens to live on the east side in the Clyde Hill, Medina area I am very concerned about the decision to drop the split departure corridor proposal for East Turn departures.

While aircraft noise cannot be avoided the dispersal of this noise should be equitable throughout the area. The Clyde Hill/Medina area has borne the brunt of the noise from the East turn for the past 36 mo and this noise severely damages the quality of life in a residential area such as mine.

If indeed the number of departing planes using the East Turn is increased instead of decreased I am encouraging you to support the dispersing of flight on the East Turn.

Merced Island is not exempt from its responsibility in this matter.
Regards.

MDA

Michael D Spektor

Practice Limited to Periodontics
Spektor, DDS, PS

1409 143rd Ave NE, Bellevue 98004

Seattle, WA 98112
January 23rd

Richard Prang
F.A.A.
17900 Pacific Highway S.
Box C-68966
Seattle, WA.
98168

FIRST HILL
DIAGNOSTIC
IMAGING
CENTER

Rec'd. ANM-500
Date: Jan 26 1990

Dear Mr. Prang,

I will be attending the general meeting tomorrow night at Cleveland High School, but also wanted to submit my written comments in regards to the proposed changes in the sea-see flight patterns for your file.

First of all I am opposed to the implementation of these changes without a full environmental impact study conducted by an independent consulting firm. It is clear that your agency has delayed the announcement of the proposed plan until such a late date so as to try and avoid such an assessment. Second, the impact of the new flight patterns must be assessed on all communities that will be affected by overflights, not just those that are near the airport. The structure of the study must be established by an independent outside authority rather than the F.A.A. The F.A.A. being so intimately involved with the proposal and

1001 Bayview Avenue Seattle, Washington 98104 366 329 MRRR (6767)

AEAT # 83

its outcome does not have the objectivity to conduct an unbiased examination. In addition, the cumulative noise levels must be integrated into any results. For example, the noise from overflights must be factored in with other major sources of noise such as nearby freeways to develop a true idea of the impact on a particular neighborhood or community.

Third, the potential effects of noise from overflights must be assessed as part of a full environmental impact statement. What effect, for example, will the doubling of flights over Capitol Hill have on the property values in that neighborhood? What effect will these increased noise levels have on patients in hospitals & nursing homes in the affected areas? What potential impact on health & welfare of individuals & families will there be — sleep patterns, school performance, etc. While these effects may or may not have any hard data to rely on, studies of the effects of noise on these parameters have been done and trends can be drawn from them.

Fourth, alternatives to the proposed changes in flight patterns must be outlined & evaluated and safety issues (more planes coming in

AEA 83

over densely populated areas) must be addressed. This section should also evaluate modifications to the proposed path that would lessen noise impact (steeper approach paths, "fanning out" the approach path, shifting the path to be over the I-5 / city business district rather than directly over Capitol & Beacon Hills, etc.).

The supposed "delays" that lack of implementation would cause and the spectre of increased congestion during this summer's Goodwill Games should not be excuses to bypass a full environmental study nor should the F.A.A. be allowed to institute the new pattern on a "temporary" basis. The city and the flight sound basin is not going to grind to a halt because we spend another six months carefully assessing the benefits & costs of such a change. And "temporary" changes have a way of suddenly being permanent.

Any proposed changes must also be linked to other changes that may reduce congestion at Sea-Tac and with the longer term assessment of the role of Sea-Tac in the future of air traffic in the Pacific N.W.

AEA 83

region. We are not sure if air traffic will continue to rise, for example, when fuel prices rise (as they certainly will). In that situation, as ticket prices go up, much of the holiday travel we are now seeing may decline. In addition, airlines will likely reduce the "hub" concept and institute more direct flights to reduce fuel costs.

I have included a letter I recently sent to some of our elected officials that contains, as an addendum, some suggestions that would help ease noise & congestion, without compromising ease of air travel or freedom of the airlines to fly where & when they want. Some of the ideas may conflict with the F.A.A.'s idea of a "free market", but, in fact, their concept is not a free market at all.

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A truly free market would allow airlines to fly where & when they please, but at the same time would allow the laws of supply & demand to determine the cost those airlines would have to pay to fly in & out of airports at desired times. High demand destinations (airports) should be able to charge more for the privilege of servicing that market. Airlines wanting to depart or land at desirable times should have to pay more for that privilege — just as customers who want to fly at certain times or to certain places must pay for it.

AE 83

Let's not cry "free market" and then not play by the rules.

Finally, I'd like to address the problem of an agency that is a law unto itself or at least seems to feel that way. The arrogance of the F.A.A. in this whole matter has been appalling.

Yes, they do have the responsibility for air traffic & air traffic safety, but all regulation and structure regarding that facet of our complex society are not & cannot be written in a vacuum. They must reflect the needs & wishes of the society that uses the service they regulate. It is imprudent for any agency to imply or indicate that they answer to no one & really don't have to go through the motions of environmental study or addressing those who will be affected. They and the air transport industry must realize that they do not ply their trade in a vacuum, that what they do have costs as well as benefits & they (particularly the F.A.A.) should remember that other agencies and industries have had to modify their plans in the face of public opposition. Ask the EPA, the DOE & the Forest Service.

Sincerely, James W. Bonow
M.D.

AE 83

January 15, 1990

Seattle City Council
600 Fourth Avenue
Seattle, Wa. 98104

AEA 83

Dear Seattle City Council Member,

I am writing you in support of the recent council resolution in regards to the F.A.A.'s proposed rerouting of air traffic into Sea-Tac.

We here on Capitol Hill were extremely upset at this unilateral decision made by the F.A.A.. As you know, the agency did this in spite of previously agreeing at the beginning of the mediation process not to make any changes that would alter current aircraft noise levels.

We are dismayed because the proposed changes will impact so heavily on such a large part of Seattle. Montlake, Capitol and Beacon Hills, and Mt. Baker, all of these areas are under the current aircraft instrument approach path which is slated to take the increased traffic.

John Musgrave, a member of the mediation committee from West Seattle interviewed by the P-I, is correct in saying that citizen groups lack clout in these negotiations. Four of the five groups involved in the mediation process (the F.A.A., the airline pilot's association, the airlines and the Port of Seattle) share a common interest and goals: to increase air traffic in and out of the airport with as little interference as possible while only one of the five, the citizens, have any real motivation to control the impact of adverse effects such as noise that this increased congestion brings. However, citizen's groups and their representatives lack the resources to mediate effectively. They neither have the staff support for preparation and research nor the same resources of time and focus. Representatives of the other involved parties do this as a part of their full-time paid jobs while our representatives (and the rest of us who have an interest in the airport) must create time apart from our jobs and family responsibilities to be involved. We must also rely on voluntary contributions to defray any expenses incurred from meetings, mailings, etc. and do not have the financial resources other members of the mediation committee enjoy.

Thus it is important that you, our city council representatives, become incorporated into this process because so much of the impact of this change will occur to our city. Even if you do not take a direct role, but become a "high profile" behind the scenes interested party by developing a liason with other potentially impacted communities and with those mediation committee members from Seattle, a new tone would be set in those negotiations.

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AEA 83

We are not asking that the airport be dismantled. We realize that there has been and will be increased air traffic as a part of the growth of this area as a whole. Nor is our opposition to this change in air traffic patterns an example of the "Not In My Backyard" syndrome. We already experience enough aircraft noise in our "backyards" as evidenced, on southflow days, by incoming flights (loud enough to wake us up or to keep us awake) passing over our houses until midnight and beginning again at 5:00 or 5:30 a.m. In addition, airline departures on northflow days subjects us to disruptive noise as many flights are routed due north over Beacon and Capitol Hills and Central Seattle as far north as the ship canal before turning south, east or west.

I, for one, do not feel that it is reasonable for us to bear more of this region's air traffic noise. A recent article in the Times indicated that those areas under the instrument approach will be subjected to double the amount of noise that they now experience. And much of this will be in the early morning and evening to late evening hours. I am not willing to see the stability of my neighborhood threatened and the life I have tried to build here irreversibly damaged for the sake of "growth" when so little has been done to mitigate the noise generated by these aircraft. I urge you, as members of the city council, our representatives, to become involved in this process and to prevent the unilateral implementation of this proposed plan by the F.A.A.

I am particularly concerned that the F.A.A. plans to implement this plan independent of the current negotiations. This would seriously jeopardize the mediation process and I think a temporary injunction should be sought to prevent this maneuver. If at all, the so-called "Four Post" plan should be proposed as one of the many possible approaches to the problem of increased traffic and noise associated with the airport. I have also included a list of other solutions to aircraft noise generation that could be implemented, many of which are already being used at other airports here in the United States and overseas.

Thank you for your time, sincerely,

James W. Borrov, M.D.
1123 - 16th Ave. E.
Seattle, Wa. 98112

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1. Higher landing and departure fees for older, noisier aircraft to encourage the purchase and use of quieter stage III planes.
2. Increasing landing and takeoff fees during "prime time" hours to discourage the inefficient clustering of aircraft activity. Much of the congestion that the F.A.A. complains of occurs because too many airlines want to depart or land within a narrow window of time, usually early to mid-morning, around noon and early to mid-evening. Ideally, these slots should be put up to bid. Since this air traffic congestion is a product of the deregulation of the Regan era, we should allow free market economics to make airlines pay for the privilege of taking off and landing at prime times and at least make some money from the noise and inconvenience that we have to endure. Monies generated by this bid system could be used to offset the lower property taxes that should be levied on those properties affected by aircraft noise.
3. Establishment of a noise "budget" for each airline and for the airport as a whole. An airline would have to pay a fee if they exceeded their noise budget, a fee that would rise more steeply the more their budget was exceeded. This approach has been useful in controlling aircraft noise at several airports in the U.S. (Boston and Minneapolis) and in Europe. As a matter of fact, I understand that European airlines have sold a number of their older, noisier aircraft to U.S. airlines (Alaska Airlines is rumored to be one of the eager purchasers) as noise regulations are phased in in Europe and the U.S. continues to lag behind in noise regulation.
4. Discouraging the "parking" of planes overnight at Sea-Tac. Airlines will deadhead planes to Sea-Tac for the night, then fly them to another airport to begin their scheduled service the next day. This may be done because of a lack of parking space at other airports or because of connecting schedules.
5. Developing the use of another, local airport for airfreight only service (McChord Field would be a prime candidate for this with the proposed military budget cuts that are forthcoming).
6. More careful monitoring of deviations from prescribed flight paths by departing and arriving aircraft. Only recently has the F.A.A. started to do this on a random, infrequent basis. Currently no warnings are given and no fines are assessed.
7. Increasing fees for planes taking off or landing late at night or early in the morning (as is done in Boston). The amount of the fee could be reduced if planes were late generation, quieter aircraft. Again, if these planes are going to impact the area, we might as well make them pay for it.

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8. Implementing surveys to assess passenger loads. Do we have a lot of half empty planes arriving and departing? If so, at what times and to and from what destinations?
9. Encourage the installation of the long-promised all-weather microwave landing system that has been planned for Sea-Tac for a number of years. This would allow a wider bad weather approach pattern rather than the current instrument approach pattern that comes down directly over Capitol and Beacon Hills.
10. Revision and upgrading of current approach patterns. The current instrument landing approach pattern was, I believe, instituted (and has remained unchanged) since the time Sea-Tac was opened. It is based on a long, shallow approach path with aircraft flying relatively low over the hills of Central Seattle. Since minimum altitudes are calculated from sea level, a minimum altitude of 3000 feet means that an incising plane will be only 2450 feet over Volunteer Park on Capitol Hill.

Control tower and aircraft technology has improved vastly since Sea-Tac was opened and these improvements should be applied. This could be done without sacrificing aircraft or passenger safety.

In summary, the unilateral imposition of this proposed change in air traffic patterns without a full environmental impact assessment and without the incorporation of other noise and congestion reducing maneuvers is not only a glaring example of the regressive approach to growth management that so far has typified Sea-Tac and the Port of Seattle, but is also an insult to we who are taxed to pay such a large percentage of the Port's budget.

FAA Form 500
Date: JAN 26 1990

R G Harms
P.O. Box 285
Issaquah Wa
98027

1/25/90

Richard Prang FAA

Dear Sir

I live just North of Issaquah in Overdale Park. We here in Overdale Park are very much concerned about the plan to put more aircraft over the Eastside. It seems insane to cause millions of people to lose hours of sleep every day so as to save air travelers a few minutes. The economic impact of reduced productivity due to lost sleep must be enormous. The loss of sleep must also increase the accident rate in industry and in traffic. Also putting more aircraft over highly populated areas increases the risk to people on the ground

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Sincerely,
R.G. Harms

Vice President of Overdale Park Home
Owners Assoc.

AAA # 84

Rec'd. ARA-500
Date: JAN 26 1990

201 Overlake Dr. E.
Bellevue, WA. 98004
January 25, 1990

Richard Prang
Air Traffic Division, FAA
17900 Pacific Highway South
Mail C-68966
Seattle, WA. 98168

Dear Mr. Prang,

I am writing in support of dispersing departing flights more equitably on the East Turn. When we moved to this area, all flights continued to the north before starting their turn east. They were also much higher before turning. Since then jet noise pollution has increased to a disturbing degree, interrupting early morning sleep and outdoor conversations any time of day.

It is reasonable to expect some impact on lifestyle when we live in an economically strong area, but we seem to be paying a heavier price in our Eastside communities than locales to our north and south. I am willing to accept some of this burden, but not more than my share. We all benefit from that airport. We should equitably share the price.

Please split the corridor over our community into three or more tracks as soon as possible.

Sincerely,

Sharon S. Ladd
Sharon S. Ladd

AAA # 85

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AEA #86

Doc. ANM-500

Date: JAN 26 1990



AIR LINE PILOTS ASSOCIATION SEATTLE FIELD OFFICE

SUITE 526, EVERGREEN BLDG., 15 S. GRADY WAY RENTON, WASHINGTON 98055-3254
(206) 228-4810 FAX (206) 235-1809

January 25, 1990

Mr. Dick Prang
FAA
ANM 530
17900 Pacific Highway South C-68966
Seattle, WA 98168

Dear Mr. Prang:

The enclosed statement was prepared for presentation at the EA hearing held on January 24, 1990 in Seattle, Washington.

This office has been involved in the ongoing "noise mitigation" project for greater than one year. The "Four-Post" Plan was conceived long before mediation commenced. Similar approach and departure structures are in place throughout this nation. On the whole, they serve the community well.

For instance, high altitude arrival sequencing with a high down wind combined with the reduced thrust necessary seem to positively affect the overall noise in these areas. It is interesting to note that in Los Angeles the route flown and majority of turns are sequenced almost directly over the homes of a majority of the screen and T.V. personalities in California.

You may direct any comments to me at:

Air Line Pilots Association
15 South Grady Way Suite 526
Renton, WA 98055

Sincerely,

Michael Oswald
Northwest Regional Safety
Coordinator

MO:jf

AEA # 86

PRESENTATION OF ALPA VIEWPOINT RE: THE
EA STATEMENT BEFORE THE NORTHWEST MOUNTAIN REGION
OF THE FAA CONCERNING THE FOUR-POST PLAN FOR AIR
TRAFFIC

January 24, 1990

Good Evening

My name is Michael Oswald and I am the Northwest Regional Safety Coordinator for the Air Line Pilots Association, I am an active line pilot with U.S. Air and a resident of Kirkland.

I would like to thank you for this opportunity to comment on behalf of the more than 40,000 airline pilots flying for this nation's air carriers and regional airlines.

We find ourselves in a rather unusual position. For once, we are supportive of the FAA. We agree with the proposed changes to air traffic arrival and departure routes at Seattle-Tacoma International Airport known as the "Four Post" Plan.

We are a part of the noise mediation process in this community and have been so for more than a year. The Air Line Pilots Association is involved in aircraft noise issues on a nation wide basis. We support the mediation process and though it may seem to be taking more time than originally desired and the solution might be more painful than wished, we wholeheartedly believe that a meaningful and workable solution can be obtained.

We must here, however, make a point for air safety. No one wishes to discuss the "S" word, but we must. We are concerned about it. It is past time to change a flow pattern of air traffic that was decided upon almost 20 years ago. True, there have been minor changes here and there, "mere band aids", the pattern is still the same.

The needs of Seattle have changed in those 20 years, and so has the travel habits of the nation. In 1973, 24.3% of the American populace had flown at least once in a civilian airliner. By 1986, 64.1% of America had flown at least once! The dramatic increase was not the effect of greater business travel but that of mom and dad, grandparents, children and friends changing their preferred mode of transport. The high percentage of children under 14 traveling between parents over vacation and holidays as a matter of course is something unheard of 20 years ago.

The airline industry, through deregulation and its effects on marketing, restructured its routes and system. It added more flights to everywhere according to market demand...including Seattle. Trade with foreign nations increased opening up new avenues of communication and transportation all in this time

AAA 86

span. What was planned in the 1970's was quickly overwhelmed.

Our approach and departure environment (the ATC system in Seattle was designed around that 1970's flow rate) is an anachronism. Air traffic is funneled inbound descending to lower altitudes much of it going over the western side of the Puget Sound, then fed through Elliot Bay quite like thread through the eye of a needle. Departing aircraft are arcing outward through the inbound stream by going underneath or turned out of the area as the controllers find a whole. At peak periods, it would almost remind one as a Conga line with strings of aircraft twisting and turning. One DC-10 captain told me "all they need to do is add the music". Another pilot said it was very much like I-405 in the "S" curves at 5:00 P.M.

The Four-Post Plan would alleviate most of these problems. Traffic will move in a more orderly manner in its flow. Into and out of Seattle the plan will route aircraft at higher quieter altitudes than before. There will be a definite positive effect upon the working environment of the ATC controllers, pilots and the most important consideration, the safety of our passengers.

We do not see the "Four-Post Plan as allowing any great increase in traffic into SEA-TAC. You can only put so many airplanes on the concrete at any one time. We have just about arrived at that point, especially at certain times of the day. The concern of increased traffic must be addressed by planning with a view to satellite airports and improved ground transportation systems and that planning should have started yesterday.

12 What we would all like is the Seattle environment of 1970. But what we have is the environment of today. What is coming is the environment of tomorrow. As our roads and highways have clogged with traffic, so have our skies.

The ATC system functions now only because of the dedication of the controllers and the willingness of the pilots to work with what we have. It is a system that is disproportionately balanced--out of the envelope in a safety sense--with too much traffic weighing down the western approaches to the Seattle-Tacoma International airport. It is a system that is in desperate need of balancing. Without the immediate implementation of the "Four-Post" Plan, the Air Line Pilots Association sees dire safety consequences. You and I can work to make changes to lessen the effect on our neighbors within the Plan, but we must not delay that implementation.

AEA 86

Mable M. Buller
7334 18th. N.E.
Seattle, Washington 98115
(206) 522 - 8898

Rec'd. ANM-500

Date: JAN 26 1990

25 January 1990
Seattle, Washington 98115

Mr. Richard Prang
Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, Washington 98168

Dear Mr. Prang:

This is another letter to encourage the FFA to prepare an Environmental Impact Statement with regard to aircraft noise and its effect on residential communities. As a property owner along the "I-5 Corridor", Ravenna/University District areas, I accept the fact that we must endure aircraft noise when weather indicates "instrument" landings, but I have observed plane after plane coming over my house/yard on clear summer days; and in the evenings between five and seven, as I walk our dog, I've timed jets spaced approximately 62 seconds apart coming over our area - not fair. Let another community endure "the good" days, but in the meantime an Environmental Impact Statement is a necessary tool for a long term solution.

Thank you.

Mable M Buller

Mable M. Buller
7334 18th N.E.
Seattle, Washington 98115

cc

AEA #87

Rec'd. ANM-500/501

Date: JAN 26 1990

January 25, 1990

Mr. Richard Prang
Federal Aviation Administration
17900 Pacific Highway South
Mail Stop C-68566
Seattle, WA 98168

Dear Mr. Prang:

I am writing in regards to the FAA's four poster plan. I want to say that I am totally against implementation of this new plan. Three years ago my husband and I moved from Beacon Hill to Northeast Seattle. We choose Wedgwood because we had rented in the area a few years ago and it was such a peaceful neighborhood. We have enjoyed being able to take walks and sit out in our yard without the constant roar of jets overhead.

A couple of months ago we started noticing a startling increase in the amount of airplane noise in our area. I called the SeaTac Noise Hotline number and was told that the flight pattern had not been changed since 1970 and that there had always been planes over our house. This may be true, but the number and frequency of these planes has dramatically increased. Now we're being told that they want to bring even more planes over our neighborhood.

The FAA should be forced to perform an Environmental Impact Statement before being able to implement any change in the present flight pattern. I know you say that the level of noise will not increase much. But what you fail to take into consideration is all the noise put together. You have increased jet flights from SeaTac, you have numerous small planes coming from every direction going to and from Boeing Field, and you also have traffic noise (which due to increased apartment, condominium, and mini mall construction in the area has also increased dramatically in the past 5 years). When you add all these sounds together, even a small increase in noise has a dramatic impact on people's quality of life.

Shouldn't people's quality of life come before money and machines. I am really angered that the FAA is able to implement plans that have such a dramatic effect on my quality of life. I don't believe that SeaTac should be allowed to expand. With the population of Western Washington increasing as it has been, the FAA should start searching for alternative sites to build a new airport for the region, away from the most populated areas.

Also, what happens when one of your jets traveling over our neighborhood just happens to have an engine fall off or have the plane crash, then what?

I hope that the FAA will take all these comments into consideration and not implement the four poster plan.

Sincerely,


Susan D. Baldwin

Susan D. Baldwin
8034 38th Avenue N.E.
Seattle, WA 98115
(206) 522-4493

AEA 88

AEA # 88

Rec'd. ANM-500/501
 JAN 25 1990
 Date:

 Port of Seattle
 January 24, 1990

Rec'd. ANM-500/521
 JAN 25 1990
 Date:

A PETITION TO THE FEDERAL AVIATION ADMINISTRATION

WE, the undersigned, strongly oppose the Federal Aviation Administration plan to reroute in-coming aircraft in good weather from east of the Cascades and the Coast Range in California to a route over North East Seattle and then due south to Seattle-Tacoma International Airport. We favor keeping the current routing over Puget Sound and Elliott Bay.

WE call upon the F.A.A. to prepare and circulate an ENVIRONMENTAL IMPACT STATEMENT before making any change in the routing. The rerouting will have a significant impact upon our community and neighborhoods in the corridor closer to the airport.

Mr. Richard Prang
 Federal Aviation Administration
 17900 Pacific Highway South
 Mail: C-68966
 Seattle, Washington 98168

Dear Mr. Prang:

On behalf of the Port of Seattle Commission, I am submitting our comments to the Draft Environmental Assessment For Proposed Changes To Air Traffic Arrival And Departure Routes At Seattle-Tacoma International Airport dated December 1989.

The Port recognizes that the Federal Aviation Administration has the full and sole authority for the control of navigable airspace in the environs of Seattle-Tacoma International Airport. We also understand the need to find reasonable ways to reduce congestion and delays, enhance safety and more efficiently use Sea-Tac's two runways. Effectively addressing these issues will help maintain Sea-Tac's current role in the Puget Sound transportation system. For these reasons, some revisions to the approach routes may be necessary.

At the same time, the Port, as operator of Sea-Tac, must be concerned with any potential noise impacts created by the operations conducted at the airport. We believe that it is very unfortunate that this issue has had to be raised during the Noise Mediation Project. We would strongly prefer that implementation of routing changes wait until mediation is complete so that the total package of noise reduction measures can be established. If the FAA deems it necessary to implement any changes prior to mediation's completion, we ask that you give serious consideration to our suggested revisions to your original proposal.

The Port, while realizing that your analysis of noise impacts conforms to accepted national standards, is also sensitive to residents who feel that airport noise is a serious matter far beyond the 65 Ldn noise contour. As you are aware, the Noise Mediation Project noise consultants, Mestre Grave Associates, have conducted a very detailed evaluation of the noise impacts of your proposal. In addition to applying the traditional noise standards, they also conducted additional extensive analysis of noise impacts in their evaluation of the proposed changes.

We are pleased that mediation has provided a vehicle for discussion and community input. Although all the community interests have not agreed on a specific position at this time, considerable information from the Committee's technical consultants is available and will be given further

Signature	Printed Name	Address (in Seattle unless otherwise noted)
<i>Beatrice Schott</i>	BEATRICE SCHOTT	2022 N.E. 65 th St 98115
<i>Ernest Schott</i>	ERNEST SCHOTT	2028 NE 65 St. 98115
<i>Helen C. Dieckmann</i>	HELEN DIECKMANN	6527-21 Ave. N.E. 98115.
<i>Patrick M. Glyn</i>	PATRICK M Glyn	6511 51 NE 98115
<i>Johanna Poeschl</i>	Johanna Poeschl	6519 21 st Ave NE 98115.
<i>Barbara A. Buys</i>	Barbara A. Buys	6519 21 Ave NE 98115
<i>Kathy Herigstan</i>	KATHY HERIGSTAN	3932 Wallingford N #4 98103
<i>Kimberly Allen</i>	Kimberly Allen	3612 Fremont N 98103
<i>Muriel W. Lightfoot</i>	Muriel W. Lightfoot	1064 E Howe 98102
<i>Sara E. Schott</i>	Sara E. Schott	3031 NE 95 th Seattle WA 98115
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

AEA # 89

AEA # 90

PO Box 1209
 Seattle WA 98111 U.S.A.
 (206) 726-3000
 Telex 703433

Mr. Richard Prang
January 24, 1990
Page Two

consideration as the mediation process continues. In general, the Port Commission believes mediation has been helpful to date in allowing all parties to focus on the features of the 4-Post proposal and increasing their understanding of the potential impacts through the work of the committee's consultant.

The Port suggests that you include in your implementation plan several of the modifications that have been discussed in noise mediation. One modification calls for moving the eastside downwind leg further east. The Port favors minimizing noise over population centers to the maximum extent possible. We request, therefore, that the downwind leg be positioned in a manner that would allow for the greatest noise relief without holding down departing aircraft so as to aggravate the noise conditions.

Further, we ask that full use of the 4-Post Plan be restricted to the hours in which it is required to enhance airport efficiency and aviation safety. We favor an adjustment of the proposed procedure during the nighttime period of lower activity, thus allowing maximum use of Elliott Bay for noise abatement routing.

Over the past several months, the FAA has made numerous presentations on the 4-Post Plan to the Noise Mediation Committee and to many other groups. Throughout these presentations, the FAA has made specific reference to the noise abatement advantages of the proposed plan. These include better utilization of the Elliott Bay arrival procedure and the "keep them high" profile for noise abatement purposes. We anticipate and expect that the FAA will provide assurances that these elements of the plan will be included within air traffic control and pilot instructions in a manner to guarantee that these important elements will actually be performed.

The Port Commission is very much aware of the public's concern with flight patterns and the expectations that we are all working to ensure that procedures are being followed as described. In light of this, the Port believes that it is imperative for the FAA in cooperation with the Port to develop a program which utilizes state-of-the-art technology for monitoring the noise abatement elements of air traffic control procedures.

In discussing arrival routing changes contained in the 4-Post Plan, the FAA has also mentioned north flow departure procedures. These procedures do not appear to be part of the current 4-Post proposal, and, therefore, we have not addressed them in this letter.


AEA 90

Mr. Richard Prang
January 24, 1990
Page Three

Finally, the Port Commission understands that Mr. Temple Johnson, Manager, Air Traffic Division and the FAA's representative in the Noise Mediation Project, has provided assurances to the Noise Mediation Committee that there will be continued consideration for noise abatement modifications to the plan. We appreciate the FAA's assurances that further noise abatement modifications can be developed even after the date of the implementation of the 4-Post Plan, should that indeed occur.

The Port Commission appreciates the opportunity to respond to the FAA's draft environmental assessment and we look forward to your continuing support of the Noise Mediation process. Involvement by the FAA is crucial if we are to reach the Mediation Committee's objectives of reducing noise through a variety of measures, including, hopefully, improvements to the 4-Post Plan.

Sincerely,



Patricia Davis
President, Port Commission

cc: Port of Seattle Commission
Zeger J.J. van Asch van Wijck, Andrea Beatty Riniker, Port of Seattle
Mr. Temple Johnson, Federal Aviation Administration
Mediation Committee

AEA 90

7903L

22 January 1990

Rec'd. ANM-500/501

Date: JAN 25 1990

Federal Aviation Administration
Northwest Mountain Region
17900 Pacific Highway South
Seattle, WA 98168

Attention: Mr. Richard Prang
Mail: C68966

Subject: Environmental Assessment for:
Proposed Changes to Air Traffic Arrival
and Departure Routes at Seattle-Tacoma
International Airport

Gentlemen:

My decision to support your proposed four-post landing system was not an easy one.

I had to decide between efficiency/growth/more noise and efficiency/safety/less noise/fewer overflights.

125
I have participated in four (4) noise studies in the last six (6) years. As a member of the King County International Airport Noise Committee I worked with Coffman & Associates; as a Member of the Sea-Tac Overflight Committee (Phase I & II) I worked the Parry's noise study of the experimental scatter plan departure to the east; I again worked with Coffman & Associates on the Part 150 Update for Sea-Tac; and have attended all meetings of the Sea-Tac Mediation process paying close attention to Mestre-Greve & Associates' recent noise studies. I have also availed myself of services and knowledge of Curt Horner, King County Health Department and Bob Wells, Port Of Seattle (POS) in extending my education on noise measurements. I am also a General Aviation pilot and I am familiar with the national air system.

I live west of the south end of BFI runway and west/northwest of Sea-Tac Runway 34L. You can locate me on a TCA Chart where the base of the TCA is 1100'. During the summer of 1989 we occasionally had three (3) levels of overflights. Incomming jets to Sea-Tac approximately 2,000 MSL, commuters for Sea-Tac about 1500 MSL and arriving & departing traffic from BFI (see FAA White Center Departure) from tree top level to 300'AGL. Land elevation here is approximately 400' plus. There was no argument from the POS or the FAA on the overflights - just which type jets they were.

AEA # 91

It is my understanding that there is some disagreement between the FAA study and Mestre Greve's noise study. There is some disagreement between my observations and Mestre Greve's report. Their presentation seems slanted toward eastside noise considerations slighting the congestion, 24 hour aircraft arrivals and departures through Elliott Bay, BFI Traffic, and ignoring the fact that with this new plan we on the west side will still be getting 2/3's of the traffic. The 55 and 50 LdN contours for the east side obtained by Mestre Greve are consistent with those determined earlier by the Parrys. There was also telephone research done by Gilmore Research that supported Parry's findings. These studies should be available through the POS.

While some neighborhoods will experience a slight increase in noise and new overflights I believe the majority of the people would benefit by way of noise reduction, less congestion, increase in safety (i.e. decrease the chance of a mid-air collision) through efficient handling of available airspace by the FAA and better handling of the aircraft by the pilots.

Sincerely,

Georgianne G. Ray

AEA 91

(Mrs.) Georgianne G. Ray
10215 Second Avenue South
Seattle, WA 98168-1317

Aircraft noise...P. Dee Boersma

Rec'd. ANM-500/501

Date: JAN 25 1990

Mr. Richard Prang
Federal Aviation Administration
17900 Pacific Highway South
C-68966
Seattle, WA 98168

January 23, 1990

Dear Mr. Prang.

I am unable to attend the public hearing to be held January 24 at 7 pm at Cleveland High School and recommend that it either be postponed or another hearing be held. I found out only on January 21st from a neighbor that a hearing on the 4 post plan was scheduled, unfortunately, this was not enough time for me to rearrange my schedule to attend. I believe this is a violation of the National Environmental Policy Act (NEPA).

In March of 1981 the Council on Environmental Quality (CEQ) issued a Memorandum for Federal NEPA Liaisons, Federal, state and local officials and other persons involved in the NEPA process. In this document the CEQ states:

" Section 1506.6 requires agencies to involve the public in implementing their NEPA procedures, and this includes public involvement in the preparation of environmental assessments (EAs) and finding of non-significant impacts (FONSI)s. These are public "environmental documents" under section 1506.6 (b) and, therefore, agencies must give public notice of their availability. A combination of methods may be used to give notice, and the methods should be tailored to the needs of particular cases. Thus, a federal registrar notice of availability of the documents, coupled with notices in national publications and mailed to interested national groups might be appropriate for proposals that are national in scope. Local newspaper notices maybe more appropriate for regional or site-specific proposals.

The objective, however, is to notify all interested and affected parties. If this is not being achieved then methods should be reevaluated and changed. Failure to reach the interested or affected public would be interpreted as a violation of the regulations."

The regulation (40 CFR Section 1506.6, Public involvement) states:

"Agencies shall:

- 126
- (a) Make diligent efforts to involve the public in preparing and implementing their NEPA procedures.**
 - (b) Provide public notice of NEPA related hearings, public meetings, and the availability of environmental documents so as to inform those persons and agencies who may be increased or affected.**

(1) In all cases the agency shall mail notice to those who have requested it on an individual action."

Since I was not informed that an environmental assessment was being prepared, or that an environmental assessment had been completed and that meetings were being held to discuss this assessment and I was not notified, I consider this a blatant violation of my rights under NEPA.

I have regularly called the hotline for more than three years (and I might add since August I have called at least daily because of the excessive and

Aircraft noise...P. Dee Boersma

frequent noise) This qualifies me as an interested party and considering that the planes fly directly over my house I am also an affected party. As far as I can tell no other hotline callers were notified nor sent documents. What is equally shocking and a further thwarting of the procedures and the intent of the NEPA is, that in the Draft Environmental Assessment there is no mention that the FAA notified the Leschi community council or any other council of this hearing.

All citizens that have called the hotline over the last 10 year period as noise levels have increased should be given notification of this hearing. Notification has been gravely inadequate and hence the hearing should be postponed until interested parties can be notified and supplied with the draft FAA Environmental Assessment. Note that in the Seattle Times Sunday January 21 paper, two dates for the hearing were given (one saying the 23 rd and the other saying the 24 th). Such confusion makes it very difficult for citizens that want to attend the hearing to know when to come.

The CEQ further supports the need of public involvement in their memorandum when they state **" Public review is necessary, if the proposal is a borderline case, i.e. , when there is a reasonable argument for preparation of an EIS, or when there is scientific or public controversy over the proposal."**

Over the last 10 years there has been a substantial change in the aircraft noise level that neighborhoods in Seattle have been exposed to and there has been no environmental assessment as to what effects this noise has on the environment.

The primary purpose of NEPA is to insure that environmental information is available to public officials and citizens before decisions are made and actions taken. The procedures of NEPA were established to provide full and fair discussion of significant environmental impacts and of the reasonable alternatives which would avoid or minimize adverse impacts of the human environment. The FAA and the Port of Seattle has violated the intent of NEPA by increasing the flights over Seattle since 1970, without notifying citizens of the effects these increases might have. Or, without doing an environmental impact statement.

There are several reasons that require the FAA and the Port of Seattle to do an Environmental Impact Statement before departing from 1970 levels of aircraft traffic and routes. First, Kryter (1968) showed that duration and amount of noise are important factors in describing aircraft sound yet the FAA and the Port of Seattle has not considered that the number of planes has more than doubled in the last 10 years. Annoyance has probably likewise doubled and the impact of this noise has not been examined nor has the public been informed about the increased frequency of air traffic through hearings or an environmental impact statement. Note that according to FAA's data, citizens are now interrupted ever minute by planes while in 1980 they were interrupted less than 30 times each hour. In 1970 aircraft noise was less frequent. Current air traffic noise is a significant change from the 1970 level and requires the FAA to do an Environmental Impact Statement.

Aside from the Port of Seattle and the FAA ignoring NEPA procedures the Draft Environmental Assessment for the 4 post plan is inadequate for several reasons. First, data presented are seriously flawed. Figures showed planes routes dispersed over a much wider area than the planes use. The figures are seriously misleading and incorrect. Secondly, there is some question of the accuracy of the data presented. My neighborhood (Leschi) is shown as between 55 and 60 dB. This seems to be lower than the noise level actually experienced since when planes take off windows rattle at my house

AEA 92

AEA 92

and people that are more than about 4 feet away can not be heard unless they are shouting and sometimes they can't be heard then. This suggests the noise level is well over 60 dB shown. Our neighborhood is noisier than the figures given: Because the flight paths are not spread out as much as the figures show, the noise is probably much worse in many of the areas than shown. Moreover, most of the areas have small plane and helicopter flights and this increased noise does not seem to be taken into consideration in the noise contour lines.

Another inadequacy of the Draft Environmental Impact Statement (and another reason to conduct an environmental impact statement) is the insufficient discussion of environmental affects of the proposed project.

Under Section 40 CFR 1508.9, an environmental assessment must provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. This is accomplished by providing discussion of the need for the proposal and of the alternatives as required by section 102(2)(E), of the environmental impacts of the proposed action and alternatives. Clearly, the FAA and the Port of Seattle has failed in its duty to explore both the direct and indirect environmental impacts increasing air traffic would cause.

The Draft Environmental Assessment does not examine any of the noise effects on health of humans or animals in the areas. Since birds sing at about 44 dB, in neighborhoods with more than 45 dB, birds and other wildlife might be harmed and breeding success reduced. The peregrine Falcon, a threatened species, and protected under the Endangered Species Act was reported in Seattle the week of January 15, 1990 (Seattle Times). Aircraft noise in the city should be considered to see if it might adversely impact this species recovery. Section 7 of the Act requires a full consideration of impacts on all threatened and endangered species which would include the falcon and the Bald Eagles that breed at Discovery Park and roost at Green Lake.

Also, there has been no discussion what-so-ever of the social economic effects increased air traffic (i.e. passenger load) has on the region. Increased passenger load may also have impacts on highway traffic and caused declines in air quality because of the increased vehicle traffic and air traffic.

There is some question whether the scientific method used to describe the noise, the Ldn is adequate because it is the frequency and duration of flights and not the average Ldn that interferes with peoples conversation and living. The way the measure is averaged underestimates the effects of the noise. Furthermore, an Ldn, as the FAA acknowledges, above 55 dB does interfere with residential activities and normal conversation.

If the 55 level is changed to 60 dB most people in my neighborhood will experience this as a doubling of noise. It is impossible to view this as not a significant change. Further, the 4 post plan makes noise levels higher in most areas. How this increase in noise will impact painters, writers and businesses needs to be evaluated. There will be significant decreases in productivity if people must wait at least 30 seconds 60 times each hours (wasting 30 minutes) each hour waiting for the noise to go away so they can talk or concentrate. Outdoor noise is particularly disruptive in the Spring and Summer when people are outside. I have had to stop teaching my classes at the University of Washington and wait for a plane to fly over before resuming class. There is no evaluation of these impacts in the assessment.

The FAA in Seattle has exceeded their authority and violated NEPA for nearly 20 years. They have not given public notice nor done Environmental Impact Statements on the changes in aircraft noise in our neighborhoods. The FAA and Port of Seattle should immediately return to 1970 noise levels and than

AEA 92

proceed with an Environmental Impact Statement evaluating the impacts of departure from those conditions. The 4 post plan could be considered when the Environmental Impact Statement examines proposed changes from the 1970 pattern.

The Environmental Impact Statement must consider what would happen if a plane crashed under worst case conditions at rush hour in downtown Seattle. The Draft Environmental Assessment does not examine the increased potential for a crash in higher density areas which would be true under by the 4 post plan.

Alternative methods like bringing in fewer aircraft, using only newer aircraft to speed up the flow, and requiring planes to be fuller have not been considered. The assessment does not consider all potential landing and take off routes but just examines expanding the routes currently in use.

There is no consideration of how fairly the noise is spread. It appears that low income and minority neighborhoods get more noise than other areas. This is discriminatory.

Lastly, the FAA does not know how much citizens are bothered by the noise. I know that in August I called one day when airplanes disturbed my conversation and I logged in over 160 calls on one day. I asked the people at the hotline to log me in daily for about this number of calls since this is what I experienced as disrupted on an average day. They said that they couldn't do that and I'd have to call each time. Calling would be a full time job. The hotline, therefore, heavily (probably by several orders of magnitude) under estimates how disruptive the noise is.

Please delay the hearing, send all relevant documents to interested parties (i.e. all hotline caller over the past 10 years) and return immediately to 1970 noise levels while the FAA proceeds with an Environmental Impact Statement as required under NEPA.

Sincerely,



P. Dee Boersma, Ph.D.

(Professor Institute For Environmental Studies and Department of Zoology,
University of Washington: **for identification only**)
3111 S. King St.
Seattle, WA 98144

c.c.
Senator Adams
Senator Gorton
Congressman McDermott
Congressman Miller
Council for Environmental Quality
Seattle City Council Members
Port of Seattle
Leschi Community Council
Seattle Times

AEA 92

JAN 24 1990

Leona Mann Keyser
2509 - 94th Avenue N. E.
Clyde Hill, Washington 98004

January 23, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P. O. Box C-68966
Seattle, WA 98168

Dear Mr. Johnson:

Medina, Clyde Hill and Bellevue have borne the brunt of the East Turn departures for the last three years since the corridor was moved north and my husband, Dr. Ck. Keyser, and I support dispersing flights on the East Turn. How can Mercer Island NOT be included? Mercer Island residents use the airport as much or more than we do and should certainly share in the noise pollution they help to create!

We have lived here for 3 1/2 years and when the flights started I called and complained to you and I will continue to do so if this dispersal is not equitable. An equitable distribution of departures should be instituted so no one area is saddled with an undue share of noise. The current noise pollution is unacceptable and has severely damaged the quality of life in our community

I'm hoping you will be instrumental in decreasing the number of departing planes over any ONE COMMUNITY, and share the noise which comes from the East Turn overflights. Those who use the airport should all share in its noise pollution.

Hopefully yours,

Leona Mann Keyser
Mrs. Leona Mann Keyser

AEA #93

Rec'd. ARMM-500

Date: 24 1990

January 20, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA N.W. Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

I understand that air traffic is expected to grow enormously in the next 10 years.

As a longtime resident of Medina, I find the concentration of jet noise on the East Turn already intolerable. Several years ago there wasn't any problem with jet noise.

I feel it is essential that all communities who use the Port of Seattle facilities share in the burden.

To exclude Mercer Island and areas north of Bellevue from any jet noise is simply not realistic or fair.

If we can't eliminate the East Turn, at the very least let's disperse the flights as equally as possible.

Sincerely,
Patricia Johnson

cc Slide Horton
John Miller
Bruce Adams
Rod Chandler

AEA #94

128

Rec'd. ANM-500

Date: 1 1990

JAN 24 1990

O'LOANE
9439 N.E. 14TH
BELLEVUE, WA 98004

1/23/90

January 15, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The East Turn was changed three years ago when it was moved north. This means that noise of aircraft departing from Sea-Tac has been severely impacting the communities of Medina, Clyde Hill, and Bellevue since that change.

The noise is a severe intrusion on our lives. It is totally unacceptable that we should be asked to bear such a heavy burden of noise so far from the airport. Until the change in the East Turn this area had a quiet, rural nature. The noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a normal conversation due to the noise of the planes.

181 It is not essential that these planes over fly this area. The FAA has indicated its willingness to consider other flight tracks as well as splitting the flights into as many as three tracks. This noise must be stopped. Please do what you can to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. I want you to help in fighting this injustice in any way you can. I would like to hear from you regarding what you are able to do and what else I can do to stop these planes from flying over.

Sincerely,

Jim Potts

8443 NE 6th

Bellevue, WA

98004

95
AEA # ~~95~~

Mr. Temple Johnson, Jr.
Mgt. Traffic Div, FAA

Dear Mr. Johnson:

Would you please use your position to see that fairness is considered to disperse the "East Turn" flight pattern. We would all like the turn to be over the other persons homes but dispersal sounds like a logical answer.

The other alternative is to

AEA #96

go back to turning over the
Sound. I'm sure the
airlines don't want that back.
Thanks for your consideration.

yours truly
Phil Leone
AEA 96

Rec'd. ANM-500 (501)
JAN 24 1990
Date: _____

6439 Ridge Road
Medina, WA 98004
January 20, 1990

Temple Johnson, Jr. Manager
Air Traffic Division
FAA, Northwest Mountain Region
17900 Pacific Highway South
P. O. Box C-68966
Seattle, WA 98166

Dear Mr. Johnson:

As long time residents of Medina we are tired of being awakened at
6 a.m. on north wind days by the concentration of early morning
flights over our house. In the summer when we are outside, it is
often impossible to carry on a conversation because of flight noise.

No one likes to have the noise but if the flights are spread out over a
wider area, no one is bothered as much. We urge the FAA to make a
change which will distribute flights over a greater area.

Please keep us informed about this problem and also let us know if
there is anything else we can do to stop these overflights.

Sincerely,

Feid & Elora Erickson

Feid and Elora Erickson

Copy to
Sen. Brock Adams
Sen. Slade Gorton
Hon. John Miller
Hon. Rod Chandler

AEA #97

Rec'd. ANM-500 / 15
Date: JAN 24 1990

10906 NE 17th Street
Bellevue
Wa 98004
1-21-90 AEA #98

REC'D ANM-500 / 15
JAN 24 1990

9710 NE 24th
Bellevue WA 98004
JAN 19, 1990

To Mr Temple Johnson
Manager Air Traffic Des.
FAA N.W. Mountain Region
17900 Pacific Highway S.
PO Box C-68966
SEATTLE Wa 98168

cc. to Senator Slade Gorton
Senator Erret Adams
Honorable Rod Chandler.

Mr Johnson, Unfortunately a business trip will prevent me from attending the 21st Jan meeting on "Changes in Air Traffic Patterns".

The purpose of this letter is to strongly request that the airplane traffic be changed to reduce the amount of noise experienced by downtown Bellevue and Clyde Hill.

The unfair portion of traffic flying over downtown Bellevue and Clyde Hill seriously affects the quality of life in these areas, to the point where if it gets any worse we may be forced to "take out lanes" and move. In particular we find the early morning annoyance (starting at 6AM) intolerable.

Independent of the requested change in flight pattern, some form of tax should be placed on airplane takeoffs with the proceeds distributed to the property owners accepting the noise. Our political vote will be given to the politician that supports a fair air traffic pattern. Keith Norwesty and J. Norwesty

Mr Temple Johnson, Jr.

MEDINA, CLYDE HILL AND BELLEVUE ARE BEFORE THE FRONT OF THE EAST TURN DEPARTURES FOR THE LAST THREE YEARS — SINCE THE CORRIDOR WAS MOVED NORTH.

THE RESULTANT NOISE POLLUTION IS UNACCEPTABLE. AN EQUITABLE DISTRIBUTION OF DEPARTURES MUST BE INSTITUTED TO SHARE THE NOISE.

THANK YOU — AEA #99
John D. [Signature]

ann gores

Rec'd. ANM-500 15011

Date: JAN 24 1990

January 23, 1990

Rec'd. ANM-500/5011

Date: JAN 24 1990

7757 Overlake Dr. W.
Bellevue, WA 98004.

Jan 23rd 1990.

Mr. Temple Johnson Jr. Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P.O. Box C-68966
Seattle, Wash. 98168

AEA #100

Dear Mr. Johnson,

I am writing to you as a resident of
Clyde Hill who is very concerned about the
air traffic noise in our area. I understand
there is a movement to disperse the number
of flights on the East Turn so that several
neighborhoods, not just ours, will share
in this jet noise. I support the dispersing
of flights on the East Turn, as does my
husband. Please do the only fair thing &
share the noise equitably so no Eastside
Community has to bear the undue burden.
Thank you for your consideration.

5 - 132

Copies sent to:

Senator Slade Gorton
The Honorable John Miller
Senator Brock Adams
The Honorable Rod Chandler

Sincerely,

Ann P. Bales
Tom C. Bales

Mr. Temple Johnson, Jr.
Manager Air Traffic Div.
FAA NW Mountain Region.
P.O. Box C-68966,
Seattle, WA 98168.

Dear Mr. Johnson,

Aircraft Noise.

" East Turn Procedure"

As you know, when the north wind blows aircraft
departing for the north, south and east are funneled along a narrow
corridor over Medina, Clyde Hill and Bellevue and this is causing a
tremendous hardship for those residents living under this narrow
corridor. This noise problem is not a technical one but one of morals,
fairness and sharing. At present a single group of people who live
under the East Turn Corridor have to bear all the aircraft noise
pollution while other Eastside neighborhoods are having a free ride;
this is both immoral and unjust.

Nobody likes noise. As a King County resident
I fully accept my responsibility for a fair share of the noise but not
all of it. If the East Turn traffic were to be scattered evenly from
South Mercer Island to North Kirkland, then the noise exposure would
be more fairly distributed. Of course more people would be exposed to
noise, that's what sharing is all about. Of course there will be complaints
but the complainers would only be exposed to a small amount of the noise
that the present East Turn residents are exposed to today.

In the 1987 Aircraft Overflight Report's section
on the "scatter" test, it did confirm that the spreading out of the
aircraft flight patterns would not involve any safety problems.

I feel victimized and abused with the present
" East Turn Procedure" and I am writing to ask for your help to correct
this injustice.

Yours very truly,

Charles D. Davidson

Charles D. Davidson.

AEA #101

Jan 20, 1990

Dear Mr. Johnson:

AEA 102

As a resident of West Bellevue, I am writing in support of dispersing flights on the East turn. I feel it is unfair that my neighborhood has had to bear the brunt of the jet noise in this area. At times, the noise pollution has severely affected the quality of life in my neighborhood. I strongly feel that an equitable distribution of departures is the only fair policy. It simply is not right that Meding, Clyde Hill and Bellevue have to bear the brunt of East Turn departures.

133

I strongly urge you to reconsider this proposal and support dispersal. I thank you for your time and consideration.

Mindy Feld - 508 98th Ave NE
Bellevue, WA 98004

Mr. Temple Johnson, Mgr
Air Traffic Div, FAA
NW Mountain Region
PO Box C-68966
Seattle, WA 98168

1515 90th Pl N E
Bellevue, WA 98004
Jan 21, 1990

RE: Seatac Flight Patterns
on the East Turn

Dear Sir:

In the interests of fairness to the public at large, the plan for dispersing flights on the East turn should be adopted so that everyone shares the burden of noise as equally as possible.

I realize that the FAA has little or no compelling interest in noise abatement, but it seems to me that you could do your job and still spread the noise around equally by dispersing flights on the East turn. WHY NOT?

I live in Clyde Hill, and I assure you that the noise pollution since the left turn was moved North has seriously affected the quality of life here and will doubtless impact home values in the future. So, while it may not mean much to you in terms of your job, it is of critical importance to us.

Please do what you can to remedy this situation. Thank you.

Sincerely,
Edward W. Reid
EDWARD W. REID

AEA #103

150
Date: JAN 25 1990

JAN 24 90

Michael J. Tollefson
4603 52nd S.
Seattle, WA 98118
January 19, 1990

ANM-1
ACTION: 500
ENC: 1/2, 4

Director
FAA
Northwest Mountain Region Office
17900 Pacific HWY S.
Seattle, WA 98168

Dear Sir:

I am writing to protest the proposed change in the route of flights coming into Sea-Tac from the east. Moving the flight pattern from over Elliott Bay to over Beacon Hill will dramatically increase noise pollution through out southeast Seattle. This will have dramatically negative effect on all residences in the area.

Would you be proposing the same pattern if it were a more exclusive neighborhood? I doubt it.

I look forward to your reconsideration of the route.

Sincerely,

131
Michael J. Tollefson

AEA 104

1507
Rec'd. ANM-500

Date: JAN 23 1990

January 16, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The East Turn was moved north three years ago and noise of aircraft departing from Sea-Tac has been severely impacting the communities of Medina, Clyde Hill, and Bellevue since that change.

The severe noise is totally unacceptable. We should not be asked to bear such a heavy burden of noise so far from the airport. This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a conversation due to the noise of the planes.

It is not essential that these planes fly over this area. The FAA has indicated its willingness to consider other flight tracks as well as splitting the flights into as many as three tracks. Political influences are preventing these changes.

This noise must be stopped. Please do what you can to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Take the lead in fighting this injustice. Please let me know what you are able to do and if there is anything else I can do to stop these planes from flying over.

Sincerely,

Larry M. Kanel
3201 78th Pl. N.E.
Bellevue, WA 98004

AEA # 105

**INSURANCE
UNDERWRITERS
INCORPORATED**

P.O. BOX 367 / 205-108TH AVE. N.E. BELLEVUE, WASHINGTON 98009 / (206) 454-3386

Form ANM-500 / 12/7/89
Date: JAN 23 1990

Thomas A. Wollhausen
David A. West
Haller E. Peterson
George D. Holland
Rodger D. Merrick

Form ANM-500 / 12/7/89
Date: JAN 23 1990

January 22, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division
FAA
17900 Pacific Highway South
P.O. Box C/68966
Seattle, WA 98168

Dear Mr. Johnson:

As a resident of Clyde Hill, Washington, I am writing this letter in an attempt to bring to your attention the obvious air traffic brunt of East turn departures over the last three years, since the corridor was moved north. I have been a resident of this area for seven years, and have experienced a dramatic noise increase during this period of time. The resultant noise pollution is unacceptable and has considerably damaged the quality of life in this residential community and it's surrounding neighbors.

135
This situation of departing planes over flying our neighborhood communities must be decreased. An equitable distribution of these departures must be instituted, so that no one area is saddled with an undue share of noise. I find it unconscionable that the City Council of Mercer Island, Washington and it's residents, have applied political pressure in the up coming FAA proposal to distribute this air noise. Perhaps we could change the transportation system in our area by taking away their I-90 bridge, and not allowing them to use our airport, if they are not willing to share the burden of this air traffic situation.

I look forward to your support of disbursing the flights on the East turn, and making an equitable noise distribution to the respective communities.

Sincerely,
INSURANCE UNDERWRITERS, INC.

DAW

David A. West
DAW/lbg
DW90-8z

AEA#106

January 14, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

Your help is needed to relieve a terrible problem, which is disastrously affecting the lives of the residents of Medina, Clyde Hill, and Bellevue.

The noise which comes from the planes on the "East Turn" is very disruptive and a severe intrusion on our lives. While out in the yard on those beautiful days with a north wind here come the planes - one right after another - so loud one can hardly think. It is often impossible to carry on a conversation due to the noise of the planes overhead.

This noise must be stopped. Use whatever influence you have to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. I hope to see some evidence of your concern for our flight.

Sincerely,

Beth Lowitz

AEA#107

Rec'd. ANM-500

1501

Date: 1 23 1990

Monday, January 22, 1990

Robert Hone
Manufacturer's Representative

Rec'd. 1/23/90

Date: _____

Seattle Trade Center, Suite 2107
2601 Elliott Avenue
Seattle, WA 98121
(206) 623-7414

Mr. Temple Johnson, Jr.
Manager
Air Traffic Division
H. A. A.
Northwest Mountain Region
ATA #108

Temple Johnson, Mgr.
air Traffic Div FAA
P.O. Box C. 68966

1/23/90
ATA 109

Dear Mr. Johnson:

Mr. Johnson,
as a 22 year resident of Clyde Hill,
and living in the direct take-off pattern
on the "East Turn" I have this request
to pass on.

136

I read every word of
the Seattle Times News Article
about you yesterday.

If we must accept the inevitability
of increased air traffic, lets all share
more equitably. Air objections would be
far less if the patterns were shared equally
by Mercer Island, Medina - Clyde Hill, and
the one north of Hwy 520.
at present we are being hit with
90% of the take offs

Please - Please - Please
let Mercer Island & Kirkland
share the traffic pattern
equally with Medina,
Clyde Hill & Bellevue.

Very Sincerely,
Marjorie Wrede

MARGE & GEO. WREDE
420 - 84th Avenue N. E.
Bellevue, WA 98004

D.R. Hone
89-30 NE 14th
Bellevue, WA 98004

Rec'd. ANM-500 / 180

Date: JAN 23 1990

January 16, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The East Turn was moved north three years ago and noise of aircraft departing from Sea-Tac has had a devastating effect on the residents of Medina, Clyde Hill, and Bellevue since that change.

We should not be asked to bear such a heavy burden of noise so far from the airport. This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a conversation due to the noise of the planes. This severe noise is totally unacceptable.

It is not essential that these planes fly over this area. The FAA is willing to use other flight tracks and has suggested splitting the flights into as many as three tracks. Political influences are preventing these beneficial changes.

137
Do whatever you can to change the airport departure procedures. We must have some lessening of this noise. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take the lead in fighting this extreme injustice. Keep me informed about what you are able to do and if there is anything else I can do to stop these overflights.

Sincerely,

Barbara Jones

3201-78th Ave. NE.

Medina

Bellevue, Wa 98004

AEA #110

Chris Marker

January 19, 1990

Temple Johnson, Jr., Manager
Air Traffic Division
FAA, Northwest Mountain Region
17900 Pacific Highway South
P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson:

We are writing to support at a minimum the proposal of the FAA to divert at least one half of the SeaTac flights taking off north, away from the flight path directly over the Medina area. Flight traffic noise is a price we pay for the convenience of air travel from an airport so near our homes, but it does not seem as if one segment of the population, i.e., residents of Medina, Clyde Hill, etc., should bear the consequences of each and every flight. I have read in the paper and heard on the radio that traffic could be diverted to at least one, if not more, eastbound corridors after taking off from SeaTac.

Thank you very much indeed for your consideration.

Sincerely,

Chris Marker

cc: Senator Brock Adams
Senator Slade Gorton
Congressman John Miller

AEA #111

Rec'd. ANM-500 / 501

date: JAN 23 1990

9026 Lake Washington Blvd. NE
Bellevue, Washington 98004
January 19, 1990

Temple Johnson, Manager
Air Traffic Division FAA
Northwest Mountain Region
17900 Pacific Highway South
P.O. Box 68966 Seattle

Dear Mr. Johnson:

It is five fifteen p.m. and I have just come into the house from my back yard. In the few minutes it took me to cut the dead tops from a short row of dahlias three planes passed seemingly directly over my head, with the usual, and unavoidable, thundering rumble.

I live on Lake Washington Boulevard, between Medina and Clyde Hill. I also fly a lot and realize that planes must go up and their flight is going to be heard by those below. But this has become an almost constant situation. It is impossible to even talk on my patio - not a problem at this time of year but miserable in the summer. Surely these flights could be spread out in such a manner that one community does not have to absorb all the noise?

Please, please disperse these planes. I literally live with a roaring thunder which goes on all day, all evening and into the night.

Very sincerely,



Mrs. John T. Castle

AA # 112

REC'D
JAN 23 1990

January 22, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P. O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson:

This letter is joining the many others you may already have received to register a complaint about the imbalance of aircraft noise over the part of Bellevue in which we live. It has been brought to our attention that the FAA proposal to disperse jet flight departures from the Seattle Tacoma Airport which would have instigated a departure corridor over Mercer Island and possibly a third pathway to the north has now been scrapped because of political pressure from the Mercer Island City Council and the Mercer Island residents.

Here is one more letter from the Bellevue contingent to apply political pressure to get you to equitably distribute the departures so that the noise factor is shared more equally between the three areas in question -- Mercer Island, Bellevue and the third pathway to the north. Medina, Clyde Hill and downtown Bellevue have borne the brunt of the East Turn departures for the last three years since the corridor was moved north, and the noise pollution has seriously damaged the quality of life in our community.

AA # 113

138

JAN 23 1990

January 16, 1990

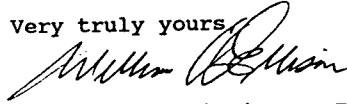
Mr. Temple Johnson, Jr.
January 22, 1990
Page Two

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

We are asking you to reconsider your decision to bypass Mercer Island and the northern corridor with aircraft departures, and help to institute an equitable distribution of departures so that no one area is saddled with an undue share of noise. We realize that there will be some noise, but we don't feel it is fair that our air is polluted with all of it.

Thank you for your attention.

Very truly yours,



Mr. and Mrs. William O. Ellison
9441 Lake Wash. Blvd. N. E.
Bellevue, WA 98004

cc. Senator Slade Gorton
The Honorable John Miller
Senator Brock Adams
The Honorable Rod Chandler

AEA 113

Dear Mr. Johnson,

The East Turn was changed three years ago when it was moved north. This means that noise of aircraft departing from Sea-Tac has been severely impacting the communities of Medina, Clyde Hill, and Bellevue since that change.

The noise is a severe intrusion on our lives. It is totally unacceptable that we should be asked to bear such a heavy burden of noise so far from the airport. Until the change in the East Turn this area had a quiet, rural nature. The noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a normal conversation due to the noise of the planes.

It is not essential that these planes over fly this area. The FAA has indicated its willingness to consider other flight tracks as well as splitting the flights into as many as three tracks. This noise must be stopped. Please do what you can to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. I want you to help in fighting this injustice in any way you can. I would like to hear from you regarding what you are able to do and what else I can do to stop these planes from flying over.

Sincerely,

Mr and Mrs Earl P. Johnson
8711 Ridge Rd
Medina, Wash.

98004

AEA #114

139

Doc'd ANM-500

JAN 23 1990

Date:

LeRoy J. Leavitt
3217 - 78th Place N.E.
Bellevue, Washington 98004
(206) 454-1173

January 18, 1990

JAN 23 1990

Jan 19, 90
Mr Temple Johnson, Jr
17900 Pacific Hy. South
Seattle, Wash 98168
Medina Air Traffic

Dear Mr Johnson:

I am aware that the FAA has proposed a new east turn procedure which would divide the flights between the I-90, Mercer Island corridor and the Bellevue-Medina Area.

As a resident of Medina, I strongly support this proposal and would ask that you give it your serious consideration.

1 of 1
This proposal would be a fair and equitable arrangement to distribute the frequent noise load over a greater area rather than have it all concentrated over the Medina residential area.

Thank you for your consideration,

LeRoy J. Leavitt

AEA #115

Mr. Temple Johnson, Mgr.
Air Traffic Div. FAA
N.W. Mountain Region
P. O. Box C-68966
Seattle, WA 98168

Subject: Air Traffic Noise

Dear Mr. Johnson,

We have lived in Medina's quiet environment for sixteen years, therefore prior to your 1987 modification of the North Flow Right Turn. Words like "Safety," "Efficiency," "Volume," "Growth" all have significance in your world, while "Peace" and "Quiet" are important to us. We are no different from any of the airport's other neighbors except that we get a disproportionate number of routes over our community on North Flow Days.

Please allow words like "Fair," "Equitable," "Balanced," and maybe "Even Distribution or Spread" to be used in the process of route determination. Current technology allows you the option to use a North Flow Left Turn on California and Oregon flights with a cross-over in unpopulated Southern Oregon rather than over Bellevue as you now plan.

Fairness or Reasonableness has to be your greatest and only insurance against extended haggling and quite possibly expensive litigation.

Regards,

Mary Ellen Paulman
Mary Ellen Paulman
P. O. Box 143
Medina, WA 98039

AEA # 116

Rec'd. ANM-500 / 501
JAN 23 1990

Date:

1/19/90

AFA #117

Gentlemen:

Medina, Clyde Hill, & Bellevue have borne the brunt of the East Turn departures for the last three years since the corridor was moved north.

The resultant noise pollution is unacceptable & has damaged the quality of life in these residential communities.

The number of departing planes overflying these communities must be decreased. An equitable distribution of departures should be instituted so no one area is saddled with an undue share of noise.

Hoping for some positive action.
Sincerely, Evelyn Marshall

Rec'd. ANM-500 / 501
JAN 23 1990

7520 LK WASH BLYD NE
BELLEVUE, WA 98004
JAN. 22, 1990

MR TEMPLE JOHNSON, JR., MANAGER
AIR TRAFFIC DIVISION, F.A.A.
NORTHWEST MOUNTAIN REGION
17900 PACIFIC HIGHWAY SOUTH
SEATTLE, WA 98168

DEAR SIR:

IT HAS COME TO OUR ATTENTION THAT THE PROPOSAL TO DISPERSE THE JET FLIGHT DEPARTURES ON THE EAST TURN HAS BEEN DROPPED FROM THE LATEST F.A.A. AIR TRAFFIC PROPOSALS.

FOR THE PAST THREE YEARS THIS PART OF BELLEVUE HAS BORNE THE BRUNT OF THE EAST TURN DEPARTURES. THE NOISE AND FREQUENCY OF FLIGHTS HAS INCREASED TO A POINT WHERE AT TIMES IT IS NOT A PLEASURE TO BE OUT-OF-DOORS. WE UNDERSTAND THE NEED FOR SOME FLIGHTS TO PASS OVER OUR NEIGHBORHOOD, BUT WE DON'T BELIEVE IT IS NECESSARY OR FAIR FOR US TO BE SUBJECTED TO ALL OF THEM.

WHEN A 727 IS PASSING OVER OUR GARDEN ON DEPARTURE MY WIFE AND I CAN BARELY COMMUNICATE WITH ONE ANOTHER.

WE BELIEVE OUR NEIGHBORHOOD IS BEING SUBJECTED TO AN UNDUPLICATE SHARE OF AIRCRAFT NOISE, AND WE URGE YOU TO REINSTATE THE PROPOSAL TO DISPERSE FLIGHT DEPARTURES ON THE EAST TURN.

A COPY OF THIS LETTER IS BEING SENT TO OUR SENATORS AND CONGRESSMAN.

VERY TRULY YOURS

COPY:

SENATOR ADAMS
SENATOR GORTEN
CONGRESSMAN CHANDLER

Robert F Brown

AFA #118

Form ANM-500

Date: JAN 23 1990

1/20/90

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Div.
17900 Pacific Hwy So.
P.O. Box C-68966
Seattle, Wa 98168

J.W. Claypool
1643 - 94th Ave. N.E.
Bellevue, WA 98004

January 19, 1990

Temple Johnson
Manager, Air Traffic Division FAA
Northwest Mountain Region
17900 Pacific Highway South
PO Box 68966
Seattle, WA 98168

RE: EAST TURN CONTROVERSY

Dear Sir:

Briefly, my husband and I support spreading out departing flights into THREE PATHWAYS over the Eastside in order to equitably disperse the inevitable increase in noise levels over residential neighborhoods when the East Turn is in effect.

Since we are already subjected to a currently unacceptable noise level from the East Turn, it seems totally ridiculous to ask that we prepare for an INEQUITABLE INCREASE in noise due to an increase in the desired number of flights in and out of SeaTac.

If the FAA is TELLING US rather than ASKING US about increasing flights at SeaTac, why then is the FAA not prepared to objectively analyze the noise problem and select the solution that most equitably scatters the noise? While we can appreciate other residential areas not wanting noise increases, it is simply blatantly unjust not to spread the burden around as fairly as possible.

Furthermore, we understand that there are rumblings about eliminating the current curfew on departures between 10:00 pm and 6:00 am. This is TOTALLY UNACCEPTABLE.

In summary, if increases in noise levels on the Eastside become inevitable, we support the position of Bob Rudolf, President of ECAAN. We hope that a solution to equitable dispersion of aircraft noise will be arrived at without paying undue attention to those who holler loudly that they do not wish to accept their fair share of the burden.

Sincerely,

James and Deanna
Claypool
AEA #120

cc: file
Bob Rudolf

Yours truly,
Walter L. Edwards
10047 1st Street
Bellevue, WA 98004
AEA #119

cc Sen. Slade Gorton
Sen. B. Adams
Rep. John Miller
Rep. Rod Chandler

Dear Sir:

Bellevue, Clyde Hill & Medina
have borne the brunt of the East Turn
aircraft departures for the last three
years since the corridor was moved north

The resultant noise pollution is
unacceptable and has severely
damaged the quality of life in
these residential communities.

The number of departing planes
overflying the communities must
be decreased. An equitable dis-
tribution of departures should be
instituted so no one area is
saddled with an undue share of
noise.

I strongly support discontinuance of
flights in the East turn.

Sylvia Phillips
9430 Lake Washington Blvd N.E.
Bellevue Wa 98004

AEA #121

Rec'd. ANM-500

Date: JAN 23 1990

RONALD AND SHIRLEY LUHMAN Rec'd. ANM-500
8663 N. E. 17th Street
Clyde Hill, Washington 98004-3242 JAN 23 1990

January 19, 1990

Temple Johnson
Manager
Air Traffic Division FAA
Northwest Mountain Region
17900 Pacific Highway South
P. O. Box 68966
Seattle, Washington 98168

Dear Mr. Johnson:

In regards to the proposed Four Poster Plan and its affect on the Medina, Clyde Hill and Vuecrest neighborhoods, the residents of this area purchased their homes in a once-quiet neighborhood. We are now being harassed constantly by jet plane noise, in addition to the noise resulting from the constant increasing volume of Evergreen Bridge traffic and the accompanying helicopters that monitor the traffic flow. It is certain that our property values will diminish, if planes are allowed to continue to disperse an unreasonable volume of jet plane noise, according to the Four Poster Plan.

Burgeoning air traffic is everyone's problem and the resulting noise should be shared. Another pathway should be used to widen the corridor, thus spreading some of the noise over Redmond and Kirkland. Departing flights should also be restored over Elliot Bay.

Barriers can be erected to diminish ground traffic noise -- the FAA should do everything possible to make our air space comfortable for everyone in our community.

Sincerely,

Shirley Luffman
SHIRLEY LUHMAN

Ronald Luffman
RONALD LUHMAN

Copy to:
Honorable Slade Gorton
Honorable Brock Adams
Honorable Rod Chandler
Senator Dan McDonald
Representative Steve Van Loven
Representative Roy Ferguson

AEA # 122

143

Form ANM-500
Date: JAN 23 1990

Mr. Temple Johnson, Jr.
Air Traffic Division, FAA
Seattle, WA 98168

22 January 1990

January 14, 1990

Subject: Airplane noise.

Medina, Clyde Hill, and Bellevue have borne the brunt of the East Turn departures for the last three years since the corridor was moved north. The resultant noise pollution is unacceptable and has severely damaged the quality of life in these residential communities. The number of departing planes overflying these communities must be decreased. An equitable distribution of departures should be instituted so that no one area is saddled with an undue share of noise.

This problem should have been solved justly long ago before the affected communities started quarreling and blaming each other for trying to shift the ever increasing airplane noise to their neighboring towns.

Rolf Amsler

Rolf Amsler
9415 NE 14th Street
Clyde Hill, WA 98004

AEA 123

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P.O. Box C-68966
Seattle, Washington 98168

Re: Aircraft Noise on the East Turn

Dear Mr. Johnson,

I am writing to ask for relief from a terrifically burdensome problem.

Three years ago the air traffic corridor known as the "East Turn" was moved north over my community. The noise which comes from these planes is very disruptive and an extreme intrusion on our lives. There are times of the day when it is impossible to carry on a conversation due to the noise of the planes overhead. It gets particularly bad on those beautiful days with a north wind when one wants to be out working in the yard, but here come the planes - one right after another - so loud you can hardly think.

These planes were not flying over my house four years ago. It is imperative that this noise be eliminated. Please use whatever influence you can to effect a change in the airport departure procedures. I would appreciate hearing from you on this matter.

Sincerely,

Marshall Hawitz, M.D., Ph.D.

AEA # 124

HH

Roy S. Massey Jr.
10632 NE 12TH PL
Bellevue, WA 98004

Temple Johnson, Mgr.
Air Traffic Division FAA
17900 Pacific Highway So.
P.O. Box 68966
Seattle, WA 98108

AEA # 125

re: Aircraft Noise

Dear Mr. Johnson;

I live in West Bellevue directly under the east aircraft departure lane for Sea-Tac airport. When I purchased this home over 22 years ago it was not the target route for all the air traffic going east out of Sea-Tac on a north wind day. We do not mind having an occasional plane flying overhead, but why should we take the brunt of all the east bound traffic? This is an equal opportunity country and all should have equal opportunity to share in the noise. We are being denied the quiet enjoyment of our property without compensation for our harassment. Maybe our feelings would change if the government recognized that its policies were singling out a particular population for mental and physical abuse, and compensated that group with reduced federal or local taxes. Until that happens it would be prudent to make everyone share the noise burden.

cc Honorable Rod Chandler
Senator Slade Gorton

Sincerely
Roy Massey Jr.

TAX AND FINANCIAL PLANNING SERVICES
AS A LOW-TO-MID INCOME RESIDENT
I SUPPORT THE AIRPORT PROPOSALS
MICHAEL T. WING, CPA
10808 N.E. 13TH STREET
BELLEVUE, WASHINGTON 98004
(206) 455-8585

OPINIONS AGAINST AIRCRAFT NOISE
14, Medina, Washington 98039

MENT - JET NOISE ALERT

Flight departures on the East Turn, which are now concentrated over Medina, Clyde Hill, and Bellevue. This proposal would have decreased noise and benefited your community. In this proposal, a new departure corridor would have passed over Mercer Island, decreasing the number of jet departures over our communities by up to one-half. The FAA was also willing to consider a third pathway to the north, which would have further decreased the number of flights over any Eastside community.

The Mercer Island City Council and Mercer Island residents applied political pressure against this proposal which would have produced a more equitable sharing of noise. Because of this political pressure the split departure corridors have been dropped from the latest FAA air traffic proposals. This decision might be reversed if enough letters and calls reach those officials who can exert their influence.

ECAAH (Eastside Citizens Against Aircraft Noise) asks you to write to Mr. Temple Johnson of the FAA in support of dispersing flights on the East Turn. The noise needs to be shared more equitably so that no Eastside community will bear an undue burden.

The final decision regarding change or retention of the current East Turn will probably be made within the next 4 to 6 weeks. IT IS CRUCIAL THAT YOU WRITE MR. TEMPLE JOHNSON NOW INDICATING YOUR SUPPORT OF DISPERSAL and CALL YOUR CONGRESSMEN. Send a letter or copy to each of your congressmen.

Mr. Temple Johnson, Jr., Manager Air Traffic Division, FAA Northwest Mountain Region 17900 Pacific Highway South P.O. Box C-68966 Seattle, Washington 98168 Phone 431-2500	Senator Slade Gorton 3206 Federal Office Building Seattle, WA 98174 Phone 442-0350	Senator Brock Adams 2988 Federal Office Building Seattle, WA 98174 Phone 442-5545
	The Honorable John Miller 145 Third Avenue South Suite 201 Edmonds, WA 98020 Phone 672-4224	The Honorable Rod Chandler 3326 - 160th Avenue SE Suite 105 Bellevue, WA 98008 Phone 442-0116

- SUGGESTIONS FOR YOUR LETTER TO THE FAA AND YOUR CONGRESSMEN
1. Medina, Clyde Hill, and Bellevue have borne the brunt of the East Turn departures for the last three years since the corridor was moved north.
 2. The resultant noise pollution is unacceptable and has severely damaged the quality of life in these residential communities.
 3. The number of departing planes overflying these communities must be decreased. An equitable distribution of departures should be instituted so no one area is saddled with an undue share of noise.

AEA # 126

A PUBLIC HEARING ON THE COMING CHANGES IN AIR TRAFFIC PATTERNS IS SCHEDULED FOR 7 PM ON JANUARY 24TH AT CLEVELAND HIGH SCHOOL, 5511 15TH AVENUE SOUTH, SEATTLE. THE PORT OF SEATTLE AND THE FAA ARE NOW TRYING TO AVOID DEALING WITH THE ISSUE OF NOISE FROM THESE DEPARTING AIRCRAFT AS WELL AS ADDITIONAL PLANES THAT ARE PLANNED FOR THE EAST TURN.

WE NEED TO PACK THE HALL WITH OPPONENTS OF THE EAST TURN. COME AND PROTEST!

Mrs. C. Rowland Hagyard
9004 N.E. 21st Place, Bellevue, Washington 98004

Rec'd. ANM-500 1501
Date: JAN 23 1990

Jan 20, 1990

Dear Mr. Johnson;

I have been a resident of Clyde Hill for the past 26 years and am sickened by this airplane noise. I am among many who are protesting - you can hardly carry on a conversation, and our quality of life has certainly been damaged. If the flight path can't turn west over the Sound, why can't it be more evenly distributed so one area doesn't get all the noise?

Yours truly,

Cathy Hagyard
AEA # 127

426 Upland Way.
Bellevue, WA. 98004

Rec'd. ANM-500 1501
Date: JAN 23 1990

January 16, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The East Turn was moved north three years ago and the noise of aircraft departing from Sea-Tac has had a devastating effect on the quality of life in Medina, Clyde Hill, and Bellevue since that change.

This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a conversation due to the noise of the planes. We should not be asked to bear such a heavy burden of noise so far from the airport. This severe noise is totally unacceptable.

All these planes do not need to fly over this area. The FAA has suggested splitting the flights into as many as three tracks. Political influences are preventing these beneficial changes.

Please take the lead in fighting this extreme injustice. We must have some lessening of this noise. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Let me know what you are able to do and if there is anything I can do to stop the burden of this noise.

Sincerely,

Alvin B. Haush
Susan E. Hansen

AEA #128

1/10
Date: JAN 23 1990

Rec'd. ANM-500
Date: JAN 23 1990

AEA # 130

January 18, 1990

January 15, 1990

AEA # 129

Mr. Temple Johnson Jr., Mgr.
Air Traffic Div. FAA
N.W. Mountain Region
P. O. Box C-68966
Seattle, WA 98168

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

Dear Mr. Johnson,

All of my life has been spent in Medina or at the University of Washington. In 1987 it was almost as if a fire hose of airplane noise was turned our way on clear, sunny days when we wanted to enjoy the great outdoors. My cousin in Chicago states that they have had similar airplane noise problems but that they have spread the planes over the entire Chicago area with concentrations along the major highways. This seems to have worked for them.

The change in the East Turn from three years ago means that noise of aircraft departing from Sea-Tac is disastrously affecting the communities of Medina, Clyde Hill, and Bellevue.

The noise is a severe intrusion on our lives. It is often impossible to carry on a normal conversation due to the noise of the planes. This far from the airport we should not be asked to bear such a heavy burden of noise from these planes.

LH

Now that I am at the U. of WA, I do not notice the planes as much because I feel the ambient noise levels are higher. Please consider giving Medina some relief.

This noise must be stopped. Please do what you can to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. I want you to take a leading role in fighting this injustice. Please let me know what you are able to do and what else I can do to stop these planes from flying over.

Thank you,
Stephanie Paulman
Stephanie Paulman

Sincerely,
James L. Quinn, Jr.

Rec'd. ANM-500/101
Date: JAN 23 1990

ECAAN
Box 414
Medina, WA 98039

AEA # 131

Rec'd. ANM-500/101
Date: JAN 23 1990

AEA # 132

Mr. R. Prang, FAA
17900 Pacific Highway W
P O Box C-68966
Seattle, WA 98168

January 16, 1990

Dear Mr. Prang:

The residents of Medina, Clyde Hill, and central Bellevue have been heavily impacted by the noise of East Turn departures over the past several years. These citizens are currently bearing the entire brunt of that departure procedure and it has significantly decreased the quality of life in these residential areas.

When the "four-poster" plan was introduced several months ago, it included a split in the East Turn to provide partial relief of this impact. We understand that the East Turn split has now been dropped from the plan, in large part due to pressure from the Mercer Island Council and some of its residents.

Therefore ECAAN (Eastside Citizens Against Aircraft Noise) oppose the "four-poster" plan in its present form. It would provide no relief to an already heavily impacted area and would worsen the problem by adding a large number of arrivals to this area. The changes in arrival flight patterns must be coupled with changes in departure tracks.

ECAAN represents 2500 residents of the Eastside who support the Resolutions of the City Councils of Bellevue, Clyde Hill, and Medina* seeking relief from the present levels of overflight noise. An equitable solution to this problem must be found so that no community bears an undue burden.

Sincerely,
Bob Rudolph
Bob Rudolph
President, ECAAN

RHR:jj

* See enclosed petition

- cc: Representative John Miller
- Representative Rod Chandler
- President, Port Commission
- Terry Lukens, Mayor of Bellevue
- Phil Rourke, Mayor of Clyde Hill
- Dean Messmer, Mayor of Medina
- Senator Slade Gorton
- Senator Brock Adams
- Senator Dan McDonald
- Representative Steve Van Luven
- Representative Roy Ferguson
- Tom Lucas, Attorney ECAAN
- Temple Johnson, Regional Director FAA
- Andrea Riniker, Aviation Director SEA-TAC
- Mediation Committee

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

Since the East Turn was moved north three years ago the noise of aircraft departing from Sea-Tac over Medina, Clyde Hill, and Bellevue has had a devastating effect on the quality of life in this area. *negative*

It is often ~~impossible~~ ^{difficult} to carry on a conversation due to the noise of the planes. This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is totally unacceptable that we should be asked to bear such a heavy burden of noise so far from the airport.

All these planes do not need to fly over this area. Political influences are preventing the FAA from splitting the flights into as many as three tracks.

We must have some lessening of this noise. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take the lead in fighting this extreme injustice. Let me know what you are able to do and if there is anything I can do to help stop the burden of this noise.

Sincerely,

John & Patti THOMSON
840-80th NE
BELLEVUE, WA 98004

P.S. We are not trying to sacrifice aircraft safely, only trying to split up the departing flights.

Recd. ANM-500 / 501
Date: JAN 23 1990

AOA # 133

9707 NORTHEAST 14TH STREET
BELLEVUE, WASHINGTON 98004
(206) 454-8332

501
JAN 23 1990
January 18, 1990

January 16, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Mr. Temple Johnson, Manager
Air Traffic Division FAA
Northwest Mountain Region
17900 Pacific Highway South
P. O. Box 68966
Seattle, WA 98186

Dear Mr. Johnson,

Dear Mr. Johnson:

The East Turn was moved north three years ago and the noise of aircraft departing from Sea-Tac has had a devastating effect on the quality of life in Medina, Clyde Hill, and Bellevue since that change.

We have been residents of Clyde Hill since 1963. During the past three years we have noticed a substantial change in air traffic noise particularly in nice days. Up until that time, this has been a very quiet neighborhood where one's activities and peacefulness were not affected by the noise from airplanes. The noise pollution is unacceptable and has damaged the quality of life in our community.

This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a conversation due to the noise of the planes. We should not be asked to bear such a heavy burden of noise so far from the airport. This severe noise is totally unacceptable.

From all that we have read and heard recently, it would appear that the flights are going to increase over Clyde Hill if the four poster plan is implemented. We support a dispersment of flights on east turn departures and any other measures that would decrease aircraft noise on the Eastside. There must be an equitable sharing of the noise so that no one community bears an undue share.

67
All these planes do not need to fly over this area. The FAA has suggested splitting the flights into as many as three tracks. Political influences are preventing these beneficial changes.

Thank you for your consideration.

Please take the lead in fighting this extreme injustice. We must have some lessening of this noise. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Let me know what you are able to do and if there is anything I can do to stop the burden of this noise.

Respectfully submitted,

Sincerely,

David and Jane Cable
David and Jane Cable

Dick & Judie Hansen
443 - 86TH AVE. NE.
Bellevue, WA 98004

cc: Congressman John Miller
Congressman Rod Chandler
Senator Slade Gorton
Senator Brock Adams

AEA #134

SUE CHRISTIAN
7827 N.E. 12th Street P.O. Box 26
Medina, Washington 98039 U.S.A.

Rec'd. ANM-500/501

Date: JAN 23 1990

January 14, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

I need your help to relieve a terrible problem.

Three years ago the East Turn was moved over my community. The noise which comes from these planes is very disruptive and an intrusion on our lives. On those beautiful days with a north wind while out in the yard here come the planes - one right after another - so loud one can hardly think. There are times when it is impossible to carry on a conversation due to the noise of the planes overhead.

I could not hear these planes four years ago. This noise must be stopped. Use whatever influence you have to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise.

Sincerely,

Sue Christian

AEA #135

GARY D. CHRISTIAN
7827 N.E. 12th Street P.O. Box 26
Medina, Washington 98039 U.S.A.

Rec'd. ANM-500/501

Date: JAN 23 1990

January 14, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

I am writing to ask for help in relieving a severely vexing problem.

Three years ago the East Turn was moved over my community. The noise which comes from these planes is very disruptive and an intrusion on our lives. There are times when it is impossible to carry on a conversation due to the noise of the planes overhead. On those beautiful days with a north wind when one wants to be out working in the yard here come the planes - one right after another - so loud one can hardly think.

I could not hear these planes four years ago. This noise must be stopped. Please use whatever influence you have to change the airport departure procedures.

Sincerely,

Gary D. Christian

AEA #135

150

AEA #137

Rec'd. ANM-500 / 5077

Date: _____

January 15, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The noise of aircraft departing from Sea-Tac on the East Turn is disastrously affecting the lives of the residents of Medina, Clyde Hill, and Bellevue.

The noise is very disruptive and a severe intrusion on our lives. Many times it is impossible to carry on a normal conversation due to the noise of the planes. No one living this far from the airport should be asked to bear such a heavy burden of noise from these planes as they climb and turn over us.

15 This noise must be stopped. Change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take a leading role in fighting this extreme injustice and let me know what else I can do to stop these planes from flying over.

Sincerely,

Alice & Steve Marglin
2623 Evergreen Pt Rd
Bellevue, Wa 98004

AEA #138

Rec'd. ANM-500 / 5077

Date: _____

JAN 23 1990

January 15, 1990

Mr. Johnson, Jr., Manager
Air Traffic Division
FAA, Northwest Mountain Region
17900 Pacific Highway S.
PO Box C-68966
Seattle, WA 98168

Dear Mr. Johnson:

I am writing to ask your assistance in resolving a major environmental problem, jet airplane noise pollution.

As you know Medina, Clyde Hill and Bellevue have born the brunt of the East Turn departures for the past 3 years. The number of departures on the East Turn must be decreased and there must be an equitable sharing of the noise so that no community bears an undue share of it.

I have been a long term Eastside resident and have witnessed first hand the major increase noise pollution and the damage to the quality of life on the Eastside residential communities.

In addition to the distribution of the East Turn on north takeoff over a wider corridor, the older and noisier airplanes should be required to stay over water until they reach an altitude of at least 10,000 feet.

I am asking you to find an equitable solution and not let the present situation stand.

Sincerely,

Long C. [Signature]

Rec'd. ANM-500 1501

Date: _____

7608 N.E. 12TH
BELLEVUE, WA.
98004

January 16, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The East Turn was moved north three years ago and noise of aircraft departing from Sea-Tac has had a devastating effect on the residents of Medina, Clyde Hill, and Bellevue since that change.

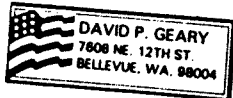
We should not be asked to bear such a heavy burden of noise so far from the airport. This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a conversation due to the noise of the planes. This severe noise is totally unacceptable.

It is not essential that these planes fly over this area. The FAA is willing to use other flight tracks and has suggested splitting the flights into as many as three tracks. Political influences are preventing these beneficial changes.

Do whatever you can to change the airport departure procedures. We must have some lessening of this noise. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take the lead in fighting this extreme injustice. Keep me informed about what you are able to do and if there is anything else I can do to stop these overflights.

Sincerely,

David Geary



AEA # 139

Rec'd. ANM-500 1501

Date: JAN 24 1990

January 22, 1990

Mr. Temple Johnson Jr., Manager
Air Traffic Division
FAA NW Mountain Region
17900 Pacific Highway South
P O Box C 68966
Seattle, WA 98168

Dear Mr. Temple Johnson:

I am a native Bellevue resident, and in the past years the increase in noise pollution has damaged the quality of my life. Having recently had infants, I can tell you personally that after a long night of being up off and on, and finally getting the household quiet only to be awoken by jet noise... I am in SUPPORT OF DISPERSING FLIGHTS ON THE EAST TURN.

Please continue to consider new corridors to disperse jet noise over individual communities. No community should bear undue noise pollution, this includes other communities like Mercer Island which should have equitable sharing of noise.

Thank you,

Wendy Shultz Spektor

Wendy Shultz Spektor
8925 NE 13th St.
Bellevue, WA 98004

AEA # 140

Rec'd. ANM-500

Date: _____

January 22, 1990

AEA #141

Mr. Temple Johnson Jr.
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
Seattle, Wa. 98168

Dear Mr. Johnson:

As a resident of Clyde Hill (92nd St north of 11th)
I can only say PLEASE DISPERSE THE JET FLIGHT DEPARTURES
FROM SEATAC, both to the North as well as the South
and reduce the concentration of East bound traffic
directly from central Seattle to my house.

The noise becomes unbearable, especially during peak
air traffic hours and I swear my house is their target.
We have a Southwest exposure and in the summer months
we cannot use our patio. The noise is deafening, not
just from one plane but they come in groups of 5 or
more tailgating. We realize we must bear our share
of the noise, but please disperse some of those flights
away from our zone so we can speak to one another.
Your consideration of my plea will be greatly
appreciated.

Sincerely,
Ruth Slater
Ruth Slater
1436, 92nd NE
Bellevue, Wa
98004

Rec'd. ANM-500

Date: _____

10455 N.E. 16th Place
Bellevue, WA 98004
January 22, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P. O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

In regard to jet flight departures which are now
concentrated over Medina, Clyde Hill and Bellevue, my wife
and I request that you support dispersing flights on the
East Turn. The noise needs to be shared more equitably
so that no Eastside community will bear an undue burden.

During the summer we like to use our patio, and the wind
being more consistently in the north we have difficulty
carrying on a normal conversation because of the recurring
jet noise overhead. Even in the house this is very annoying.

Why should our community bear the brunt of this? Let
Mercer Island and Seattle share some of the noise pollution
caused by the departing planes.

Sincerely,

Albert G. Bender
Albert G. Bender

cc: Senator Slade Gorton
Senator Brock Adams
The Honorable Rod Chandler

AEA #142

FORM ANM-800

Date JAN 24 1990

January 22, 1990

Mr. Temple Johnson, Jr.
Manager Air Traffic Division
FAA Northwest Mountain Region
17900 Pacific Highway South
P.O. Box C68966
Seattle, Wa. 98168

Dear Mr. Johnson,

I am writing to express my hope that you will go forth on the proposal of dispersing the jet flight departures on the East Turn, which are now concentrated over Medina, Clyde Hill, and Bellevue.

My family moved to Clyde Hill in 1954. Upon marriage, my husband and I bought a home in Clyde Hill. When the jets are using the east turn it is so noisy that one cannot even hear the portable radio which I use when gardening. The planes fly over just minutes apart and wake up the neighborhood in the early hours. It sounds like a war zone.

I do not feel it is too much to ask to disperse the jet flight departures so that we do not bear the brunt of it unfairly.

Sincerely,

Cathy Burkett

Cathy Sheehan Burkett
1736 89th Pl. N.E.
Bellevue, Wa. 98004

Leo Sheehan Mrs. Maxine Sheehan

Mr. Leo Sheehan Mrs. Maxine Sheehan
1800 94th N.E. 1800 94th N.E.
Bellevue, Wa. 98004 Bellevue, Wa. 98004

AGA # 143

Robert & Anna Petry
1632 92nd Ave., NE,
Bellevue, WA. 98004-2511.
January 23, 1990.

JAN 24 1990

Mr. Temple Johnson, Jr., Manager,
Air Traffic Division, FAA,
Northwest Mountain Region
17900 Pacific Highway South,
P.O. Box C-68966
Seattle, WA. 98168

Dear Sir:

We wish to add our voices to those of many others protesting the concentration of air traffic taking the "East Turn" when taking off northward out of Sea-Tac Airport. As you know, the present route concentrates the air traffic noise over the communities of Bellevue, Clyde Hill and Medina.

For the past three years this concentration, reportedly brought about by pressure from interests on Mercer Island, has resulted in a very real increase in Noise pollution with a reduction of the quality of life in our area. It is especially annoying in times of fair weather when we are trying to enjoy the out-of-doors in our communities.

We firmly believe the unavoidable noise from Sea-Tac should be shared equally by all areas in its path, starting from Mercer Island northward to the county border. Therefore we strongly support dispersal of those flights using the "east turn".

We also believe that traffic will only get worse in the future, so it is important that an additional more remote airport be built as soon as possible to decrease the load on Sea-Tac. The necessary hearings and planning should be started now toward this end, and methods of financing should be arranged as well so that progress can move as swiftly as possible.

Respectfully yours,

Robert Petry

Robert Petry

Anna Petry

Anna Petry

AGA 144

January 20, 1990

REC'D ANN-500 601
Date: JAN 26 1990

7727 58th Avenue NE
Seattle, Washington 98115
24 January 1990

AOA # 146

AOA # 145

Mr. Temple Johnson
Air Traffic Div. FAA
P. O. Box C-68966
Seattle, WA 98168

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, Washington 98168

RE: Draft Environmental Assessment (DEA) for Arrival/Departure
Route Changes for Seattle-Tacoma International Airport

Dear Sirs:

Please include these comments in the official record for the
referenced document.

The DEA is wholly inadequate for its intended purpose of
reaching a decision as to the extent of environmental effects
associated with the proposed and other evaluated route changes.
The DEA contains virtually no environmental information and with
regard to noise impacts, the DEA states that, "no conclusions can
be drawn," and that "there are no empirical data." Despite these
assertions, the DEA concludes, based on consideration of the
largely irrelevant LDN 65 contour, that no adverse noise effects
will occur.

Quite the contrary is true. I can state from experience
that aircraft flying over my neighborhood (Viewridge) on even the
current infrequent basis are a disturbing factor and do interrupt
sleep when those overflights occur at night. I would estimate
that the current infrequent overflights occur under about the
same conditions (altitude, power settings) as are proposed under
the DEA. (I also note that the frequency of those overflights
seems to have increased in recent weeks and I cannot help but
wonder if we are experiencing a "test exposure" to the proposed
noise level.) Obviously, going from a condition of almost no
overflights to one of regular and frequent overflights will
result in increased noise. The average noise level, as
determined by the LDN methodology, is quite inadequate to
represent the disturbance associated with sleep interruption due
to occasional peak noise levels.

Dear Mr. Johnson,
Vigilance and a willingness to fight for a given quality
of life seem to be the only way to get along these days
with our burgeoning population. Now it seems to be
you and the aircraft routing you control. At the vari-
ous meetings you have addressed, it would seem that
you are both flexible and reasonable.

Please consider spreading the North Flow Right Turn
over a wider area, say Kirkland through Renton. Also
you might use a North Flow Left Turn for flights to
Portland, San Francisco, and Los Angeles, using an
easy cross-over point in Southern Oregon rather than
Bellevue.

Thank you for your consideration.

April Paulman
April Paulman
1415 80th Ave. N.E.
Medina, WA 98039

Doc'd. ANM-500 1501
Date: JAN 24 1990

January 16, 1990

AEA #147

Some further specific shortcomings of the DEA:

- no consideration of unavoidable effects
- no provision for mitigation
- no consideration of secondary impacts (hardly a surprise when even primary impacts are not addressed)
- inadequate consultation with neighborhoods (an apparent effort to pit neighborhood against neighborhood by focusing attention on those with at least some prospect of reduced noise, although that prospect is not documented with data)

In short, the DEA meets neither the letter nor the spirit of the National Environmental Policy Act's (NEPA) directive to fully assess the environmental consequences of a "major federal action with significant environmental impacts." A full Environmental Impact Statement is required by law. And then we must hope that the spirit of NEPA will prevail and that we residents of Seattle, and users of the airport, will not be subjected to increased noise and other adverse effects of the proposed changes.

I wish to point out that I am a licensed commercial pilot. I believe that acceptance of some delays or rescheduling flights is a preferable inconvenience to the constant imposition of unnecessary aircraft noise on the general public. Thank you for your consideration of my comments.

Sincerely yours,
Fletcher G. Shives
Fletcher G. Shives

cc: Senator Brock Adams
Senator Slade Gorton
Honorable John Miller
Honorable Jim McDermott
Honorable Cynthia Sullivan

AEA 146

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The East Turn was moved north three years ago and the noise of aircraft departing from Sea-Tac has had a devastating effect on the quality of life in Medina, Clyde Hill, and Bellevue since that change.

This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a conversation due to the noise of the planes. We should not be asked to bear such a heavy burden of noise so far from the airport. This severe noise is totally unacceptable.

All these planes do not need to fly over this area. The FAA has suggested splitting the flights into as many as three tracks. Political influences are preventing these beneficial changes.

Please take the lead in fighting this extreme injustice. We must have some lessening of this noise. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Let me know what you are able to do and if there is anything I can do to stop the burden of this noise.

Sincerely,

Carme Hamilton

8431 RIDGE ROAD
BELLEVUE, WASHINGTON
98004

156

J. Roger Nowell, Attorney
941 - 11th Avenue East
Seattle, Washington 98102

January 25, 1990

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

Re: Sea-Tac Airport Rerouting plan

Gentlemen:

This is to express my concern over the increased noise which will be generated in my neighborhood on North Capitol Hill if the air traffic rerouting plan proposed by City of Seattle Resolution No. 28114 is adopted.

An Environmental Impact Statement with respect to said proposal-- and the modifications at Sea-Tac Airport associated therewith-- should be considered mandatory.

Very truly yours,

J. Roger Nowell
J. Roger Nowell

cc: The Honorable Norman Rice
Mayor

REC'D. ANM-500

DATE: JAN 26 1990

1111 E. Lynn St.
Seattle, WA 98102
January 22, 1990

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

Reference: Hearing on Draft Environmental Assessment,
January 24, 1990

To Whom It May Concern:

Please accept this letter as my formal request for an Environment Impact Statement on the re-routing of air traffic over North Capital Hill. Air traffic noise is bothering me more and more and I am very concerned that the proposed changes will negatively impact the quality of my life and others.

Please consider addressing the following in the EIS:

1. It is my perception that air traffic noise has drastically increased in the last month, yet the FAA tells me it has not increased. Why is this the case?
2. What will be the impact on air quality in my neighborhood? I live within several blocks of 520, I-5 and 10th Ave. E. and already am negatively impacted by exhaust fumes from automobiles. Research has shown an increase in cancer among those persons who live in close proximity to freeways. Will an increase airplane exhaust over my home result in a significant increase in the likelihood that I could develop cancer?
3. What will be the impact on me and others psychologically due to the increase in sound intensity and duration? Will there be an increase in irritability, change in sleep patterns, less ability to focus one's thoughts, ability to relax?
4. What will be the impact on my ability to get a good night's sleep. I have been awakened by air traffic noise and am concerned that if planes are going over my house 100% of the time I will not be able to catch up on my sleep on the nights that planes do not fly over my house.
5. Will air traffic noise and pollution have a greater impact on babies and children? Will there be a significant health risk to children as opposed to adults? Will certain age groups be more impacted than others: infants, children, adolescents, young adults, adults, middle age, and older adults.

REC'D. ANM-500

Date: JAN 26 1990

ACA #148

ACA #149

157

AEA 149

Rec'd. ANM 500

Date: JAN 25 1990

2224 11th Avenue E.
Seattle, WA 98102

January 22, 1990

6. Will some groups be more impacted than others, ie. those with certain types of hearing problems and persons who are more sensitive to noise, vibration and air pollution.

7. Jets appear to fly 2,000 feet from my roof, yet the newspaper says they are flying 4,500 feet from my roof (I can see the name of the airline company on the plane). Why?

PLEASE INCLUDE THIS LETTER IN THE FORMAL RECORD, which will be compiled at the Hearing at Cleveland High School on January 24, 1990.

The proposed re-routing of air traffic has made me aware that there is a problem in the manner in which the FAA makes changes that drastically impact the quality of life of hundreds of thousands of citizens. Airplanes flying over homes in the 1990s impact citizens in new ways and the political machinery needs to be changed to reflect those changes.

Sincerely,

Lynn Buell

Lynn Buell, M.S.

cc: Senator Brock Adams
Honorable Slade Gorton
Honorable John Miller
Honorable Jim McDermott

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

RE: Hearing on Draft Environmental Assessment

Although I cannot be present at your hearing on January 24th, I want you to know that I strongly oppose the Federal Aviation Administration Plan to reroute in-coming aircraft in good weather from East of the Cascades and the Coast Range in California to a route over North East Seattle and then due South to Seattle-Tacoma International Airport.

Even last summer there were many planes flying directly overhead, while there was not a cloud to be seen. This was a nuisance to my family at the time. From those "fair weather conditions" you are planning to increase air traffic overhead enormously. You will be taking away one of the main enjoyments of our house and garden, and I strongly protest.

In addition to the 'official' air traffic over our heads, we already have a number of small and water planes buzzing overhead in the summer. I am sure our noise level will rise higher than the 50-55 Ldn your noise consultant expects for us, which is already an awful lot of noise.

I request that you do an Environmental Impact Statement before making any change in the routing.

Sincerely,

Sid Forman

Sid Forman

AEA#150

158

GRAHAM S. ANDERSON
820 PIKE STREET, 20TH FLOOR
SEATTLE, WASHINGTON 98101-4004

** TOTAL PAGE.003 **

January 30, 1990

AEA 151

F.A.A.
Northwest Mountain Regional Headquarters
17900 Pacific Hwy. South
Seattle, Washington 98188

Re: Seattle Experimental Flight Paths

Gentlemen:

The new experimental flight paths do not work, or at least the cure is worse than the disease.

The experimental flight paths succeed in bringing the airport to a substantial portion of the City of Seattle, cutting across all economic lines.

May I respectfully suggest that the answer may not lie in automatically finding a solution which will accommodate the ever-growing demand for slots at peak hours.

159 Perhaps the time has come to curtail the traveling public's convenience and spread available slots throughout the day utilizing the old flight paths. If all else fails, this could be accomplished by raising the landing fees during certain hours at Sea Tac. If this doesn't immediately work, keep raising them until the "ouch" point is achieved.

I can foresee a time when air fares to the traveling public are substantially higher during convenient times of travel.

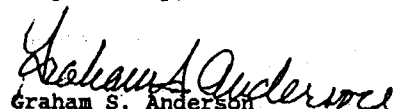
Another solution, (assuming the old flight approach paths have reached the breaking point), is simply to not accommodate the demand, which would admittedly make Seattle somewhat of an orphan. However, it seems to me, the quality of life of the people who live here is more important than the convenience of those of us who must travel, and certainly more important than those who do not live here.

F.A.A.
January 30, 1990
Page 2

AEA 151

In any event, your solution has been tried, and after two days, I can assure you it is a most unpleasant way to solve the problem.

Respectfully,


Graham S. Anderson
GSA:jm

cc: Norm Rice
John Miller
Slade Gorton
Brock Adams

Rec'd. ANM-500 *K. K. K.*

Date: JAN 18 1990

944 88th Ave. N.E.,
Bellevue, Wash. 98004.

January 4, 1990.

The Honorable Rod Chandler
3326 160th Avenue S.E.
Suite 105
Bellevue, WA. 98008.

Dear Congressman Chandler,

The FAA has recently proposed to scatter jet flight departures on the East Turn, which at present are concentrated over Medina, Clyde Hill and Central Bellevue. We in Medina favor this proposal and feel it is a much more equitable solution to annoying airplane noise than the present flight pattern.

We trust that you will support the FAA's proposal, which will certainly alleviate the ever-increasing airplane noise problem we have endured in recent years.

Sincerely,

Eve and Jean-Paul Mauger.

✓ cc: Mr. Temple Johnson,
FAA.

Greetings:

AEA #15328 1-18-90
I want to see an adequate environmental impact statement conducted concerning aircraft noise and routing over Northwest Seattle. The current environmental assessment does not include noise data, air quality data, analysis of the effect on general aviation, impact on communities, + mitigation measures.

I also am annoyed that the FAA contacted airlines but FAILED to contact The State of Washington, King County, The Puget Sound Air Quality Control Commission, + most community organizations.

The current study is inadequate. I insist on a full environmental impact statement on what this is going to do to my neighborhood. Thank you. Val Schroeder

AEA #15328

Rec'd. ANM-500

Date: JAN 23 1990

AEA 154

F. W. Zappert
2460 W. Lk. Sammamish Pky S.E.
Bellevue, WA 98008

January 14, 1990

Mr. Temple Johnson
Regional Manager
Air Traffic Control Division
Federal Aviation Administration
Northwest Mountain Region
17900 Pacific Highway South
C-68988, Seattle WA 98168

AEA # 154

SUBJECT: Comments on F.A.A. Environmental Assessment of "4-Post Plan".

References:

1. F.A.A. Document titled "Airspace Study", no date, released November 1989
2. F.A.A. Document titled "Draft for Environmental Assessment for proposed changes to Air Traffic Arrival and Departure Routes at Seattle Tacoma International Airport" dated December 1989.
3. My letter to F.A.A. "Proposals for noise reductions to F.A.A.'s proposed 4-post plan" dated November 23, 1989

Dear Mr. Johnson:

Please find enclosed comments on the reference 1. and 2. documents. It is requested that these comments be taken into consideration as part of the Environmental Assessment process and incorporated in the findings as appropriate.

Purpose of F.A.A. study:

Both the above documents (Refs. 1 & 2) report on the simulation of 13 alternatives including the present air traffic routes with the stated objective "to increase efficiency at Sea-Tac." By increase in efficiency the F.A.A. means the capability to have a higher hourly arrival capacity (mainly during South Flow) during peak hour demand, and they recommend adoption of the 4-post plan.

The studies DO NOT INCLUDE nor address the objectives of:

- a. NOISE MITIGATION for the Greater Seattle Area, and
- b. The maintenance of SAFETY for General Aviation aircraft in the Greater Seattle area as affected by the F.A.A. changes proposed in the 4-post plan.

Summary:

The F.A.A.'s preferred alternative presented in the draft document and named the "4-post plan" would be a very major revision of Flight paths over the Greater Seattle area. Many flights would be moved from West of the airport currently flying over the waters of Puget Sound and sparsely populated areas, to the very densely populated Eastside and North Seattle areas. This increase in flights on the East side would generate a lot more noise for approximately 3/4 million people for many more hours, while yielding an small (probably unnoticeable) decrease for the West side (according to Mr. Paul Dunholter, Noise Consultant of the Port of Seattle Mediation Committee.)

In exchange, the F.A.A. would gain a very small increase in South flow arrival capacity which would be utilized during a very short period of time (1.5 percent annually) due to the prevailing weather and wind conditions in this area, as discussed below.

Such a trade-off i.e. a major noise increase for 3/4 million people for 7 days a week all day long (100% of the time) in exchange for a small increase from 42 to 56 arrivals for only 1.5% of the time would be a very poor decision basis. (see notes below for the 1.5% value)

The Sea-Tac IFR capacity is limited to approximately 36 flights per hour and this should be the ONLY legal basis for any F.A.A. air traffic plans as well as airline scheduling, since only IFR weather can be relied upon in this area.

NOISE IMPACT :

In reference 2. the F.A.A. states on page 60 as a conclusion that: " Given that the LDN 65 and greater noise contours do not change as a result of implementation of the proposed action , all locations outside of the LDN 65 contour remain compatible with the airport."

This letter takes issue with the underlined part of that statement. The 4-post plan would cause major adverse noise impact as outlined above in the Greater Seattle area on a very large population segment East and North of the airport approaches. The 4-post plan also offers absolutely NO RELIEF from existing excessive jet aircraft noise under the North flow East turn departure flight paths which have been the subject of complaints for several years, and are well known to the F.A.A.

While the 65 LDN contours may or may not be affected there is a very significant adverse impact on the above mentioned 3/4 million Greater Seattle area residents by the proposed addition of arriving flights", who reside in areas which have been complaining about aircraft noise from departures for several years, as indicated by the evidence below.

This impact cannot be ignored. Compared to the present situation the 4-post plan would make the situation much worse than it is now, as discussed below.

SAFETY IMPACT :

Air Safety for many thousands of general aviation aircraft using Boeing Field (with over 400,000 movements annually, the 10th busiest in the nation) and Renton (which is also very busy and must have at least 50,000 movements annually) as well as transitioning aircraft, would be significantly jeopardized by this change also. The reason for this decrease in safety is twofold:

- a. All these VFR aircraft are squeezed into a much smaller airspace UNDER the new and expanded T.C.A. More aircraft in a given limited space means a major increase in potential MID-air collision hazard.
- b. Arriving jets destined for Sea-Tac would fly downwind legs at relatively low altitudes both 8 miles East and West of Sea-Tac thereby completely enclosing the Boeing Field and Renton airspace. Thus many small general aviation aircraft are forced to pass under the jet wake of these much larger aircraft. The F.A.A. and the General aviation community are well aware of the potentially deadly effect of jet wakes.

For all the above reasons the study should be rejected as inadequate and unsatisfactory. The proposed 4-post plan should either be abandoned, or receive major revisions to address the areas omitted from this study, i.e. NOISE ABATEMENT and SAFETY.

A Finding of Non-significance under the above circumstances would be completely unjustified.

RECOMMENDATIONS:

1. Leave the existing traffic patterns unchanged unless and until they can be modified or an entirely new plan can be designed, either of which would include NOISE ABATEMENT and GENERAL AVIATION SAFETY in the Greater Seattle area.
2. Abandon the proposed 4-post plan
3. If the present flight patterns are to be changed, then there is a need to find solutions to meet all 3 objectives; i.e. Efficiency, Noise Mitigation and General Aviation Safety.
4. In the meantime the F.A.A. should work with local authorities, residents and communities to reduce the noise from commercial jets under the existing flight tracks such as the East turn etc.

OTHER COMMENTS :

Some proposals were presented in my previous letter (reference 3. above). Some of these changes can be made, (as agreed by you) by dividing the present East turn single flight track into, say, 4 parallel tracks separated horizontally by (at least) 2 or 3 miles starting with a turn no lower than 5000 ft. AGL or at the 10 DME from Seatac.

These alternate tracks should be used on sequential north flow days; i.e. track A on day 1 of north flow, track B on day 2 etc. thus giving the residents under each track relief on 3 out of 4 days. This solution is equitable as well as constructive.

I wish to offer one additional proposal for your consideration:

A modified arrival pattern might be designed which would have arriving aircraft aligned in an East-West direction i.e. an extended high altitude base leg North or South of the 17 mile DME, extending say 30 - 40 miles East.

This would avoid North-South flight tracks over the I-405 corridors by using an East West track towards the mountains and away from dense population areas. Of course they must be located high enough to safely clear all obstacles and avoid low level icing conditions (say 20,000+ ft. AGL). In any event F.A.A. should use some imagination to find a solution which meet ALL objectives stated herein.

The F.A.A. report (reference 2.) page 15 states that:

"...the F.A.A. has the authority to regulate schedules, as well as to request voluntary agreements from the airlines, to aid in the reduction of delays...."

Unless and until a solution can be found which meets the noise abatement and the General Aviation Safety requirements, the F.A.A. should use this authority now. At the same time work should proceed on other solutions such as those proposed above and relief by means of reliever airports etc. (as already mentioned by Washington State Legislators).

EVIDENCE OF GREATER SEATTLE AREA NOISE PROBLEMS :

The following details are offered as evidence of the problems identified above:

There is voluminous evidence of noise pollution problems and complaints in the Greater Seattle area. This consists of the following:

- The records of the Seatac Overflight committee (1987-88) including the final report, many agenda items, proposed

olutions, the scatter plan test etc.

Thousands of Seatac Hotline complaints over the several year period of its existence

The many letters written and phone calls to Seatac and the F.A.A. complaining about jet aircraft noise

The record of the current Seatac Noise Abatement Mediation meetings

The numerous newspaper articles in the local press, i.e. Seattle Times, Post Intelligence, Bellevue Journal American, Mercer Island Reporter, Highland Times etc.

F.A.A.'s participation in the Overflight and Mediation activities would indicate knowledge and acknowledgment of these noise pollution problem.

In the light of this overwhelming evidence of noise pollution problems the F.A.A. can not possibly introduce a plan which will give MORE NOISE to areas already complaining.

The F.A.A. report does not address the Intrusive Noise factor which is a vital issue. It is the Intrusive noise which is causing stress, disturbance and annoyance. This includes interference with sleep, speech and other sound people wish to hear, such as music etc. Clearly such interference is a Public nuisance which must be abated.

The F.A.A. Airspace Study (reference 1.) which refers to the same 4-post plan proposal states on page 17 :

ANY ATTEMPT TO EXCEED 36-42 OPERATIONS PER HOUR CAN BE SUCCESSFUL ONLY IF ONE ABANDONS NOISE MITIGATION IN FAVOR OF SYSTEM EFFICIENCY."

This approach is clearly not compatible with the F.A.A.'s duty to abate aircraft noise (even though outside the 65 LDN contours). Such approach is in clear violation of the F.A.A.'s regulatory and statutory obligations to abate aircraft noise.

OTHER CONSIDERATIONS :

As a practical consideration, the F.A.A. 4-post plan is not capable to give the desired increase in approaches in the Greater Seattle area (which is the F.A.A.'s stated objective) for the following reasons:

1. It requires side stepping and parallel final approaches
2. It therefore requires visual separation while in the downwind and final approach patterns for safety reasons

3. The F.A.A. states that the downwind legs will be flown at altitudes of 10,000 to 8,000 ft. AGL. High density flow presumably requires visual separation i.e. good visibility at these altitudes.

This would require ceilings of 12,000 ft. or higher and visibilities of more than 10 miles during South flow conditions (which is the limiting arrival flow condition.)

Such ceilings and visibilities of 12,000 (or higher) and 10 miles are extremely rare during South flow weather over the Greater Seattle area.

The plan has therefore very little practical application for Seatac airport approaches.

[The 1.5% time period when arrival flow may actually be increased from 42 to 56 per hour is calculated as follows:

South Flow occurs statistically in this area 60% (approximately) annually i.e. on (60% of 365 days = 219 days

During these 219 days adequate ceilings and visibilities (12,000 ft. ceilings and 10 miles visibility) may optimistically be available for 30% of the time (30% of 219 days = 66 days)

During these 66 days the increase flow may be needed during 2 peak hours for a total of $66 \times 2 = 132$ hours

132 hours annually is ($132 \text{ hrs} / 365 \text{ days} \times 24 \text{ hrs} = 0.0150689$) or only 1.5% of the total time.]

Changing flight tracks for ALL the time (100%) with the attendant increase in noise, to gain an arrival flow improvement for only 1.5% of that time is not a rational proposition.

The longer term solution is to bring one or more reliever airports on line, since Seatac is limited by its single North-South IFR approach system.

SAFETY :

Three safety issues are raised by the 4-post plan:

- General aviation aircraft using the area under the T.C.A. are now free to enter and leave via an Eastside open airspace area.

The revised T.C.A. and implementation of the 4-post plan would completely surround the areas of Boeing Field and Renton airports. Thus the hundreds of thousands of aircraft movements annually (Boeing Field alone has over 400,000) would be squeezed into a much smaller airspace with a significant increase in Mid-air Collision Hazard

AEA 154

ANN-530
Date: JAN 23 1990

AEA 155

- These much smaller General Aviation aircraft would also be forced to fly under the flight path of the much larger jets. This is a very unsafe location for them due to the well known and deadly jet wake problems caused by the larger jets. How will F.A.A. ensure safe air underneath the downwind flight patterns?

- Although it is claimed that large aircraft loose parts only infrequently and they have major accidents even less frequently, these rare occurrence have happened and will happen in the future. The death toll, injuries and damage to persons on the ground must be minimized. For cases like some well known incidents and accidents such as the Los Angeles mid-air collision, the loss of complete engines injury and damage must be avoided by keeping large aircraft away from densely populated areas as much as (reasonably) possible. The 4-post plan would do the opposite.

It is only prudent to minimize the flight paths over areas such as the densely populated Eastside and North Seattle.

In summary, it is submitted that based on the above comments the proposed 4-post plan offers no solutions to the noise pollution problems complained of, it creates new noise pollution and safety problems and is also very inefficient for achieving its intended purpose.

The 4-post plan should therefore NOT be implemented.

Sincerely yours

F. W. Zappert

F. W. Zappert.

191

Fred Alkire
6828 29th NE
Seattle, WA 98115
21 January 1990

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

Dear Sirs:

The working hours of my job will prevent me from being able to attend and testify at the Aircraft Noise Hearing scheduled for 22 January and, therefore, I wish to submit the following comments into the meeting record.

In summary, the perceived noise level data that I have seen appears to be sketchy and incomplete. Noise is a major nuisance in a community and decisions which can result in increased noise levels should be based on the most complete information possible. Thus, I request that the FAA have prepared an Environmental Impact Statement which addresses the summed contribution of noise in our neighborhoods.

For the record, our family has resided for 17 years in the Wedgwood Rock neighborhood of North-East Seattle, one which will be impacted by the proposed routing changes.

Specifically, I am concerned that the preliminary noise studies have not fully considered these issues in their analysis:

First, it appears that noise per flight will triple in my neighborhood from the level of 44 to 47. Is this correct? Was this estimated from a model or was it measured? The issue is that only measurements are valid data and these alone should be used.

Second, it appears that the average number of flights per day will increase from 81 to 144. Is this correct? The total movements is expected to increase by another one-fourth in the near future as the airport reaches runway saturation. The issue is whether this growth has been included in the analysis.

Third, it is difficult to ascertain if the distribution throughout the day has been included. What is the likely schedule patterns of the airlines serving SEA-TAC? The issue is whether the proposed routings are being designed for an operation of peaks and valleys or for one with the operations spread over the day.

Fourth, is it not true that noise rises and falls as the distance to the airplane changes. The duration of the noise increase is as important as the actual change in levels. The issue is that exposure time to increased noise should also be considered in a noise analysis.

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Fifth, as the traffic levels increase at SEA-TAC then less profitable operations for the Port should be off-loaded to smaller airports like Boeing Field. The issue is whether the noise impact of this shift has been considered.

Sixth, what is the national policy regarding the impact of noise on neighbors? And how does this plan conform to the national standard? The issue clearly is that SEA-TAC should be in compliance with the standard.

These are six issues which need to be addressed in more detail. One last point, have the above considerations been integrated into holistic and comprehensive analysis. The issue is that these do not stand alone as islands of analysis but must be viewed in total.

An Environmental Impact Statement is needed to answer the above questions and issues.

Thank you for entering these comments in the record.

Regards,

Fred Alkire
Fred Alkire

155
CC: Senator Brock Adams
Senator Slade Gorton
Hon. Jim McDermott
Mayor Norm Rice
Executive Tim Hill
Councilperson Cynthia Sullivan

VIEW RIDGE COMMUNITY CLUB, INC.
P.O. Box 15218
Seattle, WA 98115

Rec'd ANM-500
Date: JAN 17 1990
January 12, 1990

Richard Prang
Federal Aviation Administration
17900 Pacific Highway South
C-68966
Seattle, WA 98168

ACA # 155

REC'D ANM-1
JAN 16 90
ANM-1
ACTION:
INR 1/24-
500

REF: Comments on FAA Proposal to Reroute Air Traffic at SeaTac Airport

Dear Mr. Prang:

Trustees of the View Ridge Community Club represent approximately 1400 households located near Sand Point in northeast Seattle. While we are familiar with the FAA's proposed "Four Poster Plan" to modify air traffic routes over Seattle, we were not able to obtain a copy of the draft environmental assessment in time to review and comment upon it before submitting this letter. We have no interest in debating the merits of the Plan here. We feel such a debate would only create more confusion and unnecessary controversy than already exists and would further cloud the real issues.

While conscientious citizens argue about whose house the rerouted planes will pass over and how much noise will result, we are concerned that the real issue is being ignored. The net result of implementing the Plan will be to enable more aircraft to be accommodated in the air over Seattle. Despite the FAA's efforts to downplay the seriousness of the impacts of the Plan by claiming it (the FAA) has no authority to limit the number of flights over the City, the simple fact remains that the Plan will increase overhead capacity; as that capacity is increased, the need for runways on the ground is increased. Indeed, we are aware that, as we speak, a taxiway extension for SeaTac is on the drawing board.

We overwhelmingly believe the only proper way to accurately present all the facts and subtleties concerning the Plan and to adequately assess the full array of it's short and long-term impacts is for the FAA to prepare an Environmental Impact Statement. Furthermore, we believe that guidelines for preparation of EIS's requires an EIS in this situation because the Plan is so controversial and is the first step leading to additional runways at SeaTac, an action which will have profound environmental effects on the Puget Sound region forever.

An EIS is also necessary so that the process leading to a decision

"For the Community and by the Community"

WAT #9

AEA 156

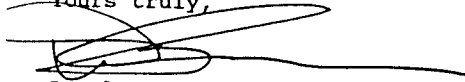
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on the Plan can be made public. The public is entitled to an opportunity to thoroughly review the issue and provide input. Likewise, the FAA must review alternatives and mitigating measures and analyze their impacts. Short of a full EIS, there is way to insure that the public will be involved or that alternatives and mitigating measures will be analyzed. The mediation process was not designed to perform this function and, it is our understanding that discussion of the Plan is no longer considered part of the mediation process.

And finally, we do not believe that those few hard-working citizens who are involved in the mediation process can be fairly characterized or held responsible for representing the interests of Seattle's neighborhoods. Nor do we believe that their involvement in the mediation process approaches the broad degree of public involvement that is required by the National Environmental Policy Act. Further we would appreciate it if FAA spokespersons would refrain from referring to those neighborhood representatives as speaking for the broad interests of the citizens of the City of Seattle or the City's neighborhoods. Only Seattle's city government and the individual neighborhoods can or should be expected to speak for the city.

We look forward to the scoping session leading to the preparation of an EIS. You have our pledge to act in a responsible fashion in reviewing the EIS and providing comments. Please consider this letter as part of the public comment at the public hearing on January 24.

Yours truly,


Douglas M. Ancona
President

100
cc: Senator Brock Adams
Senator Slade Gorton
Congressman John Miller
Congressman Jim McDermott
Cynthia Sullivan
Mayor Norm Rice
Seattle City Council
Mark Sidran
Frederick Isaac
George Thompson
James Busey
Zeger van Asch van Wijck
Northeast District Council

Donald F. Padelford
320 Marketplace One
2001 Western Avenue
Seattle, Washington 98121-2114
206-441-1155

AEA #157

January 18, 1990

Richard Prang
FAA
17900 Pacific Highway South
C-68966
Seattle, Washington 98168

Re: Draft Environmental Assessment for Proposed Changes to Air Traffic
Arrival and Departure Routes at Seattle-Tacoma International Airport
December 1989

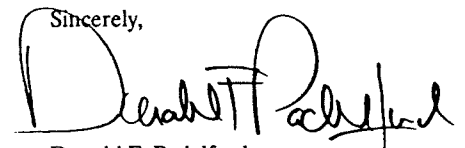
Dear Mr. Prang:

Please refer to my letter to you of 1.9.90.

Since writing that letter it has come to my attention that rescinding the "east turn" curfew could result in adversely altering not just (as I stated earlier) the North Flow 65 DNL contours, but also the 65 DNL contours averaged over a year using North and South Flow conditions.

If this is true, then the point I made earlier about the potential inadequacy of the EA is even more true.

Sincerely,


Donald F. Padelford

cc: Temple Johnson, FAA
Peter J. Kirsch, Cutler & Stanfield

.dfp.sn.faa0190b

B: VRCC. FAA

UNIVERSITY OF WASHINGTON
SEATTLE, WASHINGTON 98195

School of Medicine
Department of Family Medicine
Research Section, HQ-30

Federal Aviation Administration
17900 Pacific Highway South C-68966
Seattle Wa. 98168
Attn: Richard Prang

1509 26th Avenue East (Montlake)
Seattle WA. 98112

January 16, 1990

Dear Mr. Prang:

I am writing to strongly protest the proposed rerouting of airplane traffic over north and central Seattle (Four Post plan). As block watch captain for my area I speak for my neighbors in urging the F.A.A. to reject this proposal. If the intention is to more equally distribute the intrusive noise from air traffic by diverting a proportion of the flights now landing over Elliott Bay to our neighborhoods, you are ignoring the fact that we already experience substantial air traffic and resulting noise from existing flight patterns which direct landings directly over our homes in poor weather (most of the winter) and direct takeoffs overhead going north and turning east in good weather (most of the spring and summer). To increase the volume and level of noise would be to subject our communities, already burdened by intense levels of noise, to intolerable and constant sound bombardment.

If the intent of the proposal is to reduce inconvenience to passengers now experiencing delays as a result of inadequate airport capacity, the occasional inconvenience to the vacationer or businessperson in no ways equals the unremitting and obnoxious noise which disquiets entire residential neighborhoods every day due to misguided flight patterns and decisions imposed without consideration of the health of our community. If the airport does not have the capacity to accommodate additional flights, then 1) build another airport now 2) use existing airports in nearby communities when needed and bus in passengers and/or 3) limit flights that are not full. It's time to stop sacrificing the quality of life of a city for the sake of unchecked and often destructive growth patterns of benefit to only a few.

If the intention is to reduce potential danger by directing incoming flights along two paths rather than one, you are simultaneously increasing danger, possibly to many more people, by directing air traffic right over densely populated urban areas.

Finally, if you think the perception of intense noise from existing flight patterns is an exaggeration, I invite you to sit on my deck or in my living room on a sunny afternoon or a stormy evening and to try and have a conversation as the distant thunder of planes directly overhead drowns out our voices.

Sincerely,

Denise M. Lishner
Denise M. Lishner
(206) 324-1754

CC. Seattle City Council
Seattle Port Commission

Telephone: (206) 343-2461

W11

Greater Issaquah Coalition

A Washington State Non-Profit Corporation
Dedicated to healthy growth and our unique way of life

532

January 10, 1990

Mr. Richard Prang
FAA
17900 Pacific Highway S.
C-68966
Seattle, Wash. 98168

Re: Airport flight pattern changes

Dear Mr. Prang:

It has come to our attention that the FAA plans to change the flight path to Seattle Tacoma International Airport by re-routing both incoming and outgoing jets over the eastside. While we sympathize with the need for additional flight configurations to accommodate increased air traffic, there are considerations specific in their impact on our community of which you should be aware.

The main impact on our community is noise, particularly from outward bound jets. In trials last year the noise from flights every two minutes was unacceptable. The main reason for this is the peculiar geography of the Issaquah Valley. We are surrounded by mountains which echo. When a jet crests the top of Squak Mountain for example it echoes at least four times. The valley is a very "live" place acoustically. (Verbal instructions at the downtown ballfield can be clearly heard by residents on the hill 3/4 mile away). To listen to full-powered jets creating the hill every two minutes and reverberating for another two would leave the residents with constant and cumulative noise pollution. This is very unacceptable and should be mitigated in any way possible either by routing take-offs further east beyond Tiger Mountain, increasing the altitude of take-offs, requiring larger and older jets to install noise pollution controls, limiting flights over communities at lower levels to landing patterns or seeking a new site for another airport to ease congestion at Sea-Tac. Thank you for the opportunity to respond to the impact of the new flight pattern proposal on our community. We trust that mitigation factors are the goal of these public hearings and that you will consider the long term welfare of the citizens of King County as an important part of your conclusions in this matter.

Sincerely yours,

Fran Pope
Fran Pope, Pres.

GIC

ACA #157

W11

167

Rec'd. ANM-500/501
Date: JAN 11 1990

1919 Broadway East
Seattle, WA 98102
January 9, 1990

Mr. Temple Johnson
Federal Aviation Administration
17900 Pacific Highway South
Seattle, WA 98168

Dear Mr. Johnson:

I am expressing concern that there has been a major oversight in the assessment of the environmental impacts of the proposed change in Sea-Tac airport flight pathways which will increase commercial jetliner traffic over, and attendant noise in, the northwest region of Capitol Hill in Seattle.

I am concerned about this issue because:

1) My neighborhood is already severely noise-impacted by the the traffic on I-5 which is immediately to the west of my house. I have measured sustained noise levels of 95-110 dB (or greater) on the west side of my house. The Washington State Department of Transportation (Mr. John Stevenson) has data to confirm the noise problem.

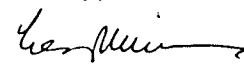
2) My neighborhood is already adversely impacted by very loud noise from from seaplane traffic originating at Lake Union. This noise can be deafening and has been a subject of considerable scrutiny and regulation in the past.

3) My neighborhood is one of the most densely populated in the city of Seattle, with much automobile, truck and human noise around the clock.

Specifically, it appears, from my conversation with Mr. John Stevenson of the Washington State Department of Transportation, that already existing excessive ambient noise caused by I-5 traffic at northwest Capitol Hill has not yet been considered in the decision-making process relating to proposed changes in air traffic routes referenced above despite that fact that considerable data regarding this traffic noise already exist and are readily available through Mr. Anderson.

I am requesting that the FAA fully consider the issues raised above. I am planning to raise these concerns at the next public meeting regarding the flight route changes.

Sincerely yours,


Robert J. Wilkus, M.D.

cc: Mr. Ron Anderson, Wash. St. DOT
Mr. Bill Hamilton, Wash. St. DOT
Mr. Norm Rice, Mayor of Seattle
Mr. John Stevenson, Wash. St. DOT

Donald F. Padelford
320 Marketplace One
2001 Western Avenue
Seattle, Washington 98121-2114
206-441-1155

January 9, 1990

Richard Prang
FAA
17900 Pacific Highway South
C-68966
Seattle, Washington 98168

Re: Draft Environmental Assessment for Proposed Changes to Air Traffic
Arrival and Departure Routes at Seattle-Tacoma International Airport
December 1989

Dear Mr. Prang:

It is stated on page 59 of the above-referenced document that "the proposed changes north of the airport will not change the DNL 65 or greater contours", and therefore by internal FAA criteria these changes will be without environmental significance.

Leaving aside the validity of these criteria, the above statement, if it is true, is not true where North Flow DNL contours* are concerned unless the present night-time curfew on the "east turn" procedure is maintained.

Although the curfew is not addressed in the Environmental Assessment (EA), I am given to believe that Mr. Temple Johnson has indicated that this is an issue that could be negotiated in the Port of Seattle sponsored noise mediation process currently underway, and that it is an issue separate from the EA. It is not.

If there is thought being given to dropping the night-time curfew, then the EA as it presently stands is inadequate. Were it dropped, there would clearly be major detrimental environmental effects extending the North Flow 65 DNL over significant population groups. Under this scenario the tentative apparent finding of no environmental significance is untrue and a complete EIS is called for.

Sincerely,


Donald F. Padelford

* as opposed to contours averaged over a year using North and South Flow conditions

cc: John Miller
Rod Chandler
Jim McDermott
Norm Rice
Port Commissioners
Mark Sidron, City of Seattle Attorney
North/Northwest and Eastside Negotiators
Temple Johnson, FAA
Peter J. Kirsch, Cutler & Stanfield
Chas Talbot
Jorgen Bader
John Barber
Roderick A. Cameron

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City of Seattle
Charles Meyer, Mayor
King County
Tim Hill, Executive

Norm Rice
Seattle-King County Department of Public Health
Bud Nicola, M.D., M.H.S.A., Director

January 11, 1990

Richard E. Prang
Manager, System Management Branch
U.S. Department of Transportation
Federal Aviation Administration (FAA)
17900 Pacific Highway South, C-68966
Seattle, WA 98168

RE: Review of Draft Environmental Assessment for Proposed Changes
to Air Traffic Arrival and Departure Routes at Seattle-Tacoma
International Airport dated December 1989.

Dear Mr. Prang:

The Assessment very meticulously points out the differences between the current and proposed flight routes in a manner that would generally be understood by the general public. From the view of the Health Department, however, the general public's main interest in this matter is the noise generated by the aircraft operating to and from the Sea-Tac airport. Very little in this Assessment relates to noise.

Exhibit 1 (page 61A) is a table which gives the yearly day-night sound levels and the appropriate use according to the federal government. On page 61C there is a set of noise contours. None of these contours has been identified clearly with an Ldn (Sound Level Day-Night) and are therefore virtually useless.

The Assessment should show the existing contours and any changes that the proposed flight route changes would cause to the noise contours. In addition, it would be preferable to have north flow averaged traffic day-night and south flow averaged traffic day-night traffic flow contours. This would give the general public a better idea of the expected noise impact during north and south flow traffic conditions. The current Assessment does not adequately address the issue of noise from aircraft using Sea-Tac Airport.

The FAA should contact the Port of Seattle which has contracted a firm to produce a noise analysis report for the Noise Mediation Options Subcommittee. The first draft of this report is very well done.

Sincerely,

Curt Horner
Curt Horner, Coordinator
Noise Abatement Program

CH:vm

AGA # 162

JANUARY 9, 1990

Rec'd. ANM-500
JAN 10 1990
Date:

EDWIN DEGROOT
1935 9th PL NE.
CLYDE HILL, WA 98004

TEMPLE JOHNSON
MANAGER,
AIR TRAFFIC DIVISION FAA
NORTHWEST MOUNTAIN REGION
17900 PACIFIC HWY. SOUTH
P.O. BOX 68966
SEATTLE, WA 98168

AGA # 163

SUBJECT: AIRCRAFT NOISE OVER WEST BELLEVUE & CLYDE HILL

DEAR MR. JOHNSON:

I IMPLORE YOU TO ADOPT THE SO-CALLED "FOUR POSTER PLAN" TO DISPERSE DEPARTING PLANES AND THEREBY ALLEVIATE THE NOISE OVER CLYDE HILL AND WEST BELLEVUE.

NO NEIGHBORHOOD WANTS THE NOISE, BUT IF THE FLIGHT PATTERNS CAN DISTRIBUTE THE NOISE AND AVOID A HEAVY CONCENTRATION IN A FEW NEIGHBORHOODS, PERHAPS YOU CAN ACHIEVE YOUR OBJECTIVE IN A MANNER THAT IS MORE EQUITABLE TO ALL. I HOPE SO.

YOUR FAVORABLE CONSIDERATION WILL BE GREATLY APPRECIATED BY ME AND MY WIFE - NOT TO MENTION OUR VISITORS WHO FIND THAT NORMAL CONVERSATION IS IMPOSSIBLE WHEN THE PLANES FLY OVER OUR HOUSE - WHICH WAS BUILT BEFORE SEA-TAC. THANK YOU.

SINCERELY
Edwin DeGroot
Irlene DeGroot

WTH

John and Jean Runkel
8810 NORTHEAST SECOND PLACE
BELLEVUE, WASHINGTON 98004

Rec'd. ANM-500

Date: JAN 10 1990

JAN 5, 1990

AEA #164

Mr. Temple Johnson
Manager Air Traffic Div.
FAA Northwest Mountain Region:

Dear Mr. Johnson:

I am writing you to express my great concern on aircraft noise over Medina. Presently there are 140 departing flights on the North takeoff pattern that go directly over my home at approximately 4000 feet of altitude during the peak morning and evening hours these flights make it impossible to sleep or carry on a conversation.

We understand the fact that aircraft traffic is essential to the nation's transportation system; however I also believe that citizens have rights to protect their property and quality of life and to expect that this noise problem be minimized to the greatest extent possible.

The geography of the Puget Sound area with its large areas of water should make it possible to lay out flight patterns that would minimize the negative impact of the noise.

It seems serious consideration should be given to a return to the old North takeoff

pattern of directly up Puget Sound until sufficient altitude is attained to minimize noise over densely populated areas before turning East. If that is not possible traffic should be planned out over several departure routes to reduce the noise impact on any one area.

This is a very serious problem to the citizens of this area and I respectfully ask that you give every consideration to the above suggestions.

AEA164

Yours very truly
John W. Runkel

170

MH

LYDIA E. CASTLE
106 - 110TH AVENUE SOUTHEAST
BELLEVUE, WASHINGTON 98004

Rec'd. ANM-500/501

JAN 13 1990

530

January 3, 1990

Ms. Temple Johnson
Maj. Air Traffic Div.
17900 Pacific Hwy. So.
P.O. Box C. 65966
Seattle, WA 98168

AEA #165

Dear Ms. Johnson:

Re: Proposed Jet Flight departures
off East Burn.

Enclosed are copies of letters
regarding changes to preside air traffic
off East Burn of which I am sending
to Congressmen John Miller and
Rod Chandler.

Sincerely,
Lydia Castle

LYDIA E. CASTLE
106 - 110TH AVENUE SOUTHEAST
BELLEVUE, WASHINGTON 98004

AEA 165

January 3, 1990

The Honorable Rod Chandler
3526 - 160th Avenue S.E.
Suite 105
Bellevue, WA 98008

Sir: Re: JAA Plans to Re-route
Air Traffic over Seattle.

I am writing as a member of the
COCAAN (Citizens Against
Overhead Noise) in regard to the
above subject.

We hope you can intervene to
make possible that FAA must
study the environmental impact
of affected neighborhoods in regard
to noise pollution and danger.

The bureaucracy must not be
allowed to become so powerful that
they override their constituents.
Is that democracy; or is it

communism, as we have just
witnessed the overthrow of Russia?

Use our Air Force bases in
Everett and at Ft. Lewis as
satellites to International Airport
(SEA JOC) until an appropriate
air port can be built to accommodate
the increase in Air Traffic. This
will not impact neighborhoods and
cities, as defense appropriations will
not be needed to ~~the~~ previous
extent.

Your consideration and
attention to this improvement of the
people affected will be appreciated.

Respectfully,
Lydia E. Castle

cc. Temple Johnson
Same letter sent to Honorable John Miller

VUECREST COMMUNITY ASSOCIATION, INC.

P.O. BOX 312 • BELLEVUE, WASHINGTON 98009

Date: JAN 5 1990

REC'D ANM-1

JAN 0 4 90

ANM-1

ACTION: 500

INFO: 1/2, 4

AEA #166

December 29, 1989

Mr. Fred Issac
Administrator,
Northwest Mountain Region of FAA
17900 Pacific Highway South
Suite C, 68966
Seattle, WA 98168

Dear Mr. Issac:

On behalf of the Board of Directors and the 204 residents of Bellvue's Vuecrest neighborhood, I wish to express our strong support for proposed changes in air traffic patterns. We believe it is imperative that the burden of air traffic noise be equitably shared by all residents of the Seattle region.

When Mercer Island residents organized to halt traffic over their neighborhood approximately three years ago, an arbitrary and inequitable decision was made to concentrate the traffic in an "East turn" alongside SR520. It is our understanding that no public input or comment was solicited before this important decision was made.

As a result of the decision, the bulk of aircraft traffic continues to be directed to a narrow geographic region (e.g., over Medina and Vuecrest). On "north flow" or clear weather days, there can be up to 170 departures over us!!

We strongly support your efforts to scatter the planes and thereby provide a much fairer solution to a regional problem. Thank you for your continued efforts in this critical matter.

Sincerely,

Annalee Luhman

Annalee Luhman, President
Vuecrest Community Association

R

Date: JAN 5 1990

AEA #167

REC'D ANM-1

JAN 0 4 90

ANM-1

ACTION: 500

INFO: 1/2, 4

3 January 1990

Frederick Isaac, Director,
Federal Aviation Administration,
17900 Pacific Highway South,
Seattle, WA 98168

RE: Aircraft overflight patterns, Seattle area

I have only two points to make on the issue:

THE AIRLINES DO NOT OWN THE SKIES. This means returning to the days of government regulation in which the number of flights into an area would be limited to some figure that would be within the realm of sound tolerance. The claim that the need for an unlimited transportation system supercedes the needs of the general public for a quality of life is spurious. (In this, the airlines are in no different position than the timber industry or even, to a certain extent, fisherman. Participation in none of these commercial ventures is an inalienable right! Questions of jobs or financial gain are irrelevant in matters concerning the general public good.)

Effectively, this means getting by with the current (or lesser) number of planes in the air until the aircraft industry develops quiet jets.

The second point:

SHARP TURNS OVER A FIXED POINT SHOULD NOT BE ALLOWED. It creates a situation where the turning aircraft are heard coming, turning, and going. This condition will be worsened if the smaller planes will be permitted to make turns at a lower elevation.

Please add my views to any consideration the matter may receive in the future.

George A. Stenson

George A. Stenson
4540 89th Southeast,
Mercer Island, WA 98040

January 9, 1990

~~3~~ 17
- 7532

AEA 167

cc:
Port of Seattle
FAA Dir. Isaac & Mgr Johnson
Senators Adams, Gorton
Representative Chandler
Wn. St. Sen. Cantu & Reps. May, Horn
City Council, Mercer Island

Air Rt Traffic Control Center
Auburn, WA 98002

AEA # 168

Gentlemen:

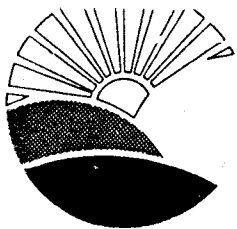
As a result of the Jan. 9th editorial
in the Valley Daily News I wish to go on
record as being in favor four-post plan
of Sea-fac landing pattern.

Virginia Nesland
14351 S.E. 266 Street
Kent, WA 98042

Yours truly,

Virginia S. Nesland

173



Somerset Community Association

Received 1/5/90

Date: JAN 9 1990

Bellevue, Jan. 4. 1990.

Mr. Temple Johnson
Federal Aviation Administration
17900 Pacific Highway
Seattle, WA. 98168

AEA #169

Dear Sir.

The Somerset area is represented by the Somerset Community Association whose homes are located south of I-90 covering about 1500 houses.

The elevation is from 250 to above 800 feet. With that we are closer to your proposed flight pattern than anyone else in the region.

It is with the greatest disturbance for us to learn about your planned flight diversion, which represents a significant increase in traffic affecting our homeowners.

While we can not totally eliminate air traffic in today's modern world, we do think, something can be done for all those living on the east side.

Being a frequent flyer myself, I have noted for one thing, that leaving Chicago O'Hare airport, flights going east, will fly over a densely populated area in Chicago and its more exclusive suburbs. The planes are required to cut their engines at certain elevations, cruise over the cities and once they approach Lake Michigan, they apply full power to reach their required altitude.

While I realize that they must obtain a specific height to safely pass over the Cascades, I see no reason, why south bound planes can not be required to lessen the impact by cutting engine noise. In addition, I see no reason why other areas of Puget Sound can not share in the distribution of flights, even though business men may have to spend 5 minutes more on flights going east, or airlines spend a few dollars more on fuel.

My view is that of the entire Somerset region and perhaps the most mildly expressed opinion.

We certainly hope that the FAA will consider its implication on us in Bellevue, or perhaps face themselves with a continuing fight by large numbers of affected home owners. There is sufficient anger here, to go the limit.

Sincerely yours,


Guenter Grote, President
Somerset Community Association

GCG/hg
cc. Terry Lukens, Mayor City of Bellevue
Jean Carpenter, City Council
Jane Hague, City Council
Rod Chandler, Congressman
Andrea Riniker, Port of Seattle

AEA 169

January 9, 1990

Rec'd. ANM-500/501
Date: JAN 11 1990

Temple Johnson, Manager
Air Traffic Division FAA
Northwest Mountain Region
17900 Pacific Highway South
P. O. Box 68966
Seattle, WA 98168

AEA #170

Dear Sir:

We are enclosing a copy of the flight track of plane departures from Sea-Tac on the "North Flow Pattern".

This shows without doubt what we in the Medina, Clyde Hill, and West Bellevue area have had to live with the last several years while there has been an ongoing "controversy" about jet noise.

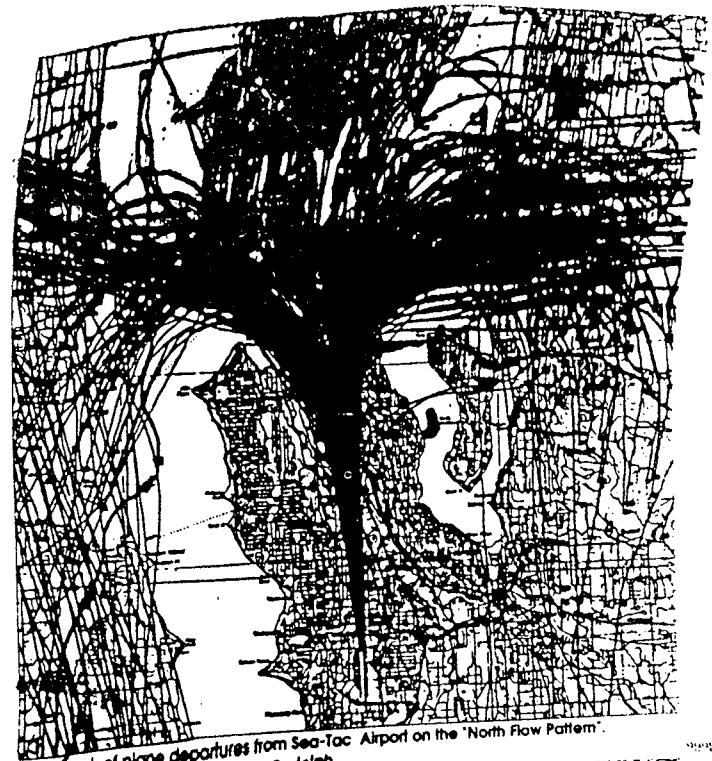
For some reason (?) residents of Mercer Island and elsewhere have successfully said "not in my backyard" when a very limited "scatter test" was advertised and then abandoned and then switched entirely back to this corridor. Unfortunately, we have never been given that consideration.

175
We realize that in this day and age no one can expect to be completely free of jet overflights, however desirable. But, by the same token it is highly undesirable to concentrate most all the traffic to one pathway just because more people are compacted and more complaints are apparent when scattered.

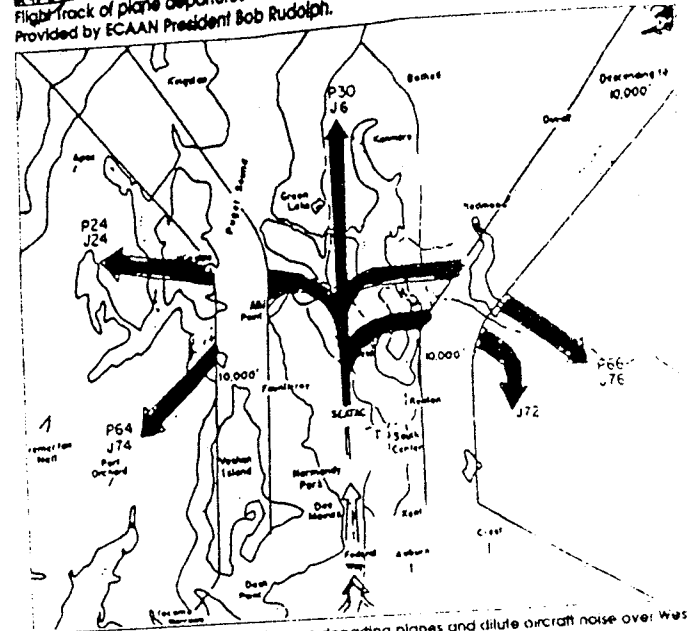
To be fair the noise pollution should be shared by all, and urge an adoption of the Four Poster Plan submitted by Bob Rudolph, or any plan that would disperse flights over a much wider area of the eastside.

Sincerely,

Mr. & Mrs. C. F. Kenyon
Mr. & Mrs. Charles F. Kenyon
1025 84th Avenue N.E.
Bellevue, WA 98004



Flight track of plane departures from Sea-Tac Airport on the "North Flow Pattern".
Provided by ECAAN President Bob Rudolph.



Proposed "Four Poster Plan" to disperse departing planes and dilute aircraft noise over West Bellevue. Provided by ECAAN President Bob Rudolph. AEA 170

Rec'd. ANM-500 / 501
Date: JAN 3 1990

December 29, 1989

Rec'd. ANM-500 / 501
Date: JAN 4 1990
L-530

Temple Johnson
F.A.A. Regional Administrator
17900 Pacific Highway South
Seattle, Washington 98188

AOA # 171

January 2, 1990

Dear Mr. Johnson:

If a major new freeway or a garbage burning facility was planned near densely populated North Seattle neighborhoods, we're sure you can imagine the public outcry, and the hearings, environmental impact statements, etc. that would be needed to respond to citizen's concerns over safety, pollution and quality of life in their neighborhoods.

On February 1, 1990 we understand that the F.A.A. is planning to reroute 120 flights a day over North Seattle. These low-flying jets passing over the previously quiet homes of tens of thousands of residents every 5-10 minutes will create more continuous noise pollution for more people than any freeway possibly could.

May we respectfully suggest that the F.A.A. is looking only at its own point of view of the need to increase the number of flights at Sea-Tac. It is upsetting to us that you apparently feel able to inflict this noise pollution on thousands of Seattle citizens with minimal input from elected officials or community leaders and without an environmental impact statement, dumping pollution from the sky wherever you feel like it.

We feel that the people of Seattle and their quiet safe enjoyment of their homes and property is much more important than whether some flights are delayed at Sea-Tac airport.

We as a community need to recognize the cost of creating noise pollution and direct the cost back to the polluter and the consumer of its products. When an industrial polluter, such as a smelter, is required to reduce pollution the users of its products usually bear the cost; no more free dumping ground in the air or a river. Noise pollution due to Sea-Tac can perhaps be seen in the same way. If the number of flights is restricted to reduce noise, airlines will raise prices to reduce demand and air travelers will rightly bear the cost of the pollution they are creating.

Granted, this is an oversimplification of the problem, but we don't feel users of the airways have a God-given right to ever-increasing use of the sky at the expense of the quality of life for the vast majority of people on the ground. The creators of the problem, the airline users, should pay the price--either in the form of higher fares or delays.

We urge you to stop the current plan and to see that a full environmental impact analysis is done for the rerouting of air traffic over North Seattle, and to consider ways to reduce noise pollution overall by limitations on the number of flights and/or rerouting flights back over the (safer) water routes, rather than shifting it over one of the most densely populated areas of the state.

Thank you for considering our point of view.

Sincerely,
Catherine Bronsdon
Michael and Catherine Bronsdon
705 North 50th #203
Seattle, WA 98103

Mr. Temple Johnson, Jr., Manager
Air Traffic Division FAA
Northwest Mountain Region
17900 Pacific Highway South
Seattle, Washington 98168

AOA # 172

Dear Mr. Johnson:

I understand that the FAA is presently reviewing the flight departures from Seatac which turn East over Lake Washington, Medina and Bellevue. Obviously, jet noise can't be entirely abated unless all flights are halted. This no one wants, or at least no practical thinking-person wants. What I want, and I believe most fair-minded people want, is an equal sharing of the noise created by the airplanes flying in and out of Seatac. To accomplish this, it seems to me that the FAA should disperse the flights over a larger area, say from south Mercer Island to Bothell. This would alleviate the jet-noise burden from falling on only a small percentage of the population, thus a more equitable solution for everyone.

Thank you for allowing me to share my opinion with you.

Very truly yours,
James L. Weymouth
James L. Weymouth
1445 Evergreen Point Road
Bellevue, Washington 98004

cc: The Honorable John Miller

176

Rec'd. ANM-500 /501
Date: JAN 5 1990

7383 85TH PLACE SE
MERCER ISLAND, WA 98040

JANUARY 2, 1990

TEMPLE JOHNSON, JR., AIR TRAFFIC DIVISION MANAGER
FAA, NORTHWEST MOUNTAIN REGION
P.O. BOX C-68966
SEATTLE, WA 98168

DEAR MR. JOHNSON:

RE: FAA PROPOSED FOUR-POST PLAN FOR SEA-TAC AIRPORT

WE WANT YOU TO KNOW THAT WE OBJECT TO THE IMPLEMENTATION OF THIS PLAN--
ESPECIALLY THE PROVISION WHICH WOULD ALLOW PLANES TAKING OFF FROM SEA-TAC
TO TURN AT SIX NAUTICAL MILES NORTH OF THE AIRPORT AND TO CROSS OVER THE
CENTER OF MERCER ISLAND.

WE BELIEVE THE NOISE FROM THIS MANUEVER IS TOO GREAT AS EVIDENCED BY OUR
EXPERIENCE WITH THE SO CALLED SCATTER PLAN CONDUCTED DURING THE SUMMER OF
1987.

SINCERELY,

John A. Tarro Sandra J. Tarro
JOHN A. TARRO AND SANDRA J. TARRO

177

Rec'd. ANM-500 /501
Date: JAN 5 1990

January 2, 1990

Brian Benson
6404 Greenwood Ave. N. #304
Seattle, WA 98103
(H) (206) 782-0639
(W) (206) 622-0791 (Ext 336)

Federal Aviation Administration
N.W. Mountain Regional Headquarters
17900 Pacific Hy. S.
Seattle, WA

Dear FAA:

My schedule has been too busy to attend today's North End
community meeting regarding proposed changes to allow more
aircraft to fly over North Seattle air space.

Add my name to the no doubt extensive list of those unhappy with
the possibility.

Increased flyovers deleteriously affect the quality of our lives
-- many lives. It's been found that automobile emissions have a
negative impact on the quality of our lives; constraints are in
place to limit pollution. Increased commercial aircraft traffic
will have a negative impact on the quality of our lives; let's
not allow this form of pollution to occur.

Any argument about how the Port's increased profits from the
greater volume of landings is ultimately specious. Noise is an
added stressor in a time of many stressors. The price of added
distractions and disturbed sleep certainly cancels any potential
benefit.

Please do not allow such an increase in air traffic.

Sincerely,
Brian Benson
Brian Benson

Enclosures

MH
II 2

AEA # 173

AEA # 174

Mr. Temple Johnson
Manager, Air Traffic Division
Federal Aviation Administration
17900 Pacific Highway South, C-68966
Seattle, WA. 98168

Rec'd. ANM-500

Date: JAN 11 1988

AOA 175

Dear Mr. Johnson,

I want you to know, as a citizen of
Clyde Hill (Bellevue), that I am very
concerned that you fairly address the
issue of the Eastside Air Corridor
noise dispersal issue. It is my
understanding that the committee
is considering three (3) Eastside tracks
to evenly disperse airline traffic.
As it stands now, Central Bellevue
is shouldering the brunt of the noise
and our community is severely impacted!

It has come to my attention that
Mercer Island is putting lots of pressure
on to attempt to not take its fair share
of the noise by using attorneys and
Rod Chandler to exert as much
political clout as possible. Be
advised that Bellevue intends to
use equal muscle.

In addition, there is no way

MHT

we will allow the F.A.A. to "list"
the 10:00 P.M. to 6:00 A.M. curfew
across our neighborhoods. As far
as I'm concerned, the early hours
of Sunday should be included - this
being a particularly noisy time.

Our family supports the 3 section
corridor with Mercer Island,
Bellevue and points North sharing
equally.

Thank you for your help in this matter,

Susan Nielsen (Mrs. Brandon K.)
2210 - 89 NE
Bellevue, WA. 98004

cc: Representative John Miles,
Congressman.

AEA 175

Rec'd. ANM-500

Date: JAN 10 1990

Barbara J. Kinn
710- 98th N.E.
Bellevue, WA 98004
January 9, 1990

Rec'd. ANM-500/501
Date: JAN 9 1990

AEA #176

Mr. Temple Johnson
Mng. Air Traffic Division FAA
N.W. Mountain Region
17900 Pacific Highway So.
P.O. Box 68966
Seattle, WA. 98168

AEA #177

Temple Johnson, Jr., Manager
Air Traffic Division
FAA, Northwest Mountain Division
17900 Pacific Highway South
PO Box 68966
Seattle, WA 98168

cc: US Congression
John Miller
US Senators
Adams and Gordon

Dear Mr. Johnson:

As a resident of Medina, Washington, I support the FAA's new
departure procedure for flights taking off from Seattle to the
north. I think it is fair that the northbound flights be
distributed over a greater area, since all Puget Sound
residents benefit from Renton Airport.

Sincerely yours,

J H Lawrence

James H. Lawrence
40 Fox 385
Medina, WA 99039

179

Dear Mr. Johnson,
I am writing regarding Sea-Tac East Turn
flight pattern. I strongly support any plan
that would disperse flights over a wider area.
The noise in the early morning is more than
an annoyance for me. I am older, single,
self supporting and struggling in a high stress
job where I work evenings and need to sleep
in the morning to maintain my health.
I own my home in downtown Bellevue,
a small house, and cannot afford to move
just because of air traffic noise.
I am sympathetic. I come from a family
of commercial pilots, but I believe the
burden caused by their noise needs to be
shared more equitably.

Thank you
Sincerely,

WA Barbara Kinn

CHARLES M. PIGOTT
8723 OVERLAKE DRIVE
BELLEVUE, (MEDINA) WASHINGTON 98004

January 11, 1990

Rec'd. ANM-500

Date: JAN 12 1990



Sandy Lorenzen, RN, MC, ARNP^H
Psychotherapist
3209 NE 94th
Seattle, Washington
98115
522-7311
1-12-90

Act # 178

Mr. Temple Johnson, Jr.
Manager, Air Traffic Division
FAA, Northwest Mountain Region
P.O. Box C-68966
Seattle, WA 98168

Dear Mr. Johnson:

I am one of countless citizens who have written about the increased air traffic noise over Medina. When we bought our home a number of years ago, we did so because of the desired tranquility, which has now been greatly disturbed. As a frequent flyer myself, I am well aware that airplanes must go from A to B, but on the other hand, they do not have to take the same route each and every time. Please revert to the "scatter" flight plan that was used in earlier years.

Sincerely,

Charles M. Pigott

CMP:jw

cc: Senator Slade Gorton

See memo

Please do not put in a air-traffic lane over NE Seattle. It will be too noisy and will create physical and emotional problems for people living in the area.

Sandy Lorenzen
Sandy Lorenzen

Act # ~~178~~
179

180

Rec'd. AAIM-500

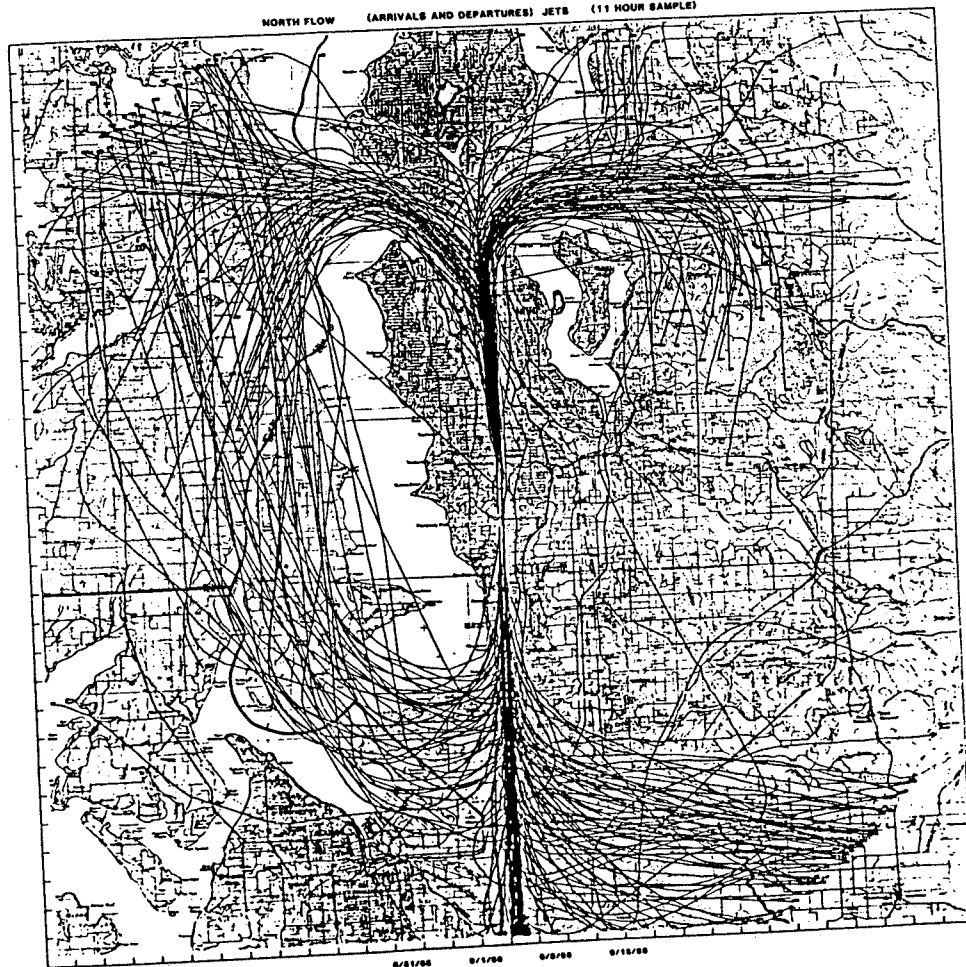
Date: JAN 12 1990

Belleury Wa
Jan 10, 1990

AEA 180

SEA-TAC FLIGHT TRACK SAMPLE

NORTH FLOW (ARRIVALS AND DEPARTURES) JETS (11 HOUR SAMPLE)



Mr Temple Johnson
Manager, Air Traffic Division FAA
Northwest Mountain Region
17700 Pacific Highway South
P.O. Box 68766
Seattle, WA 98168

AEA 180

Dear Mr Johnson,

I am very familiar with the various flight path changes which have occurred over the past few years. I am very upset about all the increased traffic directly over my home on north flow days. During the summer I could even sleep in on weekends as the planes start this route at 6:00 AM. It sure seems better to me to have the aircraft fly up Elliott bay & Puget sound for the 17 miles before turning East. At this much higher altitude the ground noise would be much less. Or, if you must turn east sooner, then why can't the aircraft be spread out over Mercer Island, Belleury, Kirkland & points north. It is so obvious to me that to be fair, you cannot expect to route all that traffic over the narrow corridor directly over the East side (Belleury) only. (See attached map for location of my home).

For people who move into ~~new~~ homes next door to airports and then complain, I have no sympathy -- it was their decision to live by the noise. But, you lived in Belleury for 25 years and aircraft noise was not a problem until a few years ago. How can you do this to us without even an environmental impact study? I know this whole issue is being mediated now. I sincerely ask that you be fair and spend the pain in resolving this problem. Increased fuel costs are a small price to pay for peace & quiet. Thank you.

Sincerely,
Michael V. Hjort

FREDERICK D. VOORHEES
3430 Evergreen Point Road
Medina, Washington 98039

Rec'd. ANM-500/501
Date: JAN 12 1990

10 January 1990

Temple Johnson, Jr., Manager
Air Traffic Division
FAA, Northwest Mountain Region
17900 Pacific Highway South
PO Box c-68966
Seattle, WA 98168

AEA #181

Ref: SEA/TAC flight pattern noise abatement

Dear Mr. Johnson:

The purpose of this letter is register my personal, as well as my family's, distress not only with the sound pollution experienced from overflying aircraft approaching and departing Seattle/Tacoma Airport, but to register my dismay at the cavalier manner in which the FAA has dealt with the matter in the past.

Because of the amount of traffic, and the comparatively low altitudes flown, the morning takeoffs to the north are loud enough to preclude any possibility of sleep after 0640 if one is to; leave one's window open, and during the summer months, it is virtually impossible to carry on a conversation out of doors when jet aircraft are overhead.

180 The FAA's unwillingness to consider abatement smacks of a bureaucratic dictatorship, and raises the question of whether the citizens of the region who are impacted are the servants of the bureaucracy or whether the bureaucracy is a servant of the people.

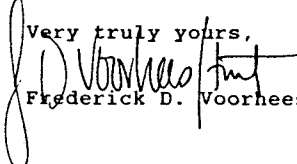
Perhaps it is the convenience of the citizens who are prisoner to the noise should be given dominance over the convenience of the air travelers and the airlines who might have to deviate from what they and the FAA appear to consider as their inalienable right to ignore the rights of those who can't escape the noise, and who, incidentally, were here first; far enough from the airport to, hopefully be protected from the pollution.

The inconvenience and additional cost of modifying the flight pattern must be considered a cost of travel to the traveler and a cost of doing business to the airlines much as varying speed limits and indirect routes must be considered a cost of driving an automobile.

-2-

It is a sad commentary on our Congressional delegation and state government who have demonstrated such disinterest and been so ineffectual that a letter such as this is necessary.

Let us hope that those citizens who are so severely effected can enjoy a remedy through the people whom we elected to protect our interests in such matters, hopefully even without having to compete to protect ourselves from the combined efforts of a disinterested and apparently self-serving federal agency and airline industry.

Very truly yours,

Frederick D. Voorhees

FDV:tmt

AEA 187

January 9, 1990

Rec'd. ANM-500/501
Date: JAN 10 1990

AEA # 182

Temple Johnson, Jr., Mgr.
Air Traffic Division
FAA, N.W. Mountain Region
17900 Pacific Highway S.
POB C-68966


Dear Mr. Johnson:

I have lived in Medina for twenty years and the noise from the aircraft going over our heads the past few years is driving all of us to despair. If we are outside, especially in the summer, we cannot carry on a conversation because of the noise. If I am in my kitchen talking on the telephone and my door is open - I have to wait for the plane to get out of hearing distance and it seems in another 3 minutes - ANOTHER ONE FLIES OVER THE HOUSE!

Please give Medina a break and knock off the aircraft - at least so much of it.

Thank you.

Sincerely,



Harry Hutchinson

Rec'd. ANM-500/501
Date: JAN 11 1990

AEA # 183

HOWARD J. JOHNSON
8041 30th NE
SEATTLE, WA. 98115

January 10, 1990

TEMPLE H. JOHNSON JR.
MANAGER AIR TRAFFIC DIV.
ANM 500
17900 PACIFIC HWY SO.
C-68966
SEATTLE, WA. 98168

Dear Mr Johnson;

I wish to make it known that I am displeased with the noise from all the plane traffic over the area in which I live.

There are times when there seems to be an aircraft in this zone about every five minutes.

I will appreciate your consideration of my complaint.

Sincerely;




Howard J. Johnson

AEA # 184

232 110 th Place S.E.
Bellevue WA, 98004
Jan. 25, 1990

Mr. Richard Prang
FAA
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

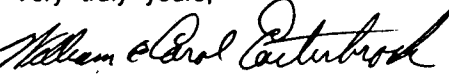

Date: JAN 29 1990

Dear Mr. Prang:

We would like to register a complaint about the current air traffic pattern from SeaTac when the wind is from the north. You will find from our address that we live right under the air traffic pattern for departing airplanes. We view the sending of all traffic on the same track as being discriminatory to our neighborhood. With the wind from the north, we can be assured of being awakened around 6:15 AM by planes overhead. Often this is the distinctive buzzsaw noise of a DC-10. Stage 2 airplanes, particularly 727's are very noisy. MD-80's are also noisy, even though they are Stage 3 airplanes. There is nearly a continuous stream of traffic for over an hour. The noise incidents are usually repeated about 5:00 to 6:00 PM. This is especially bad when we are outside in the summer time.

Our particular objection is to send all traffic on the same track. The dispersal test that was made for a very short time was quite helpful. We feel that noise effects should be spread to all communities so all have an equal hurt. We also object to the special treatment being given to Mercer Island. They should share like all other communities and not receive special consideration. Population distribution is known for all communities so noise effects on the people should be spread.


Our point is that we should not bear all of the noise burden.

Very truly yours,

William and Carol Easterbrook

AEA # 185

January 25, 1990

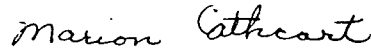
Mr. Richard Prang
Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, Washington 98168


Date: JAN 29 1990

Dear Mr. Prang:

Subject: Four-Post Plan

I would like to express my opinion and my suggestion for the proposed reroute/addition of 60 planes across the Eastside. I have been a resident of south Bellevue for over 30 years and have always been annoyed by the noise pollution that the planes passing over create, I cringe at the fact that we may be subject to even more air traffic. I suggest that you consider routing the traffic (air) over the water to west of SEA-TAC? I am sure you will find a solution that will not effect us any more than it does now! One more thing, another airport maybe, located in Eastern Washington, with a shuttle to it!?


Marion Cathcart
10620 Southeast 20th St.
Bellevue, Washington 98004

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AEA #180
Mr. Prang,

Rec'd: ANM-500
JAN 29 1990
Date:

1/24/90

I live on 18th Ave So. (Beacon Hill).
I work in a hospital on 1st Hill.
The majority of Sea Tac traffic flies
directly overhead at considerably low
altitudes. The noise is enormous,
and continues to disrupt my home life
and the health of hospital patients
at the many facilities in the area.
Is this the I-5 corridor? If so, I
must say that this airport approach
has a strong impact on a heavily
populated residential community.

I urge you to adopt the
following policies:

- Disperse air traffic to avoid
undue impact on the unfortunate few.
- Limit growth at Sea Tac while
seeking a location for another airport.
- Halt all plans for change until a
full environmental impact study
is performed and considered.

I realize that you have a difficult
job, and I trust that you will
seriously consider the human costs of
your decisions.

Respectfully,
Larry M. Connor
1719 S. Lander
Seattle WA 98144

January 24, 1990

Rec'd: ANM-500
JAN 29 1990
Date:

AEA #187

My name is Jo Ann Storey. I live at 2828 13th Ave. W.
As a resident of Queen Anne Hill, I favor the 4-Post Plan.
However, I do have recommendations that I believe should
be included in the FAA's Environmental Assessment:

1 - Make clear that the major reason for the Plan is
arrival congestion created NOT by population growth in Seattle,
which is static, but by explosive growth on the Eastside and,
therefore, it is only fair that Eastsiders share equally in
the noise impacts of increased air traffic.

2 - Point out that with a median income of \$38,000--almost
twice that of Seattle's \$23,000--folks from affluent Eastside
communities are far more likely to fly than Seattle-ites and
that those who frequently use and enjoy an international airport
must share its impacts.

3 - Discuss the negative impact that flight limitation could
have on trade, showing that our nation suffers from over a \$250
billion trade deficit. (In November the loss was \$10 billion plus.)
Explain that strategically located as Sea-Tac is...hours closer to
Asia and northern Europe than other West Coast cities, with 50
per cent of its passenger traffic business-oriented and 6 per
cent air freight, any restrictions could severely damage the
deficit-reducing capability of our country.

Add that is difficult to imagine the Interstate Commerce
Commission and U.S. Congress saying, "Seattle...forget trade.
The financial welfare of the United States is insignificant compared
with the slight increase in noise over several of your communities."

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AEA 187

4 - Try to show the highly-touted charge that 4-Post will increase runway capacity by 42 per cent is incorrect because south flow occurs but 60 per cent of the time, arrival periods occur only approximately six hours or one-fourth of the day and that increased ^{traffic in} peak periods can reduce total arrival time by accommodating more aircraft.

5 - Instead of hiding behind euphemistic phrases such as "to relieve congestion", "to reduce risk" and "potentially safer", say outright that a major reason for the 4-Post is SAFETY.

On page 13 you explain that the east quadrant controller must route arriving aircraft through the west quadrant controller's airspace for a considerable distance down Sound to position the aircraft to fly through Elliott Bay.

"By continuing this," you say--and I'm quoting--"we are engaging in a practice which increases the risk of error and cuts very close to actions prohibited in the FAA Handbook."

This sentence should be underlined and CAPITALIZED!

98186
Actually what's occurring is that an ultra-busy westside controller is funneling aircraft from the north, east and west down the narrow channel of Puget Sound through a bottleneck, Elliott Bay, aircraft from the south are merging with this stream, aircraft from 14 other airports up and down the Sound are flying, many in opposite directions, simultaneously in this same space...and this condition can be hazardous RIGHT NOW to passengers' health...a setup for a mid-air!

Acknowledge it, FAA! You don't have to scare us...but it's your duty to spell out the fact that continuation of this congestion is highly dangerous!

AEA 187

Also, include a comparison between the Elliott Bay and ILS approaches from the standpoint of safety.

Delineate how the S-curve maneuver and the see-and-be-seen mode add two elements to approach that are not required by the standard, straight-in ILS arrival...increasing risk of error... and call attention to the fact that 60 to 80 per cent of accidents are caused by human failure.

6 - Recognize that Boeing Field contributes to overall noise with its 415,000 annual operations (more than Sea-Tac), 27,000 or 80 a day of which are jets.

A tremendous impact is experienced by the westside from these arrivals, ALL of which must fly at 2000 feet over Terminal 91 and can arrive by no other route.

7 - Emphasize the 4-Post fairly redistributes noise, relieving westside communities such as Queen Anne, Magnolia, Denny Regrade and West Seattle UNFAIRLY inundated ^(for years) with OTHER PEOPLE'S noise including sleep-disturbing night flights.

Under 4-Post westsiders will suffer only half the noisy departures. Thank heavens!

Here it's appropriate to reiterate the Queen Anne Community Council's long-standing position that all planes turning east should do so 24 hours a day!

In conclusion, FAA, you are not alone. The airlines, the Port, the pilots, businesses, passengers and loads of residents besides these here tonight favor the 4-Post.

Jo Ann Storey
Jo Ann Storey

AEA# 188

Dear F.A.A.

Rec'd. ANM-500/501 1-21-90
Date: JAN 25 1990

I am writing to express my strong disapproval of your proposed flight re-routing for Sea-Tac. As I write this, I hear a jet flying low over my house in North Seattle.

I have lived in North Seattle all my life, as have my parents & grandparents. I never remember being disturbed by airplane or jet noise.

Now I hear them during the day, late at night when I'm trying to sleep, & at thing in the morning. That is a significant reduction in the quality of my life, & not acceptable to me. I cannot tolerate being sleep because of noisy air traffic overhead.

I strongly urge you not to reroute Sea-Tac Air traffic over North Seattle.

cc Senator Brock Adams
Honorable Studd Cannon
Honorable John Miller
Honorable Jim McDermott

Thank you,

Steven E. Kuapp
2009 NE 103 St
Seattle, Wa 98125

1/20/90

FEDERAL AVIATION ADMINISTRATION
17900 PACIFIC HIGHWAY SOUTH
SEATTLE WASH. 98168

AEA 189

Rec'd. ANM-500/501
Date: JAN 25 1990

Dear Sir:

Don't put more jet planes over Seattle. There are too many as it is now.

The noise makes many people uptight and builds tension among them that can cause Social Unrest. When it's quiet people are easier to get along with and there is less possibility of conflict between individuals, as jet noise seems to heighten their irritability and intolerance toward others. When air traffic is high and the planes come in one after the other especially, on Capitol Hill where many of my friends live, there is lots of tension. People tend to have more conflicts and disputes, some people who say that they are not annoyed by the noise become more irritable because of the jet noise. Eventually these decent people move out of these neighborhoods and away from the cities to seek out quieter places. In fact, jet noise is the leading cause to Inner-City Urban Blight. It pushes anti-social behavior as people become recluses to escape the noise. In the worst case it can even lead to major social upheaval, or even Communism.

For two years I attended Seattle Central Community College I often had instructors that were soft spoken and one had to concentrate intensely on what they were trying to say. Many times they had to stop in mid-lecture to wait for the jet aircraft noise to subside. Sometimes during some of the more critical lectures the instructor has lost his train of thought due to instance noise that outgoing planes produce. In other instances the instructor continues with his lectures but many of the students in class could not hear what he was trying to say and had to have him repeat the information several times. In any rate the fact is that the noise that planes produce disrupts the educational process and wastes the time and money of many students and taxpayers as well. It is a major contributing factor to the downfall of American Higher Education.

I believe that all the jets should travel incoming and out going over water and not over populated areas. To me it is not only annoying but a matter of potential safety. Eventually Seattle will have an air accident. If it is over a populated area, or an educational institution while it is in session or even during rush hour the result would be devastating. I feel that in order to maintain a good social order, protect innocent people unaware of the potential danger of an air accident, and to promote the welfare of institutions of higher education the FAA should do an Environmental Impact Statement (EIS). Then it should publish the results and allow time for the general public to respond. If it did one it would find that the cost of re-routing is too much versus the quality of life maintained in the urban Northwest. In fact Seattle would become less of a livable city because of this.

Thank You.

Donald J. Phigg (Esq.)

Rec'd. ANM-500/501
Date: JAN 25 1990

AEA # 190

January 16, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

Since the East Turn was moved north three years ago the noise of aircraft departing from Sea-Tac over Medina, Clyde Hill, and Bellevue has had a devastating effect on the quality of life in this area.

It is often impossible to carry on a conversation due to the noise of the planes. This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is totally unacceptable that we should be asked to bear such a heavy burden of noise so far from the airport.

All these planes do not need to fly over this area. Political influences are preventing the FAA from splitting the flights into as many as three tracks.

We must have some lessening of this noise. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take the lead in fighting this extreme injustice. Let me know what you are able to do and if there is anything I can do to help stop the burden of this noise.

Sincerely,

Rosalice Dicketts

I understand the requirements for expanding service at Sea-Tac. Not spreading out the negative impact makes no sense to me.

Rec'd. ANM-500/501
Date: JAN 25 1990

3229 NE 88th
Seattle, WA 98115
January 21, 1990

AEA #191

FAA
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

Dear Sirs:

I strongly object to the FAA plan for redirecting the airline traffic over Seattle. I believe that you should submit an environmental impact statement for this proposal.

Sincerely yours,

Kathleen Shaw
Kathleen Shaw

9242 Northeast 14 Street
Bellevue, Washington 98004
January 20, 1990

Rec'd. ANM-500/501
Date: JAN 25 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P. O. Box C-68966
Seattle, Washington 98168

AEA #192

Dear Mr. Johnson:

We would like to impress upon you the fact that we are very disturbed at the change in the air traffic pattern from Sea-Tac since the East Turn was instituted three years ago. We are Clyde Hill residents, and the aircraft noise is extremely troublesome! Our area has borne the brunt of the disturbance since the corridor was moved north. The aircraft noise is unacceptable and has destroyed our quality of life.

We find it interesting that this change in the air traffic pattern was instituted unilaterally by the FAA with no environmental impact statement and without seeking input from residents. We are also alarmed by the fact that the night restriction on flying over our area is about to be lifted.

We are sure that there are many possible solutions to this problem. One possible solution would be to have the planes climb to a higher altitude prior to embarking on the East Turn. Another solution would be to distribute the air traffic over a wider area so that no one area would be saddled with an undue share of noise.

189 We are intrigued by the fact that this traffic was not distributed over Mercer Island because the residents complained. Residents of Clyde Hill, Medina, and east Bellevue are complaining also, but to no avail.

In summary, we would like to state that we are greatly disturbed by this jet noise pollution and would like to see it shared more equitably so that no one area will bear an undue burden!

Sincerely,

Linda Reibman
Ron Reibman
Linda Reibman

Rn Reib

January 23, 1990

Rec'd. ANM-500/501
Date: JAN 25 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P.O. Box C-68966
Seattle, WA 98168

AEA #193

Dear Sir,

I'm a Medina resident and feel very strongly about the fact that we (Medina, Clyde Hill and Bellevue) have borne the brunt of the East Turn departures for the last three years since the corridor was moved north.

The resultant noise pollution is unacceptable and has severely damaged the quality of life in these residential communities.

The number of departing planes overflying these communities must be decreased. An equitable distribution of departures should be instituted so no one area is saddled with an undue share of noise.

Thank you.

Henry Adamonis

January 24, '90

Rec'd ANM-500

Date JAN 25 1990

AEA #194



Dear Mr. Johnson

Just a short note to let you know that all of the people in this town are not opposed to your new Four Poster Plan.

The Bellvue people seem to be upset that airplanes will be flying over their town at 5000'. Heck, they come by my house climbing at about 1200'.

Tell those people that they should really look up when they stop making noise. I tried to work with these Community activists but had to give up. Keep up the good work!

Sincerely,

Dick Leffler
24517 8th So.

January 23, 1990

Date:

AEA # 195

FAA
17900 Pacific Hwy. S.
Seattle, WA. 98186

To Whom It May Concern:

It seems appalling that the FAA would allow the number of aircraft landing over Leschi (my neighborhood) to increase by 40%. It is noisy enough now. As it is, in summertime conditions when warm, sunny weather prevails you cannot carry on a conversation and be heard while sitting on your deck conversing with someone. I think we need to allow the public to vote on this issue. It is far more sensitive than you realize. I can be reached on (206) 345-3358 or better on (206) 325-5757.

Sincerely,
Michele Wilbey
715 Lake Washington Blvd. So.
Seattle, WA. 98144

Rec'd. ANM-500

Date: JAN 25 1990

AEA # 196

January 23, 1990

8816 26th N.E.
Seattle, WA 98115

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

Dear Sirs:

I am writing to express my strong objection to the FAA proposed "4-Post Conditions" re-routing of flight patterns.

As a long time resident of Wedgwood, I greatly value and appreciate the relative quiet afforded to this community and am greatly concerned with the proposal to significantly impact and reduce this by increased noise from flight pattern changes. I feel this proposed re-routing would have substantial negative effects on an otherwise quiet neighborhood.

One of the main enjoyments of and reason for choosing this neighborhood was the ability to enjoy the outdoor peace and quiet of my yard - while still being located in the city. We spend many hours outdoors during favorable weather and I would find it quite a devastating change to have to lose such a valued living condition, which effects the quality of life for myself and others.

I feel strongly that other arrangements should be made - to route flight patterns over non-residential areas - both for avoidance of noise impact and safety considerations.

I believe an environmental impact statement is definitely needed on this. I also urge an effective program for quieter planes, stringent noise monitoring, or, if nothing else - "U" turns farther south over Lake Washington.

Sincerely,


Barbara L. Allan

cc: Sen. Brock Adams
Hon. Slade Gorton
Hon. John Miller
Hon. Jim McDermott

January 22, 1990

Rec'd. ANM-500

Date: _____

AEA # 197

Federal Aviation Administration
17900 Pacific Highway South
Seattle, Washington 98168

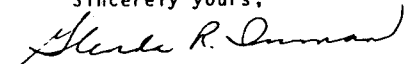
Dear Sir:

The F.A.A. should do an environmental impact statement on its rerouting of jets to and from the Seattle-Tacoma International Airport. Sea-Tac has simply too much jet traffic for its location. Rather than put more jets into Sea-Tac, the Port and the F.A.A. need to build a new airport, as odious as the thought might be.

Where I work, I meet and work with people who live under Sea-Tac flight paths. I heard their complaint about in-coming jets over night and when the flights go on for several nights in a row, they are both fatigued and irritable due to interrupted sleep patterns. Frankly, it can't be that healthy to be roused by a thunderous noise that sounds as though it may visit your living room in the next instant. And the decibels, if measured, would no doubt be a shocking testimony of this intrusion into one's private home and personal life. I like flying as well as the next person, but have profound sympathy for these people who are harrassed by the barrage of noise.

Many years ago I lived on the north side of Capital Hill. It was quiet then. It's noisy now. The F.A.A. should not add more over-flights. The F.A.A. should keep them over Puget Sound even if it means omitting the number of flights per hour. If the F.A.A. did so, the airlines would then get busy on developing a NEW airport at a more suitable location. There is nothing more magnificent than a jet soaring into the heavens on take-off, but then again, it makes your heart take a dip when the roaring sounds invade your sanctuary and ruins your sleep time after time.

Sincerely yours,


Glenda R. Inman

18908 - 8th Avenue N.W.
Seattle, Washington 98177

Rec'd. ANM-500/5-21
Date: JAN 25 1990

FAA
17900 Pacific Hwy. S.
Seattle, WA 98186

January 21, 1990

AEA 198

I, WE, appreciate your honest consideration of our pleas.
Thank you for your time,

Dear FAA,

As a citizen of the Leschi neighborhood and the city of Seattle, I am writing to make my plea regarding the excessive jet noise and smell pollution that many of us have to contend with in one way or another on a daily basis. Personally, I had a hard time moving to this neighborhood because of this problem, but the charm of the area won out over the inconvenience of the noise. But lately, things have gotten worse. I have a new dog that is "affected" by this air traffic pattern on a very regular basis. No matter what time of day the planes fly over, her reaction is the same: CONSTANT BARKING!!! She is not the only dog in the neighborhood to react this way, so as much as I love my dog, she becomes part of the noise problem, along with about 10-15 other dogs. It has come to my attention that beginning in February, the current Curfew of East flights from 11pm to 6am will be terminated. My reaction is of course, "There goes my sleep, not to mention my dog's!", and my question is WHY? Why is this necessary? I realise that air traffic has never been busier, but is there no alternate route to take, say, over the middle of Lake Washington, or better yet, another route away from this otherwise quiet family area?

I ask you to please consider us, not as just me, but as a community that deserves to have some quiet time once they come home from work. Does'nt that appeal to YOU as a working citizen?

Sincerely

Jean E. Mann

Jean E. Mann

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Rec'd. ANM-500/SCJ
Date: JAN 25 1990

JERRI SPALDING FREDIN
2328 NE 104th Street
Seattle, Washington 98125
(206) 526-8091

AEA #199

January 22, 1990

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

I wish to express my alarm over the proposed increased flow of air traffic over not only my home, in north Seattle, but over Seattle as a city.

Tonite, as I sat thinking about how I might word this protest, I heard the roar of three jets overhead---although all of our windows and doors are closed and our drapes (good sound insulation) are drawn. (This was shortly after 7:00 PM)

I shudder to think of the roar we will be hearing in the warmer months of the year when our doors and windows are open---even more so if there were to be an increase over the present amount of air traffic.

I urge you to consider how this increased noise pollution will affect the quality of life---and the health of---all Seattle citizens, and not merely the requests of those individuals who are intent in increasing the capacity of the Seattle airport.

To The Good Health of All Citizens,

Geraldine Fredin

Geraldine (Jerri) Fredin

January 23, 1990

Mayor Rice
600 Fourth Ave.
Seattle, WA 98104

Dear Sir:

I have just re-read a two-month collection of newspaper articles about the changed SeaTac flight patterns. The first was dated November 29. All refer to "proposed" or "future" changes. Nowhere have I seen a true description of the existing situation.

It is a cold hard fact that the constant over-flights on Capitol Hill started in mid-November and are still continuing. I live a few blocks east of Broadway, and we are hearing constant very low-flying planes from about 6:00 am to well past midnight, with just enough other middle-of-the-night flights to make sure we rarely get an unbroken night's sleep. Flights are often one to five minutes apart and sometimes the noise from two planes overlaps because they are so close together.

Clearly Capitol Hill is the most densely populated area in Greater Seattle and the worst possible place for increased noise. The "studies" that predict a "slight increase" in noise levels have never heard a freight train run through their bedrooms, which is roughly equivalent to the sound of most of these planes in my house. I have owned my home for more than fifteen years, and there have always been occasional over-flights at night when weather conditions were unusual. This latest attack on our peace and good health is new and started suddenly. It was not a gradual build-up, but obviously a policy and operations decision. I have seen no acknowledgment from anyone that the over-flights are already taking place.

After Thanksgiving, I made a daisy-chain of phone calls, trying to find out who complaints should be made to. I started with the Mayor's office and ended at the Port Commission (who did take my complaint and sent me a hearing notice). I do feel a little queasy about trusting the Port Commission to guard me from airport noise. I also wrote a letter to Jeanette Williams (replaced on the noise-control committee by whom?) and I have attached a copy. You can see by the flight logs in my letter that the flight times could hardly be considered peak hours.

Based on what I am reading and hearing, several facts are obvious:

- 1) SeaTac has reached capacity and the Port Commission had better stop "selling" its services around the world.
- 2) SeaTac is not the proper place for a Denver-style "megaport". The population density and terrain in the area makes increased air traffic ridiculous from the standpoint of both sanity and safety. What is good for SeaTac and the airlines financially is clearly not good for the people who live in the Greater Seattle/Tacoma area. Besides the obvious health impacts, property values of homes will plummet in the heavily impacted areas.
- 3) There should not be a new landing strip built. It would only multiply the problems.
- 4) According to "The Weekly", the landing strips planned for "simultaneous" landings are much closer together than the FAA recommends. Does that mean that the current

Rec'd. ANM-500/SCJ

Date: JAN 25 1990

COPY

AEA #900

193

AEA 200

over-flights are purely a re-routing and do not involve simultaneous landings? I suspect it does, and this is simply another Port Commission (or FAA) gift to the airlines. "We will get you in and out faster and cheaper." Planes used to have to come in over the Sound and in very steep glide patterns. For the past two months they have been coming in long and low right over Capitol Hill, a hundred and more per day.

5) Private planes should not be landing at SeaTac except in emergencies. Smaller private planes have many airfields to choose from that are not suitable for the commercial liners. They also present much the same safety problems as would putting bicycles and motor scooters on I5. Private planes are a small percentage of the SeaTac traffic, but even a 10% reduction would help the wait time for landings.

From mid-November to the first of January, we were awakened constantly by low-flying planes all night long. Then the flights between 1:00 and 6:00 am were substantially cut back except for one or two about 4:00 am, so we are at least getting a few hours of unbroken sleep. However, the six-week sample of what the FAA could do to us was scary. I would be happy to have someone put a noise-meter or recorder in my house and see the levels we are hearing with the windows closed. In the summer, with the windows open, we wouldn't be able to talk or watch television, much less sleep.

It would be interesting to hear some psychologists predict the effect of this noise on the mental and physical health of the people in Seattle. Interrupted sleep has long been used to break people down, and noise certainly makes people irritable and angry and exhausted. That would affect both personal and working relationships, and probably even increase traffic accidents, which have often been linked to drivers' stress levels.

It just makes no sense to destroy the peace of a hundred thousand people, or more, for the convenience of the airlines and the financial return to the airport.

Thank you for your attention.

Lois Steinke

Lois Steinke
Office: 632-0304
Home: 325-4810
502 - 12th Ave. East
Seattle, WA 98102

CC:
Senator Brock Adams
Hon. Slade Gorton
Hon. John Miller
Hon. Jim McDermott
Federal Aviation Administration
Seattle Times
Seattle PI

December 1, 1989

AEA 200

Councilwoman Jeanette Williams
600 Fourth Avenue
Seattle, WA 98104

Dear Ms. Williams:

I understand from the University Herald that you are holding hearings on the "proposed" changes in SeaTac flight patterns. I emphasize proposed because, if the FAA is telling you this hasn't already started, they are lying. I have lived at 12th Ave. East and Republican on Capitol Hill for more than 15 years, and there have always been occasional overflights, usually in the daytime, but once in a while at 3:00 or 4:00 AM. For the past week, however, there have been more than I could possibly count. I am not at home a lot except at night, but let me give you the results of some of my scorekeeping.

11/17/89 11:05 PM
11/19 (Sunday) 6:52 AM
11/20 11:55 PM
11/23 (Thanksgiving) 6:29 AM, 6:35 AM, 6:56 AM, 7:00 AM, 7:01 AM, 7:07 AM
After that I was too busy to count.
11/24 5:44 AM
11/25 (Saturday) 6:24 AM, 6:32 AM, 6:42 AM, 6:45 AM, 6:55 AM
Some of these flights were very low. Most were southbound toward the airport. They came in every two or three minutes all day. During the short time I was able to watch, it appeared that all traffic was coming in over Capitol Hill and little or none over Elliott Bay. (Maybe so the FAA could cut back by half to what they wanted all along??)
11/26 6:37 AM, 6:45 AM, 6:52 AM, 6:55 AM
12/01 (Today they outdid themselves)
12:45 AM, (very low), 1:05 AM, 1:13 AM, 1:15 AM, (very low), 1:16 AM, (low)
1:26 AM, 1:41 AM, 5:31 AM, 6:41 AM

I sleep in a ground floor bedroom with heavy draperies and a steep hillside behind the room that buffers most noises, so anything that wakes me up is LOUD. My daughter sleeps on the second floor and up there it sounds as if the planes are landing on the roof.

I understand that SeaTac has a traffic problem. However I find it hard to believe that traffic is so heavy that they must fly over the most densely populated area in Seattle between 1:00 and 2:00 AM. I suspect that some of their problem is that all the airlines want similar schedules, and stretching out the schedules might relieve some of the wait time. It also seems apparent from the very limited records I have kept that the FAA is already in test mode and, if they don't get a very strong negative reaction, will assert that they aren't really bothering anyone.

I spent an hour earlier this week phoning City departments (starting with the Mayor's office) trying to find out where to register a protest, and was finally directed to the Port Commission who politely took my complaint. You might be getting better feedback if we all knew who is coordinating the gathering of information.

Thank you for your attention.

Lois Steinke

Lois Steinke
502 - 12th Ave. East
Seattle, WA 98102

AEA # 201

Rec'd. ANM-500/501
Date: JAN 25 1990

22 January 1990
Seattle, WA

To the Federal Aviation Administration:

I attended the meeting called by Cynthia Sullivan at NOAA on January 2nd, and have followed newspaper accounts since. I wish to put forth the following opinion.

I have observed the flights coming in north of Sand Point from the East, but was not aware of the "noise" until after hearing all of the complaints. It appears to me that the sound is a highly perceptual problem.

Furthermore, it appears from the consultant's reports that the real changes in noise level due to the four corner plan will be minimal.

I live within 1/4 mile of NOAA, in the "affected" area. I have no connections with FAA personnel, nor am I a pilot. I fly commercial airlines enough to be concerned for airline safety.

I believe that SEA-TAC is here to stay, for economic reasons, whether we (individually) like it or not. In fact SEA-TAC was probably here before many of those registering complaints. Please make it work as safely and efficiently as possible.

Sincerely,

Clayton C. Cook
Clayton C. Cook

8001 Sand Point Way #C-63
Seattle, WA 98115

195

AEA # 202 January 15, 1990
Rec'd. ANM-500/501
Date: JAN 25 1990

Dear Mr. Johnson,

I have lived in Medina for 37 years as a homeowner. The location was chosen for its rural quiet neighborhood where our children could walk to school and grow up learning to appreciate the environment. We realize there must be change with time but we purposefully did not make our home anywhere near an airport and yet now we cannot even eat lunch and hear ourselves speak to one another - please please please distribute flights over a greater area - not all over Medina on a north wind flow day. Check you for being fair to all of us and not discriminating against the Medina residents.

Sincerely,
Betty J. Brown

8657 N. E. 19th Place
Bellevue, WA. 98004.

Rec'd. ANM-500 / 521
Date: JAN 25 1990

8657 N. E. 19th Place
Bellevue, WA. 98004

Rec'd. ANM-500 / 521
Date: JAN 25 1990

January 16, 1990

January 16, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

Dear Mr. Johnson,

The East Turn was changed three years ago when it was moved north. This means that noise of aircraft departing from Sea-Tac has been severely impacting the communities of Medina, Clyde Hill, and Bellevue since that change.

The East Turn was moved north three years ago and noise of aircraft departing from Sea-Tac has been severely impacting the communities of Medina, Clyde Hill, and Bellevue since that change.

The noise is a severe intrusion on our lives. It is totally unacceptable that we should be asked to bear such a heavy burden of noise so far from the airport. Until the change in the East Turn this area had a quiet, rural nature. The noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a normal conversation due to the noise of the planes.

The severe noise is totally unacceptable. We should not be asked to bear such a heavy burden of noise so far from the airport. This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a conversation due to the noise of the planes.

96
It is not essential that these planes over fly this area. The FAA has indicated its willingness to consider other flight tracks as well as splitting the flights into as many as three tracks. This noise must be stopped. Please do what you can to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. I want you to help in fighting this injustice in any way you can. I would like to hear from you regarding what you are able to do and what else I can do to stop these planes from flying over.

It is not essential that these planes fly over this area. The FAA has indicated its willingness to consider other flight tracks as well as splitting the flights into as many as three tracks. Political influences are preventing these changes.

This noise must be stopped. Please do what you can to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Take the lead in fighting this injustice. Please let me know what you are able to do and if there is anything else I can do to stop these planes from flying over.

Sincerely,

Sincerely,

Barbara D. Doyle
Barbara D. Doyle

Richard C. Doyle
Richard C. Doyle

Rec'd. ANM-500/501

Date: JAN 25 1990

Rec'd. ANM-500/521

Date: JAN 25 1990

AEA # 206

January 16, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The noise of aircraft departing from Sea-Tac on the East Turn is disastrously affecting the lives of the residents of Medina, Clyde Hill, and Bellevue.

The noise is very disruptive and a severe intrusion on our lives. Many times it is impossible to carry on a normal conversation due to the noise of the planes. No one living this far from the airport should be asked to bear such a heavy burden of noise from these planes as they climb and turn over us.

This noise must be stopped. Change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take a leading role in fighting this extreme injustice and let me know what else I can do to stop these planes from flying over.

Sincerely,

Joan W. Welch
300-Overlake, K.R.E.
Bellevue, WA 98004

And L. Welch

P.S. I do believe we need a long-term solution to the problem. Noise abatement is only part of the problem.

P.S. Do you have an Overflight Easement file me? If so, when did you obtain the Easement?

MM Prang I live in the area that gets the noise from 148 departing jets a day, "North Bellevue". Lets get some of those jets pushed to the south to disperse some of the noise over Mercer ^{ISLAND} and south Bellevue. You at the F.A.A. say you will not do this without Mercer Islands agreement. Now come you at the F.A.A. didn't ask for my agreement 4 or 5 years ago for all the jets that now come over my house.

Thank You

Theodore H. Pieme
14306 N.E. 46th ST
Redmond WA.
98052

AEA # 205

197

1-21-90 Rec'd. ANM-500/501

Dear Mr Temple Johnson Date: JAN 25 1990

Early Wednesday morning (1:45 AM) a 4 prop DC6 flew over my Queen Anne rooftop at 3000 ft. This plane is from Alaska & comes to Seattle 2 times a year for repairs. That is the explanation the problem is my sleep. Why is such an old noisy plane allowed in Seattle? I realize the FAA is here to promote more airports & who gets hurt in the process is simply in the way of progress. It is only fair that those who feel that way should have their sleep interrupted in the wee hours.

AEA # 207

Sincerely Rosemary Anderson 315 Smith Place Seattle WA 98109

198

Rec'd. ANM-500/501 Date: JAN 25 1990

9518 N. E. 32nd Street Bellevue, Washington 98004 January 22, 1990

Mr. Temple Johnson, Jr. Manager, Air Traffic Federal Aviation Administration Northwest Mountain Region 17900 Pacific Highway South P. O. Box C-60966 Seattle, WA 98168

Dear Mr. Johnson:

I am a resident of Clyde Hill and am quite concerned about the inequitable distribution of departures of flights from Sea-Tac. The departures on the East Turn all seem to be concentrated over Medina-Clyde Hill in Bellevue. I understand a new departure corridor had been considered over Mercer Island, thus decreasing the number of jet departures over our community by one-half. Apparently the F.A.A. was also willing to consider a third pathway to the north, which would further decrease the number of flights over any east side community.

It is my understanding the Mercer Island City Council and Mercer Island residents applied political pressure against this proposal, which would have produced a more equitable sharing of noise.

Because of political pressure placed on only one community, the split departure corridors have been dropped from the latest F.A.A. traffic proposals.

I am not proposing that no flights go over Medina-Clyde Hill in Bellevue; however, I do feel an equitable distribution should be made and at the very least Mercer Island should be considered as an additional pathway. I do feel the consideration of a third pathway to the north should be rekindled in the halls of wisdom of the F.A.A.

AEA # 208

Mr. Temple Johnson, Jr.
re: Flight Pathways
January 22, 1990
Page Two

AEA 208

As a resident of Clyde Hill, it is apparent to me that Medina-Clyde Hill has borne the brunt of the East Turn departures for the last three years. This resulted in noise pollution and has affected the quality of life in these communities.

It is my recommendation that the number of planes flying over these communities be decreased by deploying them more equitably among all of the east side communities. Secondly, I would like to propose that an additional third corridor be considered to the north.

Thank you, and I will look forward to your comments.

Yours very truly,

[Signature]
Daniel A. Brzusek

January 24, 1990

Rec'd. ANM-500

JAN 25 1990
Date: _____

Mr. Temple Johnson
Northwest Mountain Region
Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

Dear Mr. Johnson:

I am unhappy with your proposed "Four Post Plan" adding capacity to Sea-Tac Airport. Current conditions are already too noisy and I would even like to see aircraft overflight volumes reduced to 1985 volumes.

I understand your concerns about safety and efficiency at Sea Tac, but environmental impacts must be considered to be equal if not more important. Seattle is far too populated for you to continue increasing the volumes of planes arriving and departing at Sea Tac. Our quality of life (as well as our property values) declines every time an additional flight arrives or departs. You cannot continue adding capacity without considering the people living here. We simply must look at other solutions. I don't care what these are, but the bottom line is the citizens of Seattle/King County want less noise from aircraft overflight. (Perhaps it is now time to invoke your authority to regulate airline schedules.)

In addition to my concern about noise, I am also worried about the increased chance of accidents due to increased overflights.

I have lived in my current home for over 13 years and witnessed noise from overflights increase dramatically over that time. In fact, I suspect that you have already implemented the Four Post Plan as noise levels have really increased over the last six to eight months.

I request that the FAA engage in a full Environmental Impact Study giving the public a chance to comment before adding capacity to Sea Tac Airport.

Sincerely,

Nancy Tuskaudom

Nancy Tuskaudom
8042-18th Avenue NE
Seattle, WA 98115

cc: Senator Brock Adams
Senator Slade Gorton
Representative John Miller
Representative Jim McDermott

AEA # 209

199

BRUCE R McCAW



Rec'd. ANM-500/507
Date: JAN 25 1990

January 22, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P. O. Box C-68966
Seattle, WA 98168

Dear Mr. Johnson:

The final decision regarding the East Turn jet flight departure patterns must reflect the viewpoint of Eastside citizens. The purpose of this writing to inform you that I am in favor of dispersing the jet flight departures which are now concentrated over Medina, Clyde Hill and Bellevue.

Although an increase in noise pollution to Mercer Island residents may not be graciously accepted, it is unreasonable to expect the citizens of Medina, Clyde Hill and Bellevue to continue to bear the full burden of East Turn departures as they have since the corridor was moved north three years ago. Decreasing the number of jet flight departures over the current traffic pattern by approximately fifty percent as intended by the new corridor proposal attempts to keep environmental noise pollution at a level acceptable to all Eastside residents.

As an Eastside resident, I urge you to include the East Turn dispersion proposal in the latest FAA air traffic pattern modification proposals.

Sincerely,

Bruce R. McCaw

AEA # 210

January 22, 1990

Rec'd. ANM-500/507
Date: JAN 25 1990

Mr. Temple Johnson, Jr.
17900 Pacific Highway S.
Seattle, WA 98168

Dear Mr. Johnson,

I am writing to you in regards to aircraft noise concentrated over Medina, Clyde Hill and Bellevue. I am in support of dispersing flights on the East Turn. This noise needs to be shared more equitably so that no one community bears the burden. Over three Eastside communities have borne the brunt of the East Turn departures for the last three years. This noise is unacceptable, particularly during the summer months when we spend more time outdoors.

I thank you in advance for helping me be sure that the FAA change the current East Turn and that this noise pollution is shared by more than just three Eastside communities.

cc: Alabo Garton
John Miller
Jack Adams
Rod Chandler

Sincerely,
Bruce R. McCaw
17905 - 88th Ave. S.E.
Bellevue, WA 98004

AEA # 211

AEA # 212

Rec'd. ANM-500 / 47
Date: JAN 25 1990

Bellvue, Jan 20 - 89.

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA.
Northwest Mountain Region.

Dear Mr. Temple Johnson, Jr.

Our family of five live in Clyde Hill. The noise caused by the large number of airplanes flying over our home is intolerable. Our quality of life is being ruined.

It is essential that the FAA disperse air traffic more fairly.

The noise wakes our family in the morning and is a constant nuisance. Knowing that the noise could be reduced and spread throughout Puget Sound more evenly, causes even greater grief and anger.

As a government agency, it is your responsibility to treat people fairly. You are failing to act fairly by

AEA 212

refusing to disperse the air traffic and noise.

Please adopt a plan to disperse this terrible jet noise.

Sincerely yours,

Case S. Waterius

Case S. Waterius
1421- 86th Ave. NE.
Bellvue, Wa. 98004

100

MR. and MRS. GLENN C. WRIGHT
9140 NORTHEAST 25TH PLACE
BELLEVUE, WASHINGTON 98004

Rec'd. ANM-500 / 507
Date: JAN 25 1990

Rec'd. ANM-500 / 507
Date: JAN 25 1990

January 23, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P. O. Box C-68966
Seattle, WA 98168

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P. O. Box C-68966
Seattle, Washington, 98168

Dear Mr. Johnson:

As residents of Clyde Hill for the past 25 years, we feel that the quality of life in our area has been rapidly decreasing due to the noise pollution from jet flights.

We accept that we must agree to a fair share of the air noise, due to the increased growth of the entire area; but Clyde Hill is burdened with a disproportionate share. An equitable distribution of flight paths for departures should be instituted! The East turn should be split into at least two flight paths, as well as to institute another flight path further North, in order to lessen the frequency of the jet noise above Clyde Hill. Why the FAA cannot implement the change without approval from Mercer Island is beyond comprehension and completely unfair to other neighborhoods.

Clyde Hill residents have been bearing the brunt of the East turn for the last three years since the corridor was moved. We ask you to give more consideration to a solution to the jet noise problem that is more equitable to the residents of Clyde Hill.

Sincerely,

Glenn C. Wright
Sandy Wright
Glenn and Sandy Wright

cc: Senator Slade Gorton
The Honorable John Miller
The Honorable Rod Chandler

AEA # 213

Dear Mr. Johnson,

We have lived in Medina for almost one year now. It is a lovely spot, and we were warned before we moved here of the incredible aircraft noise on sunny days when planes take off to the north and turn east over Bellevue.

We were unprepared for the unbelievable noise, however. There are mornings when we are awakened at 5:30 am by jet noise, and it continues, sometimes less than every 5 minutes, over our area for the entire day. At times, I cannot carry on a conversation with someone in the same room until the jet has passed.

I feel it is highly unfair that one area bears the brunt of noise from aircraft when there is a way to disperse this noise over more than one area. I feel it is unfair that political clout should enter into this decision at all. I feel we are being cheated out of a reasonable quality of life, that not only affects our mental well-being, our physical well-being, but our property values, as well.

Please take these facts into serious consideration when you make your decision regarding jet departures on the East Turn. Maybe you should come visit my house on a day when planes are using this flight pattern, and experience firsthand how the noise disrupts the livability of our area.

Sincerely,

S. Lawrence
Susan G. Lawrence and Family
P.O. Box 388
822 Evergreen Point Rd.
Medina, WA 98039
206/453-8257

AEA # 214

Rec'd. ANM-500 1501

Date: JAN 25 1990

1440-92nd NE
Bellevue, Washington
January 24, 1990

AEA #215

Mr. Temple Johnson Jr., Manager
Air Traffic Division, FAA
Seattle, Washington

Dear Mr. Johnson,

We live in the town of Clyde Hill
and find the aircraft noise when the
planes are overhead so loud we have
to wait for the planes to fly over before
we can converse with one another. The
resultant noise pollution is unacceptable,
and has severely damaged the quality
of life here.

The number of departing planes flying
over us must be decreased. Dividing the
departure paths to different areas would
reduce this noise. Please reduce the
aircraft traffic over Clyde Hill.

AEA 215

Thank you for your cooperation.

Yours truly,
n. Eloise Hennig

R. A. Hennig

Byrne L. Mosen, 1425-92nd NE Bellevue, Wa.
Janice R. Mosen 1425-92nd NE Bellevue, Wa.

Errol N. Nelson
24304 S.E. 30th
Issaquah, WA 98027
(206) 392-2309

January 23, 1990

Letters Editor
The Times
P.O. Box 70
Seattle, WA 98111

Rec'd. ANM-500
JAN 25 1990
Date: _____

RE: Overflight Noise from Sea-Tac Jets

Dear Editor:

So far, the only thing that the Eastside communities can agree on about jet overflights from Sea-Tac Airport; is that the noise created is annoying, pervasive, ubiquitous and that it should go somewhere else - anywhere else. The problem has been reduced to the basic essentials; the community with the most political clout will prevail, technical considerations are no longer a factor in the decision.

The essential problem is one of overflight distribution and, as has been described in earlier articles, there are numerous, albeit undesirable, ways to solve it. However, there appears to be an element of hypocrisy displayed by the most vocal complainers. The Eastside communities that are complaining the loudest are the same ones most likely to travel on airplanes. The complainers want the benefits and convenience of airplane travel, but not the noise impacts from jet overflights when they are at home.

To remedy this, I would like to propose a demographically based use factor for eastbound overflights; appropriately named the ENOUGH factor (Excessive Noise Overflight Use Gradient for Homes), which correlates air travel use with overflight distribution. The proposed Eastside overflight corridors generally correspond with Zip Codes and could be defined by: Corridor 1 - South of I-90, Zip 98040 and 98006; Corridor 2 - I-90 to SR 520, Zip 98004, 98005 98007 and 98008; and Corridor 3 - North of SR 520, Zip 98033 and 98052. From airline records, or surveys, determine the residence zip code of airline travelers. For a selected period, up to a year, find the total number of residence originating airline travelers within each corridor. Divide the total airline travelers by the corridor population to obtain the per capita use factor in each corridor. Add the per capita factors and obtain the proportion attributable to each corridor. This will directly correlate overflight use with residence based airline travel. The FAA can then directly return the greatest noise costs to the population that gets the greatest air travel benefit. If the corridor containing Mercer Island has a 50 percent portion of the per capita airline travelers, shouldn't they be required to accept 50 percent of the overflights. It seems only fair that you should pay for what you get, doesn't it? And we can use a more objective method to determine when a community has had ENOUGH!

Sincerely,



E. N. Nelson (Please use initials if published)
Comfile: TIML9003

AAA #216

VIEW RIDGE COMMUNITY CLUB, INC.
P.O. Box 15218
Seattle, WA 98115

January 12, 1990

Richard Prang
Federal Aviation Administration
17900 Pacific Highway South
C-68966
Seattle, WA 98168

AAA #317

REF: Comments on FAA Proposal to Reroute Air Traffic at SeaTac Airport

Dear Mr. Prang:

Trustees of the View Ridge Community Club represent approximately 1400 households located near Sand Point in northeast Seattle. While we are familiar with the FAA's proposed "Four Poster Plan" to modify air traffic routes over Seattle, we were not able to obtain a copy of the draft environmental assessment in time to review and comment upon it before submitting this letter. We have no interest in debating the merits of the Plan here. We feel such a debate would only create more confusion and unnecessary controversy than already exists and would further cloud the real issues.

While conscientious citizens argue about whose house the rerouted planes will pass over and how much noise will result, we are concerned that the real issue is being ignored. The net result of implementing the Plan will be to enable more aircraft to be accommodated in the air over Seattle. Despite the FAA's efforts to downplay the seriousness of the impacts of the Plan by claiming it (the FAA) has no authority to limit the number of flights over the City, the simple fact remains that the Plan will increase overhead capacity; as that capacity is increased, the need for runways on the ground is increased. Indeed, we are aware that, as we speak, a taxiway extension for SeaTac is on the drawing board.

We overwhelmingly believe the only proper way to accurately present all the facts and subtleties concerning the Plan and to adequately assess the full array of it's short and long-term impacts is for the FAA to prepare an Environmental Impact Statement. Furthermore, we believe that guidelines for preparation of EIS's requires an EIS in this situation because the Plan is so controversial and is the first step leading to additional runways at SeaTac, an action which will have profound environmental effects on the Puget Sound region forever.

An EIS is also necessary so that the process leading to a decision

"For the Community and by the Community"

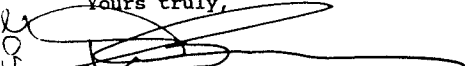
WH

on the Plan can be made public. The public is entitled to an opportunity to thoroughly review the issue and provide input. Likewise, the FAA must review alternatives and mitigating measures and analyze their impacts. Short of a full EIS, there is way to insure that the public will be involved or that alternatives and mitigating measures will be analyzed. The mediation process was not designed to perform this function and, it is our understanding that discussion of the Plan is no longer considered part of the mediation process.

And finally, we do not believe that those few hard-working citizens who are involved in the mediation process can be fairly characterized or held responsible for representing the interests of Seattle's neighborhoods. Nor do we believe that their involvement in the mediation process approaches the broad degree of public involvement that is required by the National Environmental Policy Act. Further we would appreciate it if FAA spokespersons would refrain from referring to those neighborhood representatives as speaking for the broad interests of the citizens of the City of Seattle or the City's neighborhoods. Only Seattle's city government and the individual neighborhoods can or should be expected to speak for the city.

We look forward to the scoping session leading to the preparation of an EIS. You have our pledge to act in a responsible fashion in reviewing the EIS and providing comments. Please consider this letter as part of the public comment at the public hearing on January 24.

Yours truly,


Douglas M. Ancona
President

cc: Senator Brock Adams
Senator Slade Gorton
Congressman John Miller
Congressman Jim McDermott
Cynthia Sullivan
Mayor Norm Rice
Seattle City Council
Mark Sidran
Frederick Isaac
George Thompson
James Busey
Zeger van Asch van Wijck
Northeast District Council

B:VRCC.FAA

AEA 217

January 27, 1990

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA. 98168

Re: FAA Plan for Increasing Overflights

Gentlemen:

The plan to reroute and to increase overflights over densely populated areas of Seattle is an ill-conceived plan. An in-depth study and an EIS must be done. In the meantime, I request flights using the new route be halted.

Attention has been focused by the news media on the noise factor involved. This is only one of several factors to consider. The most important factors are safety, health hazards, and pollution. It is unethical on the part of the FAA to disregard these important factors.

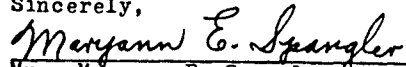
For a number of years, our neighborhood, contiguous to Children's Hospital and Medical Center, has endured helicopter flights-landings at the Hospital. These, too, pose endangerment to our lives as a crash is a distinct possibility. These, too, invade and damage the quality of life in this densely populated residential neighborhood. I have repeatedly requested these flights be stopped and a proposed helipad not be permitted to be built at Children's Hospital. Why are they allowed?

Please stop a tragedy from occurring in Seattle before it happens! Stop the new flight plan for commercial planes. Stop the helicopter landings at Children's.

Thank you.

AEA # 218

Sincerely,


Mrs. Maryann E. Spangler
4013 N.E. 46th St.
Seattle, WA. 98105

cc:

RAINIER BEACH COMMUNITY CLUB
6038 South Pilgrim Street
Seattle, WA 98118

Correspondence Address

Rec'd ANM-500/101
JAN 29 1990
Date: _____

6606 S. Cooper
Seattle WA 98118

January 26, 1990

Mr. Richard Prang
FAA
17900 Pacific Highway South
Mail C-68966
Seattle WA 98168

AEA # 219

Dear Mr. Prang:

The following statement is submitted for the hearing record January 24, 1990, on the FAA draft environmental assessment of alteration of jet landing and takeoff routes to Seattle-Tacoma International Airport.

R
The Rainier Beach Community Club board voted at their meeting on January 23, 1990, to join with community groups all over Seattle demanding that a complete environmental impact statement be done on the proposed changes to the Sea-Tac landing and takeoff routes. This issue of jet routes needs to be resolved through mediation and the mediation team needs the information generated by a full eis. Such a document must include actual noise data rather than computer models, impact of emissions residue on air and ground quality in populated areas, a range of noise mitigation measures, and the possibility of curfews, among other elements.

Sincerely,

Howard E. Wilson

Howard E. Wilson, President

644 Randolph Place
Seattle, Washington
98122
January 27, 1990

ANM-500
JAN 29 1990
Date: _____

F.A.A.
Aircraft Overflights
17900 Pacific Hwy S.
Seattle, Washington
98186

AEA 220

Dearast Whomever:

I am a Seattle resident living in the Madrona-Leachi area. My house is the one with the arrow on the roof pointing to the east that the commercial pilots look for to know they can turn and can pour on the noise. Prior to the oil crunch in the early 1970's; commercial aircraft had to reach the altitude of 8,000 feet before they could turn to the East. That took them past the high density residential areas to between Seattle and Everett. At that altitude the residents below did not receive much noise. Why can't they be required to reach this altitude now to help with the horrendous noise problem. There is NO oil shortage at present.

Also, why the recidding of the night curfew on East Turn overflights?? It is bad enough to tolerate the noise in the day time, but to blast us out at night is inhuman. There is a natural water way (Puget Sound) they can follow until they are high enough to turn without disturbing all of our rest.

Please put me on the complaint list as to the upcoming proposal of landing over your houses as well as taking off. Also, I would like to be put on the list to receive informationa on the events concerning this decision.

Sincerely,

Inere Kochendorfer
Inere Kochendorfer

Christina Wexler
4410 E. Mercer
Mercer Island 98040

Jan 25, 1990

Rec'd. ANM-500 *507*

Date: JAN 29 1990

ANM-500 / 501

JAN 29 1990

January 23, 1989
411 Shoreland Dr. SE
Bellevue WA 98004
206 454 8335

Dear Mr. Prang, AEA #222

I attended the FAA meeting at Cleveland High School last night, although I did not speak.

I am concerned about possible changes in Mountain One SID and Summa Two SID (east turn procedures).

I live on the N.E. portion of Mercer Island and we receive a fair share of aircraft noise. I think that the East Turn should be changed to a point that is further north of Medina/Clyde Hill.

These flights could be at an altitude well above the current 4,000 ft. Thus, residents to the north would not have a significant noise increase.

I'm sure that the resulting airfare increase would be minor and well worth the benefits to our Puget Sound community.

I am, of course, also in favor of a thorough E.I.S.

Sincerely,
Christina Wexler

FAA
Attn: Richard Prang
17900 Pacific Highway S
C-68966
Seattle WA 98168

AEA 221

Dear Mr. Prang:

What right does industry have spoiling an environment?

Please distribute this noise equally but keep it to a minimum.

In the summer with the wind from the north we cannot enjoy the out of doors the planes fly so low. Now you are going to destroy our peace and quiet the rest of the year.

I have had occasion to use many very early morning flights and they are seldom full or even half full. Let the airlines fully utilize the flights they have then talk about expansion.

Please give us some consideration in this matter.

Thank you,

Carol Webb
Carol Webb

cc: Temple Johnson
17900 Pacific Hwy S.
Seattle WA 98168

George Bush, President
Washington DC.

207

Rec'd. ANM-500/501
JAN 29 1990

6449 Sand Point Way NE
Seattle WA 98115
23 January 1990

REC. ANM 500 / 501
JAN 29 1990

932 Eleventh Avenue East
Seattle, Washington 98102

January 25, 1990

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle WA 98168

AEA 223

I am greatly alarmed by the FAA's proposal to increase air traffic over northeast Seattle.

The deleterious effects of aircraft noise on physical and emotional health have been documented. I have already experienced sleep disturbances because of flights currently scheduled over this area.

As a staff member at Laurelhurst school, I am concerned about the effect on the learning environment of continual flights overhead every school day. While attending meetings at the Educational Service District near Sea Tac, I have experienced the impossibility of hearing speakers while plane after plane roars overhead.

The FAA's draft environmental assessment has not evaluated the increase in noise in areas other than those close to Sea Tac. Nor has it dealt with the question of increased air pollution with the proposed rerouting over heavily populated neighborhoods.

The noise mediation process should be intensified and an environmental impact statement must be done before these sweeping changes in aircraft routing are made.

Shirley L. McKay
Shirley L. McKay

cc: Brock Adams
Slade Gorton
Jim McDermott
John Miller
Norm Rice

Mr. Richard Prang
FEDERAL AVIATION AUTHORITY
17900 Pacific Highway South
Mail C-68966
Seattle, Washington 98168

AEA 224

Re: Airplane Noise

Dear Mr. Prang:

I have lived on Capitol Hill in Seattle for nearly twenty years. During that time I have become increasingly aware of and upset by the noise of aircraft landing at Sea-Tac from the north. Indeed, about five years ago I joined with several neighbors to protest the disturbances which occurred far too frequently then.

Following our protests, there appeared to be some reduction in frequency of landings over our homes. It was understood at that time that landings in periods of low visibility would continue in that pathway, but good weather disturbances did decrease. That is no longer the case.

Last summer, I clocked landings at 45 to 55 second intervals over my house--on sunny days. The planes rattle windows, and make telephone calls and casual conversation impossible. They also make me FURIOUS!

I believe the citizens of Seattle have a right to freedom from unnecessary pollution of all kinds, including noise. The State Highway Department has recognized this concern, and is constructing noise baffles along many portions of the I-5 corridor. I respectfully request that the FAA take equally effective noise abatement measures.

I am willing to participate in the solution to this problem in any way I can. Reduction in the number and convenience of flights into Seattle (fewer planes filled to greater capacity) and late arrivals and departures are of lesser concern to me than the daily, unceasing noise invasion of my home and garden.

Thank you for your consideration.

Sincerely,

Barbara W. Schneider
Barbara W. Schneider



Rec'd. ANM-500

Date: JAN 29 1990

CITY OF

KIRKLAND

123 FIFTH AVENUE · KIRKLAND, WASHINGTON 98033-6189 · (206) 828-1100

January 26, 1990

Mr. Richard Prang, Manager
System Management Branch
Federal Aviation Administration
17900 Pacific Highway South
Mail Stop C-68966
Seattle, Washington 98168

AEA 225

Dear Mr. Prang:

Subject: Comments of Record for Proposed Four-Post Plan

The City of Kirkland wishes to advise you of its concerns regarding the Federal Aviation Administration's (FAA) proposed implementation of flight track changes at SeaTac Airport (the so-called "Four-Post Plan"). The City of Kirkland would be directly affected by the proposed flight track changes, particularly in the winter months when there would be a significant increase in the number of inbound flights over Kirkland (and adjacent cities), accompanied by a corresponding increase in air traffic noise.

Our concerns regarding the Four-Post Plan are twofold:

1. The FAA's unilateral action in implementing the Plan would serve to undermine the considerable good faith and collaborative efforts expended to date in the noise mediation process; and
2. The City of Kirkland joins with its neighboring cities in requesting that a thorough environmental review be undertaken (and completed) before area flight patterns are altered. It is the City's belief that the FAA's internal environmental assessment studies were insufficient in this regard and did not focus on environmental impacts. To the best of our knowledge, very little (if any) thought has been given to the noise implications of the suggested changes on the affected communities. This should not merely be a question of aircraft efficiency, but rather, consideration should also be given to minimizing the harmful effects of noise on the people of the region.

In summary, the City requests that the FAA abide by its original commitment to address overflight noise and capacity issues through the noise mediation process, and that it prepare a

Mr. Richard Prang
January 26, 1990
Page 2

comprehensive environmental impact statement which fully addresses and evaluates the implications of adopting flight track changes. To the degree possible, resulting changes should make an attempt to minimize noise impacts on urbanized areas. We also ask that the FAA work cooperatively with all of the involved communities, the Port of Seattle, and the airlines to reach a viable solution, rather than unilaterally imposing an expedient alternative which disregards the interests and concerns of the vast majority of those who would be directly affected.

Sincerely,


Randy Barton
Mayor

cc: Kirkland City Council
Terry Ellis, City Manager
U.S. Representative Rod Chandler
U.S. Representative John Miller
State Representative Jim Horn
Port of Seattle Airport Manager, Andrea Riniker
Pat Davis, President, Port of Seattle Commission
Doreen Marchione, Mayor, City of Redmond
Pat Dodge, City Manager, City of Medina
Paul Lanspery, City Manager, City of Mercer Island
Rich Conrad, Assistant City Manager, City of Mercer Island

PRANG, JAN/AB:cm

bol

538 N.E. 92 Street
Seattle WA 98115
25 Jan 1990

Rec'd. ANM-500

Rec'd. ANM-500

Date: JAN 29 1990

17104 NE 5th Place
Bellevue, Wa., 98008
January 27, 1990

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle WA 98168

AEA * 226

Richard Prang
Faa Reguinal Office
17900 Pacific Highway S.
C-68966
Seattle, Wa., 98168

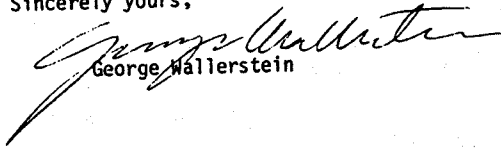
Gentlemen:

I wish to comment favorably on your plan to increase the traffic capacity of SEA by including a new approach route to Runway 16L. As a member of the travelling public I find on-time performance by the airlines to be very beneficial. The maintainance of scheduled departure times is particularly important since one often has to make connections at one of the hubs such as O'Hare.

Aircraft noise is indeed unpleasant but we tolerate it when the weather is cloudy and one can get used to it. I was brought up within a block of the 9th Ave elevated train in New York and the only time I was awakened was when there was a power failure and the trains stopped!

There remains one point in the new plan that I do not understand. Why can you not continue to use the Elliott Bay approach to 16R during clear weather?

Sincerely yours,


George Hallerstein

CC: Rep. Miller
Rep. McDermott

Re: Airport Noise--East Bellevue

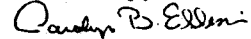
Dear Mr. Prang,

My husband and I have lived at the above address for 20 years. Years ago, the only audible noise was from an occassional small plane. In the last few years that has changed dramatically!

Now, on days when the Sea-Tac planes are sent our way, plate glass windows rattle, TV and radio are difficult to hear at that moment and one cannot honestly carry on a conversation during that plane's passover duration. The most invasive effect is when the planes start around 6AM-7AM and seem to come in clusters--one after the other. More noticeable on weekends. That invasion of one's sleep and peace and quiet is uncalled for--especially plane after plane!

I realize that we need safe sky's--but not at the expense of single areas. I would heartily endorse more fanning out and staggering of the planes. More importantly--the airlines should be required to install quieter engines. I understand that the technology is available. All Puget Sound area residents should share the noise burden--not just a few "convenient" or cost saving corridors. I would hope that your office will not take this problem too lightly or bow to favoritism of a few. We personally were here before the planes paths were changed.

Yours truly,


Carolyn B. Ellison

air

AEA # 227

Rec'd. ANM-500

Date: JAN 29 1990

January 15, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

AEA # 228

Dear Mr. Johnson,

The noise of aircraft departing from Sea-Tac on the East Turn is disastrously affecting the lives of the residents of Medina, Clyde Hill, and Bellevue.

The noise is very disruptive and a severe intrusion on our lives. Many times it is impossible to carry on a normal conversation due to the noise of the planes. No one living this far from the airport should be asked to bear such a heavy burden of noise from these planes as they climb and turn over us.

112 This noise must be stopped. Change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take a leading role in fighting this extreme injustice and let me know what else I can do to stop these planes from flying over.

Sincerely,

Jim & Marcia Holland
3316 Evergreen St. Rd.
Bellevue, WA 98004

REC'D. ANM 500

JAN 29 1990

RALPH J. WEDGWOOD M. D.
VIRGINIA L. WEDGWOOD
3717 41ST AVE. N.E.
SEATTLE, WA. 98105

REC'D ANM-1

JAN 29 90

ANM-1

ACTION:

INFO: 1/26/90
4

24 January 1990

Frederick Isaac
Regional Administrator
Federal Aviation Administration
17900 Pacific Highway South
Seattle, WA 98168

AEA 229

Dear Sir,

We were unable to get to the Cleveland High School hearing on the FAA plan for re-routing aircraft.

We enclose a copy of the letter we sent to the FAA expressing our views. Copies have also been sent to our Senators and Representatives.

We believe that aircraft noise from SeaTac has become a major environmental problem adversely impacting both our quality of life and the value of our homes. Additionally, the impact of air pollution from increased air traffic seems to have been disregarded.

For these reasons a full environmental impact statement on the planned re-routing and future expansion of the airport is mandatory. To do less would be negligent.

sincerely

Ralph J. Wedgwood
Ralph J. Wedgwood

Virginia L. Wedgwood
Virginia L. Wedgwood

RALPH J. WEDGWOOD M. D.
VIRGINIA L. WEDGWOOD
3717 41ST AVE. N. E.
SEATTLE, WA. 98105

To: Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

AEA 209

24 January 1990

Dear Sir/Madam

We support the requirement for a full Environmental Impact Statement on the proposed re-routing of flights into and from SeaTac airport. Unfortunately we cannot attend the meeting at the Cleveland High School tonight to express our views. We hope that this letter will substitute for the comments we hoped to make in person.

212
We have lived at the above address since 1963. The increasing numbers of flights, the changes in the types of aircraft and the new routing patterns have already had significant adverse impact on the quality of our life in our home and we suspect, the value of our property. When we purchased our house aircraft noise was not a significant problem. Now the early morning and late night planes not infrequently disturb our sleep, particularly in summer when we sleep with open windows for ventilation. In our garden, which we try to use frequently, it is not unusual now for us to have to interrupt conversation because of passing aircraft. A quiet lunch or evening supper is rarely free from the interference of aircraft noise. It is now difficult even indoors to get the freedom from noise necessary to listen to chamber music. Indeed even loud symphonic works are distorted by the cacophony of aircraft.

What was once an idyllic suburban retreat from the noise of the city and work has become an extension of a busy airport - which appears to be regulated solely for the financial gain of airlines, without regard to the public on whom their business impacts. In the past we often called the "hot line" - until we realized that this had no apparent effect; we concluded that the "hotline" was a public relations ploy to permit continued and expanded use of the airport without noise regulation.

Why is a full Environmental Impact Statement needed? Clearly if we are to plan for the future of the airport - let alone the proposed new routing - we must have adequate data on which to make our decisions. The Draft Environmental Assessment simply does not do this.

First we need good, relevant, quantitative data on noise levels. The noise "contour lines" provided by the consultant average noisy and silent periods. The data are meaningless from the point of view of the impacted communities. What is needed are the number of episodes of socially unacceptable noise each day, the duration of the episodes, and the times of day of occurrence for unacceptable noise levels - say those in excess of 45 dB - the level of quiet conversation. Similar data should be obtained for intrusive noise levels - say 55 dB, and 65 dB - with particular attention to non-daytime hours and weekends. Then modelling should be done to estimate the effect of future flight paths - and these models should include increased numbers of flights as well as the proposed change in routing.

Second, we need data on environmental pollution from aircraft - which will require air quality testing. It seems clear that current concern over air pollution must extend to aircraft and the development of techniques to minimize such pollution. The current problems of Seattle in regard to "smog" or "inversions" surely reflect increasing use of all petroleum using vehicles - including aircraft. Computer simulation should be carried out to provide alternatives to minimize pollution - including traffic patterns and types of aircraft employed.

Third, better consideration of alternatives needs to be provided - alternatives to mitigate the adverse impacts that do now and will in the future, occur. Alternatives need to include: - alternate positioning of the landing strips at SeaTac; markedly increased user fees for loud aircraft so that economic pressures may limit their use (and encourage replacement) - the fees to go into noise control procedures; encouragement of the use of larger bodied planes by user fees and number of permitted flights so as to increase numbers of passengers without increasing the number of landings and take-offs; prohibition of the take-off or landing of noisy aircraft during non-daylight hours; and finally the development of a second airport with landing patterns that will not impact residential areas.

Fourth, the development of a continuing objective monitoring system for both noise and environmental pollution, and the imposition of large fines on those flights that exceed reasonable limits.

Sincerely


Ralph J. Wedgwood


Virginia L. Wedgwood

Date: JAN 9 0 1990

4660-151st. Ct. S.E.
 Bellevue, Washington 98006
 January 26, 1990

Richard Prang AEA # 230
 Federal Aviation Administration
 Northwest Regional Office
 17900 Pacific Highway South
 C-68966
 Seattle, Washington 98168

Re: Proposed Flight Changes

Dear Mr. Prang:

My wife and I were unable to attend the public hearing on Wednesday night concerning the proposed flight changes. So we want to take this opportunity to comment.

We have been living at a home in South Bellevue on the hill above Eastgate for the past 20 years, and we want to express our concerns about the proposed flight changes which, if adopted, will dramatically affect our lives.

At the present time, we are encountering high noise levels from jet aircraft departing over the North end of Mercer Island and downtown Bellevue which then turn South directly over

our house, during periods of winds blowing from the North.

And as we understand the current proposal, fifty-nine jet aircraft daily would be descending over our house for turning in vicinity of the Evergreen Point Bridge at Lake Washington on approach to Sea-Tac Airport, during periods of winds blowing from the South.

This would be added to the large number of helicopters and propeller driven aircraft that pass over our house in primarily North-South and East-West directions.

Furthermore, we understand that under the forthcoming Northbound jet aircraft departure proposal, there will be even more jet aircraft departing over Bellevue and turning South over our house.

All of this activity will severely affect the people in our community.

We feel that the Federal Aviation Administration should have an obligation to the communities, to provide the best possible proposal for aircraft flight changes that will have a minimal impact for the people on the ground in terms of environmental noise and safety, as well as the safety of people in the aircraft.

In view of this, we recommend that the Administration reevaluate the flight proposal

and make changes that will provide for the least environmental affect on the least number of people. Logistics relative to this, clearly show that the best location for descending and departing flights would be over Puget Sound adjacent to Seattle, not over the numerous communities located on the East side of Lake Washington, or greater Seattle. We recommend that the proposed flight change proposals be changed to emphasize this approach.

In terms of potential environmental impact, we believe the Administration should evaluate all of the proposed flight changes in terms of possible impacts of a jet crash to people on the ground.

Finally, we would like to express our concern about an alternative being voiced occasionally by the President of Eastside Citizens Against Aircraft Noise. He has been quoted in the newspapers as saying that departing jet flights should be spread out over Mercer Island and South Bellevue. We take issue to this proposal. Spreading out of the departing flights over Mercer Island and South Bellevue, would mean that we would have considerably more aircraft noise in our area than we have now. We

object to that suggestion.

We appreciate the opportunity to comment on the proposed flight changes.

Sincerely,

Kenneth H. Woodrugh
Melvin J. Murbach

Rec'd ANM-500
Date: JAN 30 1990

January 27, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
Seattle, WA 98168

AEA # 231

Dear Mr. Johnson:

The 4-Post plan which the FAA has under consideration is in direct conflict with your participation in the Mediation process whose purpose is to abate noise from aircraft overflights.

The addition of South flow flights over and close to Clyde Hill and Medina will cause increased noise from more planes, more days, and more hours per day.

Safety is not an issue in this plan. The 4-Post is proposed in order to expedite and increase flights for the benefit of the air industry at great expense to property values and environmental well being of private citizens. This policy of anything goes in the name of progress and economics for one group must be stopped.

Your Environmental Assessment makes no projections regarding the impact on communities if the number of planes in these areas is allowed to increase with any expansion of Seattle Tacoma airport.

Also not considered in your Environmental Assessment Draft is your tentative plan to remove the nighttime departure restrictions over Clyde Hill, Medina, and Bellevue.

I oppose the 4-Post proposal.

Yours Truly,
Marilyn Cop

Subj: New SEA-TAC

Rec'd ANM-500 / 500: Overflights

Date: JAN 30 1990

17160 NE 5th St
Bellevue, WA 98008

29 January 1990

Mr. Richard Prang
FAA Regional Office

AEA # 232

Dear Sir,

We are angry that Temple Johnson intends to add 60+ SEA-TAC flights/day directly over Central Bellevue.

At the same time he allows SOUTH BELLEVUE and MERCER ISLAND to escape scot-free!!!!!!

He says he won't overfly Central Mercer Island unless they agree!

WHY ????

We in central Bellevue don't agree either, but that makes NO DIFFERENCE to him!!!!

It makes it look like Mr. Johnson is in collusion with Mercer Island people!! Does he live there? Does his Boss live there? Does a powerful official live there?

We want you to spread the load around!
Move some overflight over MERCER Island and SOUTH Bellevue

Yours Sincerely,
George T. Gould
Ronny M. Gould

Rec'd. ANM-500 / 101
JAN 3 0 1990
Date:

January 21, 1990
2102 31st Ave S
Seattle WA 98144

Rec'd. ANM-500

Date: JAN 30 1990

AEA # 234

1-24-90

Mr. Richard Prang

FAA

17900 Pacific Highway S

Mail: C-68966

Seattle WA 98168

AEA # 233

Dear Mr. Prang,

I'm not looking forward to increased airplane noise in my neighborhood with much pleasure. I bet there's something that could be done to keep the noise to a minimum. For example the FAA could enforce its own regulations. What would happen if airplanes were equipped with transmitting altimeters, so that the FAA could identify aircraft that flies too low? What would happen if the FAA then consistently fined airlines several times the cost of the fuel they save when their planes fly too low? I bet my neighborhood would be quieter.

Sincerely,

Joe Hinshburg

Dear Mr. Johnson,

I am a resident of West Seattle and am in favor of the 4000 ft plan providing it is not a step to make future enlargements to Sea Tac.

One clear day I can watch the planes cut over from the East to come in from Elliott Bay. They make no attempt to stay in the middle but either hug West Seattle's shoreline or trespass over the land causing continuous overflights when they land. The pilots don't seem to care and are not being held accountable for using noise abatement procedures - at least where West Seattle is concerned.

FA says they do not take a position on the increase in air traffic but simply handle it. There is really a position to encourage more traffic. Is there not a point when FAA should say to the Port that's it we can't add any more planes in here safely. I think that point has been reached and if the FAA is following

Somerset Community Association

Post Office Box 5733, Bellevue, Washington 98006

AEA-500/51
Date: Jan 30 1990

FAN. 27, 1990

its job to safely land and
depart planes then it has the
responsibility to do just that.

Enough is Enough.

I went to the meeting the
other night at Cleveland High School
and had to laugh at the stupidity
of the members of the Port of Seattle.
They are shrewd shrewd, politicians
letting the FAA take all the
heat. They continue to try and
drum up more business to
enlarge their fiefdom. They aren't
fooling me.

Sincerely,

Margaret Laughlin
3030 48th SW
Seattle WA 98116

FAA

Mr Richard Peang
17900 Pacific Hwy.
Seattle, WA.

AEA # 235

Dear Mr. Peang,

I am on the Board of Directors of the
Somerset Community Association in Bellevue.
My position is city/county affairs. I am
writing in regard to the Proposed
New Arrival/Departure Routes at SEA-TAC.

Our Association is made up of 1350 Residential
homes on Somerset Hill (elevation 950') south
of I-90 in Bellevue. Our position on
traffic patterns of commercial/business plane
south of I-90 is unacceptable due to
the height of the hills. Somerset is
950', followed by Hilltop 1,000' and the
Summit 1,100', all within one mile. ~~the~~
the East tower at highway 520 over the
evergreen point bridge is over two
miles north of I-90 (Meyer Island Bridge).

FEB 02 1990

A arrival or departure Route
we to be south of I-90 it must
have a east turn 1,000' about the
turn elevation at Evergreen Point
Bridge and the distance in elevation
over Somerset, Hilltop and the Summit must
be an additional 1,000' above the Elevation
that is flown over central and east Bellevue.
This additional elevation is needed for
safety for the airplane passengers and the
residents of the three hills. We feel all
flight Routes over Bellevue should not turn
south until they are on the east side of
Lake Sammamish.

I Represent Somerset Community Association
on the Mediation Committee East side
roads.

safety is utmost in proposing air traffic
flight patterns to Sea-Tac.

Sincerely,
Anthony Feiffer
4612 143rd Ave. SE
Bellevue 98006

818

Rec'd. ANM-500 / CC
Date: JAN 30 1990

Mr. Richard Prang
FAA, 17900 Pacific Highway South
Mail C-68966
Seattle WA 98168

AEA 236

January 25, 1990

Dear Mr. Prang,

The Avianco crash certainly points up the potential for disaster when
when flight paths are routed over dense residential areas - such as the
Eastside. Please refer to enclosed newspaper picture.

Maybe it's time for SeaTac to put the brakes on growth and retain the
current routes until new solutions can be resolved (eg. utilizing Moses
Lake and a GVT train),

With aging aircraft and the addition of more routes only increases the
probability of unfortunate air incidents, beside destroying our special
quality of life.

Yours Sincerely,
Judy Addington
(Mrs. James)
Judy B. Addington
4205 Hunts Pt Rd.
Bellevue WA 98004

206 454-4737

CC The Honorable Rod Chandler



ALKI Community Council

January 26, 1990

Mr. Temple Johnson, Air Traffic Mgr.
FAA NW Mountain Region
17900 Pacific Highway S. C-68966, ANM 500
Seattle, Wa. 98168

AEA # 237

Dear Mr. Johnson:

I am more than a little concerned by the hysteria generated by the proposed four-post plan. Simply put, as I understand it, the FAA proposed it to alleviate congestion during peak times when Sea-Tac operations were in a South Flow with good visibility. This occurs about 18% of the time-- 60% South Flow, and good visibility about 30% of that 60%. That means approximately 82% of the time the plan doesn't apply.

This seemed pretty straight forward. But now resistance from north-enders and eastsiders has generated and unenforceable ordinance from the Seattle City Council as well as several proposed modifications to the four-post plan from a mediation committee.

One proposal would have more Stage II aircraft routed over Elliot Bay. Another would have more southbound North Flow take-offs turn west over Elliot Bay. This is unacceptable. As the residents of North Delridge, Admiral, Alki, and Magnolia can testify, flying over Elliot Bay is not the solution to the noise problem.

Residents of the Southwest District along with Magnolia already have more than their fair share of noise as well as unfairly getting stuck with all of the North Flow night time operations.

Ultimate solutions will require alternatives to an ever expanding Sea-Tac Airport. In the meantime our eastside and north end neighbors should share the noise burden with us.

Sincerely,

Alan Clasens

Alan Clasens, Chair
Alki Community Council
3615 60th Ave. SW
Seattle, Wa. 98116

cc: Mr. Richard Prang

Rec'd. ANM-500
Date: JAN 30 1990

Rec'd. ANM-500

Date: JAN 30 1990

Roger A. Bieger

FOUR SEASONS OLYMPIC SUITE 1200
411 UNIVERSITY ST. SEATTLE, WA 98101

TELEPHONE
206/343-2337

January 29, 1990

Mr. Richard Prang
Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

AEA # 238

Dear Mr. Prang:

I attended the meeting of January 24, but had to leave before my number came up. The comments which I would have made are as follows:

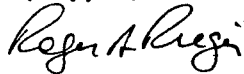
- 1) I believe that the FAA is wrong in concluding that it must eliminate aircraft landing delays as long as runways are available, regardless of the environmental cost to the residents of Puget Sound. City Councilman Street was correct in his assertion that these environmental costs are very bit as real as concrete and jet fuel.
- 2) If these new patterns are being proposed to deal with delays at peak periods, why not limit the changes to those periods and continue to come in over Puget Sound during all other periods?
- 3) The residents of this area all use and benefit the airport. To the extent possible, all of us should share equally in the noise that results from having it close to the city. How could any other approach be fair?
- 4) While even distant noise can be distracting, the real issue is the noise caused by low-altitude jet transports directly overhead. The frequency is very important. What drives me crazy is having the next plane approach just as the noise from the preceding one starts to disappear. It is like a Chinese water torture. Lateral distance makes a great deal of difference. I strongly request that planes not be instructed to follow one another in the same exact pattern for long periods of time. It is unfair to those people unlucky enough to live under that pattern.
- 5) Looking at the map of the proposed changes, I question why planes coming from the south should all be routed so far north before they turn into the final approach. From the west you have planes entering final approach as far south as I-90. Your proposed approach results in a convergence of patterns near the west end of the Evergreen Point Bridge. In accordance with my point #3, I believe these patterns should be scattered rather than concentrated. Also, by taking the planes so far north and then south again, they seem to unnecessarily fly over larger numbers of residents.

b18

Mr. Richard Prang
January 29, 1990
Page 2

6) Finally, I strongly disagree with the comments from the elected representatives from Mercer Island who made it clear that they are unwilling to accept any flights over their neighborhoods. The most galling of their statements was that someone in an otherwise quiet neighborhood would be as upset by one flight a day as someone else subjected to numerous flights. Their expressed attitude was to add any additional flights to the areas already suffering the most because those people will not notice the difference (or at least will not complain about it if they do). I would hope that the FAA will be more fair-minded than that. I must ask, however, why the FAA seems to have gone out of its way in its proposal to avoid any flights over Mercer Island.

Very truly yours,



Roger A. Rieger

RAR/pba
1115033L

Rec'd. ANM-506

JAN 30 1990

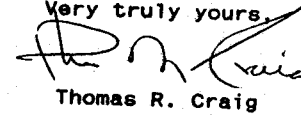
FAA
17900 Pacific Hiway S.
C-68966
Seattle, WA 98168
Attn: Richard Prang

AEA 239

Dear Sir:

I would like you to know that I support the efforts of the FAA to re-reroute arriving airplanes in the Seattle area. I do not support the position of the noise groups who are complaining about the proposed plan. I believe the airport should grow and that we should do whatever is required to assure the safety and convenience of air travel in this region. I live directly under the departing flight path of East bound air traffic from Seatac when runways 34 are in use. Except for 727-200's the noise is not objectionable, and these only when I am outside, but time will solve that problem.

Very truly yours,



Thomas R. Craig

000

Jan 30 1990

January 28, 1990

8225 17th N.E.
Seattle, WA 98115

January 28, 1990

Dear Mr. Prang,

AEA 240

I would first like to take the opportunity to thank you for allowing public comment on the proposed Four Post Plan and to ask that the comments that you receive be seriously considered.

I am a citizen of Seattle who lives in the Maple Leaf area of North East Seattle. I am writing this letter to voice my strong opposition to the implementation of the Four Post Plan.

As it is, my area of the city receives an abundance of overflights. Yesterday, for example, we were awakened before 6 A.M. by loud planes and the barrage did not end until late at night. The same thing happened on Saturday - and happens on most days 3/4 of the year. We feel very often as if we were in a war zone. Please note that even though we are a ways from the airport, the noise is loud and disturbing. Many days spent at home are ruined for us.

You have to take the human element into account when planning airplane flight paths. I am a teacher, and because the noise last week-end was so upsetting, I was not able to get work done that I must do at home on week-ends. If the new plan is implemented and we receive 120 more flights a day over what we already have, there is no telling what might happen.

In addition to the noise and its impact, we are very worried about the safety impact of the new plan. The proposed routes of the Four Post Plan, especially those over North East Seattle, fly over the most densely populated areas of the city. The death toll in the event of a crash would be enormous.

You people need to be more creative in your thinking. The air traffic and ensuing noise should be evenly dispersed over all regions of this area. There is certainly technology to do this. It is unreasonable to demand that one region of the city carry the entire burden for the airport.

Your new plan would result in anxiety related illnesses and premature death for many people. Are you willing to pay the price for this?

Finally, I have several questions: Why were the areas in North East Seattle not taken into account in your Environmental Assessment report? Why is there no one on the mediation committee who represents (i.e., lives in) the Maple Leaf, North Gate areas, the areas that appear to receive the most new airport noise according to the new plan.

I feel that at the very least an Environmental Impact Statement must be prepared. I was at the meeting at Cleveland High School, and that was the clear consensus at that meeting. As pointed out by Jim Street, there is precedent for one in the case where an EIS was ordered by the District Court in Washington D.C.

Finally, I urge you to listen to the citizens of this city. This case directly affects our lives.

Sincerely,



Richard Prang
Federal Aviation Administration
17900 Pacific Highway South
MAIL C-68966
Seattle, WA 98168

AEA* 241

Dear Mr. Prang:

After reviewing the FAA's Environmental Assessment for the proposed rerouting and expansion of air traffic in the Seattle area, I have concluded it represents the kind of piecemeal planning that is destroying this region. If the recommendations of the EA are enacted, we can chalk up one more victory for the forces of unrestricted commercial avarice, one more defeat for the quality of life in nation's most livable city.

Nowhere in the EA is consideration given to a long-range growth plan. A spokesman did assure an audience at an FAA briefing on January 2 that there is only room for one more runway at Sea-Tac. However, Los Angeles found room for multiple runways and grew to three times the capacity of Sea-Tac before an alternate airport at Costa Mesa was built. On page 3, the EA cites a Sea-Tac volume increase of 25% in a 33-month period ending in summer, 1989. If that rate of growth were actively fostered by the Port of Seattle and obediently accommodated by the FAA, our traffic level would double in 8 years and surpass Los Angeles in just 13 years. Such a torrid rate may not actually be sustained, but the trend is clear. Once the FAA establishes its ability to expand routes at its own discretion, there will be no limits on noise pollution in Seattle and its environs.

The root cause of FAA's current problem appears to be the periods of peak demand engendered by the airlines' "hub-and-spoke" scheduling practices. On page 5, the EA alludes to what it calls "peaks of demand and delays" which it analyzes as follows:

At several times during the operating day, demand services alternate between arrival "banks" and departure "banks". This occurs because of the marketing strategies used increasingly by the air carrier(s)... over the last decade.

On page 15 a more convenient cause of delays is proclaimed:

While the FAA has the authority to regulate schedules ... to aid in the reduction of delays, it does not believe that invocation of these powers would be appropriate in this instance. ... The unacceptable element of delays at Sea-Tac stems not from airline scheduling practices, but from constraints on the FAA's utilization of navigable air space.

Mr. Temple Johnson, Jr.
page 3
January 26, 1990

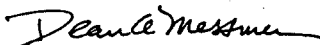
the FAA, and would not impact the safety or efficiency goals the FAA seeks to achieve through the four-poster approach.

Second, there needs to be an adjustment in the distribution of flights between the east and west turns. Under the present situation, the east side is already bearing substantially more than 50 percent of departures. Under the proposed four-poster plan, roughly one-half of the arrivals would for the first time be routed over the residential Eastside as well, traveling north up I-405, turning left north of the 520 bridge, and then proceeding down into the airport. It would extremely inequitable to add this substantial arrival noise burden, without providing relief to the Eastside on its overall share of the departure noise burden.

Finally, departing flights between 10:00 p.m. and 6:00 a.m. have always been routed north over the Duwamish industrial corridor and Elliott Bay, rather than over the residential Eastside. We have heard informally that the FAA proposes to eliminate this night time noise abatement procedure and route those flights over the east turn as well. Obviously, this would make a bad situation even worse, and is totally unacceptable to us. Hopefully, this proposal has already been discarded.

In summary, we understand the safety and efficiency considerations which have led the FAA to propose the four poster plan. However, the noise impact of SeaTac flights should receive at least as much consideration as safety and efficiency. Presently, Medina is bearing the brunt of that noise on the Eastside, to an extent far beyond its "fair share". We trust that in the FAA's final plan, the steps outlined above will be adopted to provide Medina with long-needed relief.

Sincerely,



Dean A. Messmer
Mayor

cc: Congressman John Miller
Congressman Rod Chandler
Philip G. Rourke, Mayor of Clyde Hill
Patrick Dodge, Medina City Manager
Dr. Robert Rudolph, ECAAN

Mr. Temple Johnson, Jr.
page 2
January 26, 1990

impacted. In response to the gas crisis, 60-70 east-bound planes per day were allowed to turn right and head directly east over the I-90 Corridor. Although the gas crisis disappeared, the east turn remained. In 1983, of 180 total daily north-flow flights, 74 used the east turn while 106 were still following the traditional Duwamish/Elliott Bay departure route. Again, this east-turn track lay over the I-90 Corridor.

In 1986 or early 1987, the FAA shifted flights bound for California and the Southwest to the east turn, resulting in 122 flights turning east versus only 104 turning west. As a result of continued growth, these figures currently stand at 148 flights per day using the east turn over Medina and Clyde Hill, and only 115 flights per day departing to the west.

In response to Eastside complaints, the FAA in 1987 instituted the so-called "scatter test", to distribute planes over a fairly broad band from the middle of Mercer Island to north of the 520 bridge. Although it achieved a more equitable dispersion, this test was terminated after substantial citizen complaints, primarily from Mercer Island. Unfortunately, when the FAA reverted to a narrow track east turn, it moved that turn approximately two miles north of I-90, to its present location over Medina and Clyde Hill. Thus, it has only been since 1987 that our formerly quiet communities have become the primary "dumping ground" for east turn noise.

Medina has actively supported the Noise Mediation process, and Medina residents have devoted many hundreds of hours to it. Two of our citizens sit at the Mediation bargaining table. We continue to hope that the Mediation process will result in the dual goals of reducing overall aircraft noise, and also achieving a more equitable distribution of the noise burden.

We also believe that the equitable relief our communities need can be achieved in the context of the FAA's four-poster plan, if several modifications are made.

First, the FAA's plan in its current form would leave the east turn in essentially its present location over Medina and Clyde Hill. As a matter of fairness and equity, this should be changed to divide the east turn into three tracks, one over the original I-90 corridor location, one over Medina and Clyde Hill, and one north of the 520 bridge. As we understand it, such a change would be acceptable to

The flat contradiction between these two passages is clear evidence that the FAA only sees what it wants to see in this matter. It appears to be blind to any but the most simplistic operational fixes.

Much vital detail is missing in the EA. For instance, it provides no information on the number of peak load periods in a day or when they occur. One news article indicated a single peak occurs around noon and is related to business travel. Assuming this is true, we might have a three hour window of peak activity. The new routes will provide only 14 additional arrivals per hour (56 - 42). Therefore, the additional capacity would benefit only a relative handful of travelers for only a small percentage of the total 24-hour day and only during 60% of the total flight days that comprise south flow patterns. For this marginal benefit, whole new territories will be opened up and conditioned to overhead noise pollution. Once this first step is taken, advancing to the Los Angeles level of pandemonium is only a matter of time.

U
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U
If the FAA is adamant in refusing to shave peak loads through scheduling, there is still no reason why it cannot work with the Port of Seattle to raise air fares during critical peak periods sufficiently to spread the traffic more evenly throughout the day. As was brought out at a January 2nd hearing at NOAA, the present landing fees are in the neighborhood of \$300 to \$400 per flight. This works out to no more than \$2 per passenger. Considering that the average plane ticket costs well over \$200, landing fees represent less than one percent of present fares. If necessary, landing fees could be increased ten times or more during noon-time peaks and they would still not impose an undue burden on the air traveler. These fees could fund a new airport.

Other promising alternatives could be cited as well. They would all add up to the same conclusion the EA is woefully inadequate. Its contents are couched in almost incomprehensible jargon which is undocumented in the glossary. There can be no question that the FAA should be required to provide a very detailed Environmental Impact Statement before proceeding with any part of its planned expansion of services at Sea-Tac International.

Finally, the vaunted noise impact study promised at the January 2nd briefing turned out to contain only average noise levels which are useless in assessing the Chinese water-torture effect of turbojets screaming by overhead. The FAA owes the public a genuine study. The FAA should emulate the sonic boom exercise performed on the SST in Oklahoma that led to its cancellation. I propose that the FAA schedule a series of actual turbojet overflights in the planned traffic routes on weekends for several weeks. You could save the cost of much detail in the EIS after that exercise as we would then be dealing with facts rather than the conjectures of FAA experts.

Sincerely,


Robert C. Slate



JAN 20 1989

January 26, 1989

Mr. Temple Johnson, Jr.
Manager
Air Traffic Division, FAA
Northwest Mountain Region
P.O. Box C-68966
Seattle, WA 98168

AEA# 242

Re: Aircraft Noise - FAA 4-Poster Plan

Dear Mr. Johnson:

Unfortunately, I was unable to attend this week's public hearing regarding the FAA's four-poster plan. I would like to take this opportunity to emphasize the concerns of the residents of the City of Medina regarding the substantial impact of aircraft noise on Medina and our neighboring communities. Changes need to be made to the proposed plan to create a more equitable sharing of this noise burden.

As you know, Medina and Clyde Hill are directly under the flight path of commercial jet aircraft departing SeaTac and utilizing the "east turn" route on their way east and south. This represents 148 over-flights per day under "north flow" conditions. We feel that it is a great injustice for our citizens at present, to have to bear the entire brunt of this noise impact.

The FAA's four-poster plan in its present form provides no relief from this departure flight noise burden, while at the same time saddling our area with new noise from arriving aircraft. As indicated below, we believe that the plan can be modified to create a more equitable sharing of the noise burden, without compromising the safety and efficiency objectives of the plan. We urge the FAA to incorporate those changes in any plan ultimately adopted.

We believe that the history of the east turn is highly relevant to coming up with a fair and equitable solution for the future. Until the early 1970's there was no "east turn", and all "north flow" departures were routed out over the Duwamish industrial corridor and Elliott Bay, where there was relatively little residential development to be

Copy to [unclear]

UNIVERSITY OF WASHINGTON
SEATTLE, WASHINGTON 98195

Rec'd. ANM-500
JAN 22 1990
Date: _____

Medicine
Family Medicine
Section, HQ-30

Federal Aviation Administration
17900 Pacific Highway South C-68966
Seattle Wa. 98168
Attn: Richard Prang

1509 26th Avenue East (Montlake)
Seattle WA. 98112
January 16, 1990

January 15, 1990

AEA# 244

AEA 243

Dear Mr. Prang:

I am writing to strongly protest the proposed rerouting of airplane traffic over north and central Seattle (Four Post plan). As block watch captain for my area I speak for my neighbors in urging the F.A.A. to reject this proposal. If the intention is to more equally distribute the intrusive noise from air traffic by diverting a proportion of the flights now landing over Elliott Bay to our neighborhoods, you are ignoring the fact that we already experience substantial air traffic and resulting noise from existing flight patterns which direct landings directly over our homes in poor weather (most of the winter) and direct takeoffs overhead going north and turning east in good weather (most of the spring and summer). To increase the volume and level of noise would be to subject our communities, already burdened by intense levels of noise, to intolerable and constant sound bombardment.

If the intent of the proposal is to reduce inconvenience to passengers now experiencing delays as a result of inadequate airport capacity, the occasional inconvenience to the vacationer or businessperson in no ways equals the unrelenting and obnoxious noise which disquiets entire residential neighborhoods every day due to misguided flight patterns and decisions imposed without consideration of the health of our community. If the airport does not have the capacity to accommodate additional flights, then 1) build another airport now 2) use existing airports in nearby communities when needed and bus in passengers and/or 3) limit flights that are not full. It's time to stop sacrificing the quality of life of a city for the sake of unchecked and often destructive growth patterns of benefit to only a few.

If the intention is to reduce potential danger by directing incoming flights along two paths rather than one, you are simultaneously increasing danger, possibly to many more people, by directing air traffic right over densely populated urban areas.

Finally, if you think the perception of intense noise from existing flight patterns is an exaggeration, I invite you to sit on my deck or in my living room on a sunny afternoon or a stormy evening and to try and have a conversation as the distant thunder of planes directly overhead drowns out our voices.

Sincerely,

Denise M. Lishner
Denise M. Lishner
(206) 324-1754

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The change in the East Turn from three years ago means that noise of aircraft departing from Sea-Tac is disastrously affecting the communities of Medina, Clyde Hill, and Bellevue.

The noise is a severe intrusion on our lives. It is often impossible to carry on a normal conversation due to the noise of the planes. This far from the airport we should not be asked to bear such a heavy burden of noise from these planes.

This noise must be stopped. Please do what you can to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. I want you to take a leading role in fighting this injustice. Please let me know what you are able to do and what else I can do to stop these planes from flying over.

Sincerely,

Cynthia G. Buchanan

Cynthia G. Buchanan
2447 80th Ave NE
Bellevue, WA 98004
455-2355

CC. Seattle City Council
Seattle Port Commission

Telephone: (206) 543-2461

Rec'd. ANM-500

Date: JAN 22 1990

Donald F. Padelford
320 Marketplace One
2001 Western Avenue
Seattle, Washington 98121-2114
206-441-1155

January 18, 1990

Richard Prang
FAA
17900 Pacific Highway South
C-68966
Seattle, Washington 98168

AEA # 245

Re: Draft Environmental Assessment for Proposed Changes to Air Traffic
Arrival and Departure Routes at Seattle-Tacoma International Airport
December 1989

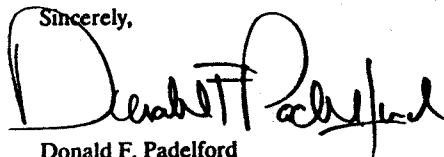
Dear Mr. Prang:

Please refer to my letter to you of 1.9.90.

Since writing that letter it has come to my attention that rescinding the "east turn" curfew could result in adversely altering not just (as I stated earlier) the North Flow 65 DNL contours, but also the 65 DNL contours averaged over a year using North and South Flow conditions.

If this is true, then the point I made earlier about the potential inadequacy of the EA is even more true.

Sincerely,


Donald F. Padelford

cc: Temple Johnson, FAA
Peter J. Kirsch, Cutler & Stanfield

.dfp.sn.faa0190b

Rec'd. ANM-500

Date: JAN 22 1990

Mr. Gary A. Jarvis
7600 NE 10th
Bellevue, Washington 98004

January 15, 1990

AEA # 246

Mr. Temple Johnson, Jr., Manager
Air Traffic Division
FAA, Northwest Mountain Region
17900 Pacific Highway South
P.O. Box C-68966
Seattle, Washington 98168

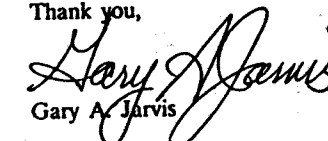
Dear Mr. Johnson:

It's a lovely spring day! As the breezes blow down from the North, friends and neighbors are emerging from their homes to enjoy the coming day. The tranquility of this setting is rudely broken by the thunderous roar of an ill-conceived flight pattern that has directed increased air-traffic flow over the Medina area.

Having been born and raised in the Seattle area, the last 48 years have evolved with encroachment on all sides. Change must occur, but please show concern and fairness in the amount of noise and disruption we must endure.

The present flight pattern must be redistributed to give relief to the Medina area.

Thank you,


Gary A. Jarvis

cc: U.S. Senator Brock Adams

U.S. Senator Slade Gorton

U.S. Congressman
First District - John Miller

Rec'd. ANM-800/501
Date: JAN 22 1990

January 17, 1990

P.O. Box 223
Medina, Washington 98039

AEA#247

Temple Johnson, Jr., Manager
Air Traffic Division
FAA, Northwest Mountain Region
PO Box C-68966 Seattle, WA 98168

Re: Increased Jet Noise over Medina

Dear Mr. Johnson:

We are 5 year residents of Medina and have lived on the Eastside for a total of 13 years. We write to you to complain about the intolerable jet noise over Medina. We are well aware of the flight patterns over all of Bellevue and the noise is by far the worst in Medina and has increased dramatically.

The problem is magnified by the fact that planes seem to fly over Medina most heavily in clear weather when we are outdoors and our windows are open. On those days, we literally wake up to the roar of jet engines and endure them until the late hours. We have heard planes flying overhead as early as 6:00 a.m. and as late as 10:30 p.m..

We recognize that airplane noise is a social cost required by air travel. However, we believe that the cost should be shared by all those who live in the Seattle-Tacoma area and not just those who live in Bellevue or Medina. We strongly support the proposed new east turn procedure that would require one half the flights over Medina and one half over Mercer Island. This compromise is better than what we have now and more equitable. Simple logic and equity requires that the flights be scattered so that no area receives a disproportionate share of airplane noise.

We also think the airlines have to do their share too by flying quieter jets and routing their planes to higher altitudes over Puget Sound before flying over populated areas.

It is clear to us that something must be done--the present inequitable situation is intolerable. We would appreciate your assistance in resolving "our headache".

Sincerely,

Lucinda Runyan

226

BLOCH STEEL INDUSTRIES



DIVISION OF M. BLOCH & CO. INC.
4580 COLORADO AVE. S.
P.O. BOX 24063 SEATTLE, WA 98124
(206) 763-0200 FAX 762-1011

January 17, 1990

Rec'd. ANM-800
Date: JAN 22 1990

AEA#248

Federal Aviation Administration
17900 Pacific Highway South C-68966
Seattle, Washington 98168

Attn: Temple Johnson, Mgr. Air Traffic Division

Dear Mr. Johnson:

My wife and I live in the Town of Clyde Hill.

Living there, we are severely disturbed by the noise of aircraft flying over our home.

We realize this cannot be completely eliminated, but it certainly would make our home more livable if you followed thru with your plan to have only a portion of the aircraft flying over our neighborhood.

Thank you for your consideration.

Sincerely,

Leo D. Bloch
Chief Executive Officer

LDB:cb

January 14, 1990

AEA#249

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The noise of aircraft departing from Sea-Tac on the East Turn is disastrously affecting the lives of the residents of Medina, Clyde Hill, and Bellevue.

The noise is very disruptive and a severe intrusion on our lives. Many times it is impossible to carry on a normal conversation due to the noise of the planes. No one living this far from the airport should be asked to bear such a heavy burden of noise from these planes as they climb and turn over us.

This noise must be stopped. Change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take a leading role in fighting this extreme injustice and let me know what else I can do to stop these planes from flying over.

Sincerely,

John Johnson
M. Ridgeway

January 17, 1990

JAN 22 1990

Temple Johnson, Jr., Manager
Air Traffic Division
FAA, Northwest Mountain Region
17900 Pacific Highway South
P. O. Box C-68966
Seattle, WA 98168

AEA#250

Dear Mr. Johnson:

We are residents of Medina and have lived here more than twenty years. In the past few years the airplane flights over our home have increased in number and in noise level, so that at times the overhead noise does not allow us to hear what is being said on television, carry on telephone conversations, or even converse in our living rooms. Trying to talk in our yards is impossible at these times.

As the air traffic increases at Sea-Tac, we DO NOT, want more traffic and more noise over our homes.

Whatever can be done to divide or divert such flight patterns would help us and would be more fair to our other neighbors in this and adjoining areas.

We look forward to hearing from you.

Sincerely,

Joanna Sutherland
Donald Sutherland

Joanna & Donald Sutherland
8457 Midland Road
Bellevue, WA 98004

- cc: U.S. Senator Brock Adams
513 Hart Senate Office Bldg.
Washington, D.C. 20510
- cc: U.S. Senator Slade Gorton
324 Hart Senate Office Bldg.
Washington, D.C. 20510
- cc: U.S. Congressman
First District - John Miller
1723 Longworth House Office Bldg.
Washington, D.C. 20515

227

Rec'd. ANM-500/507

Date: JAN 16 1990

JAN 29 1990

January 16, 1990

January 26, 1990

AEA # 252

AEA # 251

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P. O. Box C-68966
Seattle, WA 98168

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

Dear Mr. Johnson,

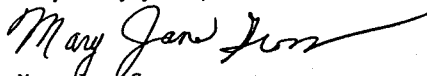
As a resident of the Medina area of Bellevue I am very concerned about the increase in the number of flights that are directed over this area and the resulting noise problem. The prospect of further increases in unacceptable.

The East Turn was moved north three years ago and noise of aircraft departing from Sea-Tac has had a devastating effect on the residents of Medina, Clyde Hill, and Bellevue since that change.

I feel there should be an equitable distribution of flight patterns over a much broader area so that our community need not suffer an undue share of the noise problem.

We should not be asked to bear such a heavy burden of noise so far from the airport. This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a conversation due to the noise of the planes. This severe noise is totally unacceptable.

Very truly yours,



Mary Jane Gross
8424 N.E. 10th St.
Bellevue, WA 98004

It is not essential that these planes fly over this area. The FAA is willing to use other flight tracks and has suggested splitting the flights into as many as three tracks. Political influences are preventing these beneficial changes.

Do whatever you can to change the airport departure procedures. We must have some lessening of this noise. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take the lead in fighting this extreme injustice. Keep me informed about what you are able to do and if there is anything else I can do to stop these overflights.

Sincerely,



A.M. Futrell
8468 Ridge Road
Bellevue, WA 98004

228

3436 Evergreen PT RD
Bellevue WA. 98004

EASTSIDE CITIZENS AGAINST AIRCRAFT NOISE

P.O. Box 414, Medina, Washington 98039

Rec'd. ANM-500 / 501

URGENT - JET NOISE ALERT

Date: JAN 29 1990

January 26, 1990

Rec'd. ANM-500 / 561

Date: JAN 29 1990

AEA # 253

AEA # 254

The FAA recently proposed dispersing the jet flight departures on the East Turn, which are now concentrated over Medina, Clyde Hill, and Bellevue. This proposal would have decreased noise and benefited your community. In this proposal, a new departure corridor would have passed over Mercer Island, decreasing the number of jet departures over our communities by up to one-half. The FAA was also willing to consider a third pathway to the north, which would have further decreased the number of flights over any Eastside community.

The Mercer Island City Council and Mercer Island residents applied political pressure against this proposal which would have produced a more equitable sharing of noise. Because of this political pressure the split departure corridors have been dropped from the latest FAA air traffic proposals. This decision might be reversed if enough letters and calls reach those officials who can exert their influence.

ECAAN (Eastside Citizens Against Aircraft Noise) asks you to write to Mr. Temple Johnson of the FAA in support of dispersing flights on the East Turn. The noise needs to be shared more equitably so that no Eastside community will bear an undue burden.

The final decision regarding change or retention of the current East Turn will probably be made within the next 4 to 6 weeks. IT IS CRUCIAL THAT YOU WRITE MR. TEMPLE JOHNSON NOW INDICATING YOUR SUPPORT OF DISPERSAL and CALL YOUR CONGRESSMEN. Send a letter or copy to each of your congressmen.

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P.O. Box C-68966
Seattle, Washington 98168
Phone 431-2500

Senator Slade Gorton
3206 Federal Office Building
Seattle, WA 98174
Phone 442-0350

Senator Brock Adams
2988 Federal Office Building
Seattle, WA 98174
Phone 442-5545

The Honorable John Miller
145 Third Avenue South
Suite 201
Edmonds, WA 98020
Phone 672-4224

The Honorable Rod Chandler
3326 - 160th Avenue SE
Suite 105
Bellevue, WA 98008
Phone 442-0116

SUGGESTIONS FOR YOUR LETTER TO THE FAA AND YOUR CONGRESSMEN

1. Medina, Clyde Hill, and Bellevue have borne the brunt of the East Turn departures for the last three years since the corridor was moved north.
2. The resultant noise pollution is unacceptable and has severely damaged the quality of life in these residential communities.
3. The number of departing planes overflying these communities must be decreased. An equitable distribution of departures should be instituted so no one area is saddled with an undue share of noise.

A PUBLIC HEARING ON THE COMING CHANGES IN AIR TRAFFIC PATTERNS IS SCHEDULED FOR 7 PM ON JANUARY 24TH AT CLEVELAND HIGH SCHOOL, 5511 15TH AVENUE SOUTH, SEATTLE. THE PORT OF SEATTLE AND THE FAA ARE NOW TRYING TO AVOID DEALING WITH THE ISSUE OF NOISE FROM THESE DEPARTING AIRCRAFT AS WELL AS ADDITIONAL PLANES THAT ARE PLANNED FOR THE EAST TURN.

WE NEED TO PACK THE HALL WITH OPPONENTS OF THE EAST TURN. COME AND PROTEST!

Mr. Templeton Johnson
Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

Dear Mr. Johnson:

From the newspapers and the FAA hearing at Cleveland High School, which my husband and I attended on January 24, I have learned about the new "Four Poster Plan". This is the name of a plan to reroute much of the air traffic, now departing and landing over Elliot Bay into two new corridors: one over I-5 and the other over the north end of Lake Washington. Our house, which is two blocks from I-5 on north Capitol Hill, would be directly under one of the new flight paths. This path, which has been used in bad weather for some incoming flights from the east and north, would now be used constantly throughout the day regardless of weather.

We are opposed to the new plan for the following reasons:

- 1) The noise level in our neighborhood would increase even more than it is now (the noise level is already unacceptable due to helicopters and seaplanes taking off from and landing on Portage Bay and Lake Union).
- 2) The I-5 corridor is the most populous area of Seattle, of King County, and possibly of the state. This flight path puts the maximum number of people in our area at risk from falling aircraft, falling aircraft parts, and fecal matter which occasionally leaks from airplane toilets.
- 3) This flight path would increase the already heavy burden of motor vehicle exhaust which we breathe every day from the freeways by adding jet exhaust from what could turn out to be a plane per minute. This would be a significant overall increase in the pollution level of the air in our neighborhood.
- 4) This plan, if implemented, may be outdated in just a few short years, leaving us with no alternative other than building a new airport either at Paine field or on the east side of the mountains. Why not plan for the future and build a new airport now?

Can this be true??

Better do it this way - you might just get
want to move to Medina yourself! Aes

bcc

Rec'd. ANM-500 / 501

Date: 1990 25 1990

The Four Poster plan would add a considerable amount of noise, risk, and inconvenience and decrease the quality of life for many of us who live along the I-5 corridor and along the shores of Lake Washington. This being the case, it is surprising that no Environmental Impact Statment has been completed by the FAA. An Environmental Impact Statment should be required at the very least.

January 22, 1990

AEA # 255

Sincerely

Mary Pat Larsen

Mary Pat Larsen
2712 10th Ave. E.
Seattle, WA 98102

cc: *Senator Brock Adams*
Senator Slade Gorton
Representative John Miller
Representative Jim McDermott

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The noise of aircraft departing from Sea-Tac on the East Turn is disastrously affecting the lives of the residents of Medina, Clyde Hill, and Bellevue.

The noise is very disruptive and a severe intrusion on our lives. Many times it is impossible to carry on a normal conversation due to the noise of the planes. No one living this far from the airport should be asked to bear such a heavy burden of noise from these planes as they climb and turn over us.

This noise must be stopped. Change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take a leading role in fighting this extreme injustice and let me know what else I can do to stop these planes from flying over.

Sincerely,

John Hickey

YATES HICKEY
8445 MIDLAND ROAD
BELLEVUE, WASHINGTON 98004

230

Rec'd. ANM-500 501

Date: JAN 23 1990

2515 Medina Circle
Bellevue, Wa 98004
February 26, 1990.

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P.O. Box C-68966
Seattle, Washington 98168

AEA # 256

Dear Mr. Johnson:

I am writing to strongly support the Federal Aviation Administration's proposed plan that would disburse jet aircraft flight departures on the east turn over the communities of Medina, Clyde Hill and central Bellevue.

I consider it totally unfair that our communities should have to bear the entire brunt of this concentrated air traffic with the resultant noise pollution, as a result of political pressure.

The only equitable and acceptable solution is to disperse these flights preferably over three paths to further reduce the number of flights over any Eastside community.

Medina residents will accept their fair share of the flights burden, but not every Northbound jet. We deserve equitable treatment.

I hope you can take some immediate action to support this change.

Sincerely

Iris Slippy

Iris Slippy
(Mrs. H. Vernon Slippy)

Laurie Ross
3446 N.E. 9th
Bellevue, WA 98004

Rec'd. ANM-500 501

JAN 23 1990

Jan. 25, 1990

AEA # 257

Mr. Temple Johnson, Jr.
Air Traffic Division, FAA
NW Mountain Region
17900 Pacific Highway South
P.O. Box c-68966
Seattle, WA 98168

Dear Mr. Johnson,

I am writing in support of dispersing flights on the East Turn. I live in West Bellevue and on clear days, the airplane noise is unbelievably bad.

Bellevue has borne the brunt of the East Turn departures for the last three year since the corridor was moved north. The resultant noise pollution is unacceptable and has severely damaged the quality of life in these residential communities. The number of departing planes overflying these communities must be decreased. An equitable distribution of departures should be instituted so no one area is saddled with an undue share of noise. Just because Mercer Island is organized and vocal in their complaints, it does not seem fair that they not be expected to have some of the airplane noise.

Thank you for your consideration in this matter.

Sincerely,

Laurie Ross

Laurie Ross

cc. Senator Slade Gorton
Senator Brock Adams
John Miller
Rod Chandler

Rec'd. ANM-500/5012

Date: _____

January 26, 1990

Ms. Andrea Riniker
Director of Aviation Division
SeaTac International Airport
P.O. Box 68727
Seattle, WA 98168

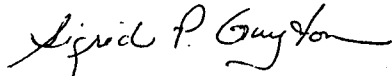
AEA #258

Dear Ms. Riniker,

Members of the Citizen Caucus were surprised and distressed to read about the \$1.3 million marketing campaign designed to attract new air cargo transport, international traffic and tourism to SeaTac Airport with a goal of increasing volume by 10%. We have been involved in active mediation for 14 months to reduce the existing noise from airplane overflights. This marketing campaign to increase volume reflects, at best, insensitivity to the efforts of the citizens to work toward preserving the quality of life available in the greater Seattle area. In addition, it causes us to question the commitment of the Port to true abatement of the existing noise.

We look forward to the opportunity to discuss this concern with you at your earliest possible convenience.

Sincerely,



Eastside Sub-Caucus
Kitsap Sub-Caucus
North/Northwest Sub-Caucus
South/Southwest Sub-Caucus

cc: Port Commissioners
Mediation Committee Members
Alinda Page
Sheri Ehrgott
Jerry Cormick
Alice Shorett

January 26, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
P.O. Box C-68966
Seattle, WA 98168

AEA #259

Re: Aircraft noise over Medina

Dear Mr. Johnson:

I understand that a plan to disperse the Sea-tac jet flight departures on the East turn has been shelved due to pressure from Mercer Island residents and others. All Eastbound and most Southbound traffic will continue to pass over our home. We residents of Medina and Bellevue are dismayed to say the least.

We have endured the increased noise of the present flight pattern since the corridor was directed over us three years ago. As it stands, we cannot converse normally outdoors during the frequent periods of heavy departure; and you expect to increase the traffic.

Naturally we should expect our portion of the noise but, in all fairness, the rest of the community should share the load. We all fly, after all.

Please reconsider. The burden should be shared equally by everyone.

Yours truly,



Frederick W. Hayes
212 Overlake Drive East
Medina, WA 98004

cc: Senator Slade Gorton
Senator Brock Adams
The Honorable John Miller
The Honorable Rod Chandler

Date: JAN 29 1990

9505 N.E. 16th Street
Bellevue, WA 98004

26 January, 1990

DEAN S. RICKETTS, M.D., P.S.

January 23, 1990

AEA #260

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, WA 98168

Dear Mr. Johnson:

I am writing to ask that you take action on behalf of those of us living in the City of Medina on the issue of aircraft noise.

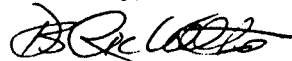
The east turn was moved north three years ago leading to a dramatic increase in the jet noise over the cities of Medina, Clyde Hill and Bellevue. We should not be asked to bear more than our fair share of aircraft noise. This has been the case since this change and I am sure that you are aware that the decision regarding any change in the corridor is presently being debated. Our neighborhoods once were quiet residential and rural in nature, but the present noise is intolerable. It is often difficult to carry on conversations due to the level of the noise and we are frequently awakened in the morning by them as well. This is unacceptable.

The FAA has proposed dispersing the jet flights to the northeast, such that a smaller number would pass over our communities. Additionally, there has been a citizen's study showing that there would be much less noise if the planes were to proceed north and west over the Sound and less populated islands. It is obviously not essential that all these planes fly over our communities, and it appears to be political influences that are preventing a more equitable change.

I ask you to do whatever you can to affect a change in the present departure procedures so that we may have some relief from this noise. STOP THE EAST TURN, MOVE IT BACK TO WHERE IT USED TO BE, OR SPREAD IT OUT INTO OTHER COMMUNITIES such that we are only asked to bear our reasonable proportion of jet noise.

Please keep me informed as to what actions you are able to take, and if you have any other suggestions which will help deal with our problem.

Yours truly,



Dean S. Ricketts, M.D.

DSR/pdg

Manager, Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P.O. Box C-68966
Seattle, WA 98168

AEA #261

Mr. Temple Johnson, Jr.:

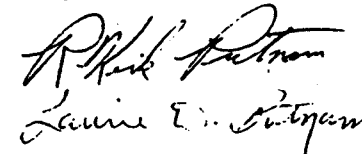
As members of the Clyde Hill community, we along with those living in Medina and Bellevue have borne the brunt of the EAST TURN departure for the last three years since the corridor was moved north.

The resultant noise pollution is unacceptable and has severely damaged our quality of life and the quality of life in these residential communities.

The EAST TURN departure should be terminated — or at the very least — the number of departing planes flying over these communities must be decreased. An equitable distribution OF THE DEPARTURES should be instituted so no one area is saddled with an undue share of noise.

If the EAST TURN must continue, even with a fairer distribution, there must be a differentiation between heavy aircraft (747/DC-8) and light, quieter aircraft (737/DC-9/MD-80) especially during the early morning, (before 8:00 A.M.). Heavy aircraft should use turns out over Elliot Bay/Puget Sound when Sea-Tac is using the North runways.

Mr. & Mrs. R. K. Putnam



Copies sent to: Senator Slade Gorton, Senator Erock Adams, the Honorable John Miller and the Honorable Rod Chandler.

RECEIVED
JAN 26 1990

JANUARY 25, 1990.

JAN 23 1990

Mr. Temple Johnson Jr., Manager
Air Traffic Division FAA
Northwest Mountain Region
17900 Pacific Highway South
Seattle, Washington 98168

AEA # 262

Dear Mr. Johnson:

I am contacting you in regard to the air craft noise over the Bellevue, Clyde Hill and Medina areas.

My husband and I grew up in Seattle and have been residents of Bellevue for the last thirty-five years. We have seen our growth in many ways. In the last three years the Bellevue, Clyde Hill and Medina areas have been receiving the brunt of the East Turn departures from Sea-Tac. The noise pollution has truly reached unacceptable heights.

We favor and support the FAA'S position of disbursing flights on the East Turn. Our whole Puget Sound area benefits from Sea-Tac and the flight noise should be distributed equally.

You must be fair and reasonable in your decision and we highly urge you to support our opinion so that no Eastside community will bear an undue burden.

Thank-you for your time.

Sincerely,
Mrs. Robert L. Brog

Mrs. Robert L. Brog
8400 N.E. 7th ST.
Bellevue, Washington 98004

234

January 26, 1990

AEA # 263

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P.O. Box C-68966
Seattle, WA 98168

Dear Mr. Johnson:

We have lived in our present location in Clyde Hill since June of 1973. Since the summer of 1987 we have been inundated with aircraft noise which has drastically altered our lifestyles. Prior to that time, I, as a gardener, had always thoroughly enjoyed quietly working in my yard for hours at a time. All that quality time has been lost due to the screaming aircraft overhead. No longer is gardening the relaxing, quiet, rejuvenating time I once had. It is not unusual to have four aircraft in view, and audible, at the same time—one just having flown over, one directly overhead, one right on the second one's heels, and the fourth making the east turn off Lake Washington, and all flying directly over my house. (The soot from these aircraft covers all outside furniture.)

Outside conversation is no longer possible. Many times we have had guests ask, "How do you stand the noise?"

Now, by recent articles in the *Seattle Times*, it appears some relief would be possible if the east turn were to be split into at least two flight paths with the FAA implementing the change. But, this will not be done, and I quote you, Mr. Johnson, "... without Mercer Island's blessing." Why would one community be penalized by excessive noise and another exempt? Many suggestions as to what prompted this reasoning comes to mind—none flattering to members of the FAA.

Also, why must we limit the east turn to one or two flight paths? Why not three, four, or more? Why continuously bombard one area?

Please, please disperse this aircraft noise.

Sincerely,
Marilyn Davis
Marilyn Davis

cc: Senator Slade Gorton
The Honorable John Miller
Senator Brock Adams
The Honorable Rod Chandler

Rec'd. ANM-500/507
JAN 29 1990

January 16, 1990

AEA#264

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The noise of aircraft departing from Sea-Tac on the East Turn is disastrously affecting the lives of the residents of Medina, Clyde Hill, and Bellevue.

The noise is very disruptive and a severe intrusion on our lives. Many times it is impossible to carry on a normal conversation due to the noise of the planes. No one living this far from the airport should be asked to bear such a heavy burden of noise from these planes as they climb and turn over us.

This noise must be stopped. Change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take a leading role in fighting this extreme injustice and let me know what else I can do to stop these planes from flying over.

Sincerely,

835

Nancy M. Bradley
1631 Humbling Lane
Bellevue, W.A. 98004

REC'D ANM-500/507
JAN 29 1990

January 22, 1990

AEA#265

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168


Dear Mr. Johnson,

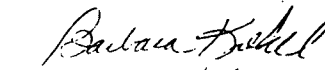
The East Turn was changed three years ago when it was moved north. This means that noise of aircraft departing from Sea-Tac has been severely impacting the communities of Medina, Clyde Hill, and Bellevue since that change.

The noise is a severe intrusion on our lives. It is totally unacceptable that we should be asked to bear such a heavy burden of noise so far from the airport. Until the change in the East Turn this area had a quiet, rural nature. The noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a normal conversation due to the noise of the planes.

It is not essential that these planes over fly this area. The FAA has indicated its willingness to consider other flight tracks as well as splitting the flights into as many as three tracks. This noise must be stopped. Please do what you can to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. I want you to help in fighting this injustice in any way you can. I would like to hear from you regarding what you are able to do and what else I can do to stop these planes from flying over.

Sincerely,


C. Allen Kretzel


Barbara Kretzel

8832 Overlake Drive West
Bellevue, WA 98004

Rec'd. ANM-500 150
Date: JAN 29 1990

January 22, 1990

AEA # 266

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The East Turn was moved north three years ago and noise of aircraft departing from Sea-Tac has had a devastating effect on the residents of Medina, Clyde Hill, and Bellevue since that change.

We should not be asked to bear such a heavy burden of noise so far from the airport. This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a conversation due to the noise of the planes. This severe noise is totally unacceptable.

It is not essential that these planes fly over this area. The FAA is willing to use other flight tracks and has suggested splitting the flights into as many as three tracks. Political influences are preventing these beneficial changes.

Do whatever you can to change the airport departure procedures. We must have some lessening of this noise. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take the lead in fighting this extreme injustice. Keep me informed about what you are able to do and if there is anything else I can do to stop these overflights.

Sincerely,

Brackley

236

ALLEN EUGENE SENEAR
1446 - 92ND AVENUE, N.E.
BELLEVUE, WASHINGTON 98004

Rec'd. ANM-500
Date: 1990

AEA # 267

Jan 26, 1990

Dear Mr. Johnson

I am writing in support of the proposed dispersal of jet flight departures from SeaTac, passing over the East Side. We live in Clyde Hill, and are strongly impacted by the steady stream of departures passing almost directly above us, especially in the morning from 6-9 AM.

It is my understanding that this proposal has been dropped because of opposition from Mercer Island residents who would be forced to share this burden if it were implemented.

I fail to see why the opinion of one community should be given more weight than that of another. We all share the advantages of air travel, and of the

JAN 29 1990

Rec'd. ANM-500/501
Date: 1/26/90

Mr. Temple Johnson Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
Seattle, WA 98168

AEA # 268

January 22, 1990

AEA # 269

January 24, 1990

Dear Mr. Johnson,

I am writing to express my extreme displeasure over the current East Turn flight pattern over Medina and Bellevue. I bought my house nine years ago 25 miles from the airport, never expecting to face the noise level I do today. My children, ages 1 and 3, are awakened regularly from their afternoon naps by airplane noise. I'm not sure how Medina Elementary School, which is down the street, can conduct daily classes with the noise level. In the summer, it is impossible for us on a nice day to enjoy a barbeque with friends, because of the noise level. I work right across from the airport at 18000 Pacific Highway South, facing the airport, and do not experience the noise I do in my own home in evenings and on weekends. The noise pollution is unacceptable and has severely damaged the quality of life in Medina and Bellevue.

Medina and Bellevue have borne the brunt of the East Turn departures for the past three years when the corridor was moved North. The number of planes overflying these communities must be decreased. An equitable distribution of departures should be instituted so no one area is saddled with an undue share of the noise. In this way, we can enjoy at least some of the nice days in the summer and have occasional relief from this unacceptable pollution.

I urge you to be fair to all of the communities on the East side by deciding upon an equitable distribution.

Sincerely,

Margaret A. Kimble

Margaret A. Kimble

cc. Senator Slade Gorton
The Honorable John Miller
Senator Bock Adams
The Honorable Rod Chandler

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The East Turn was moved north three years ago and noise of aircraft departing from Sea-Tac has had a devastating effect on the residents of Medina, Clyde Hill, and Bellevue since that change.

We should not be asked to bear such a heavy burden of noise so far from the airport. This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a conversation due to the noise of the planes. This severe noise is totally unacceptable.

It is not essential that these planes fly over this area. The FAA is willing to use other flight tracks and has suggested splitting the flights into as many as three tracks. Political influences are preventing these beneficial changes.

Do whatever you can to change the airport departure procedures. We must have some lessening of this noise. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take the lead in fighting this extreme injustice. Keep me informed about what you are able to do and if there is anything else I can do to stop these overflights.

Sincerely,

Mrs. E. Batch
8730 Overlake Blvd. N.
R. Bellevue, Wash.

237

1507
JAN 26 1990

January 26, 1990

AEA#270

Mr. Templeton Johnson
Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

Dear Mr. Johnson:

From the newspapers and the FAA hearing at Cleveland High School, I have learned about the new "Four Poster Plan". This is the name of a plan to reroute much of the air traffic, now departing and landing over Elliot Bay into two new corridors: one over I-5 and the other over the north end of Lake Washington.

I am opposed to the new plan for the following reasons:

- 1) The noise level in our neighborhood would increase even more than it is now.
- 2) The I-5 corridor is the most populous area of Seattle, of King County, and possibly of the state. This flight path puts the maximum number of people in our area at risk from falling aircraft, falling aircraft parts, and fecal matter which occasionally leaks from airplane toilets.
- 3) This flight path would increase the already heavy burden of motor vehicle exhaust which we breathe every day from the freeways by adding jet exhaust from what could turn out to be a plane per minute. This would be a significant overall increase in the air pollution level.
- 4) This plan, if implemented, may be outdated in just a few short years, leaving us with no alternative other than building a new airport either at Paine field or on the east side of the mountains. Why not plan for the future and build a new airport now?

238

The Four Poster plan would add a considerable amount of noise, risk, and inconvenience and decrease the quality of life for many of us who live along the I-5 corridor and along the shores of Lake Washington. This being the case, it is surprising that no Environmental Impact Statment has been completed by the FAA. An Environmental Impact Statment should be required at the very least.

Sincerely

Sheri Schaeffer
7209 92nd Ave. S.E.
Mercer Island, WA 98040

Rec'd. ANM-500/520. 1-26.90

Date: JAN 29 1990

Dear Mr. Johnson: AEA # 271

Kindly run your glines North over I-5 until they are so high ... they can make their South turn without disturbing anybody!

the passengers will never complain over their temporary position of steep climb.. the pilots may get a kick out of it. pretending for a few minutes they are fighter pilots. You can cover the cost of the fuel use by upping the ticket price. Everybody wins. Nobody loses.

Sincerely,
Anna J. Eschloch
8247 Overlake Dr. W
Bellevue, WA. 98004
phone 455-9765

January 16, 1990

AEA # 272

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The East Turn was moved north three years ago and the noise of aircraft departing from Sea-Tac has had a devastating effect on the quality of life in Medina, Clyde Hill, and Bellevue since that change.

This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a conversation due to the noise of the planes. We should not be asked to bear such a heavy burden of noise so far from the airport. This severe noise is totally unacceptable.

All these planes do not need to fly over this area. The FAA has suggested splitting the flights into as many as three tracks. Political influences are preventing these beneficial changes.

Please take the lead in fighting this extreme injustice. We must have some lessening of this noise. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Let me know what you are able to do and if there is anything I can do to stop the burden of this noise.

Sincerely,

Hamilton & Nancy Harris

Please excuse the form letter, but it does express our sentiments. Northbound takeoffs occur during good weather when we are trying to enjoy our outdoors. Let's spread the disruption, please.

Rec'd. ANM-500/501

Date: JAN 29 1990

January 22, 1990

AEA # 273

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The East Turn was moved north three years ago and noise of aircraft departing from Sea-Tac has been severely impacting the communities of Medina, Clyde Hill, and Bellevue since that change.

The severe noise is totally unacceptable. We should not be asked to bear such a heavy burden of noise so far from the airport. This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a conversation due to the noise of the planes.

It is not essential that these planes fly over this area. The FAA has indicated its willingness to consider other flight tracks as well as splitting the flights into as many as three tracks. Political influences are preventing these changes.

This noise must be stopped. Please do what you can to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Take the lead in fighting this injustice. Please let me know what you are able to do and if there is anything else I can do to stop these planes from flying over.

290
Sincerely,

Jerry Malbon

Rec'd. ANM-500/501

JAN 29 1990

January 16, 1990

AEA # 274

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The East Turn was changed three years ago when it was moved north. This means that noise of aircraft departing from Sea-Tac has been severely impacting the communities of Medina, Clyde Hill, and Bellevue since that change.

The noise is a severe intrusion on our lives. It is totally unacceptable that we should be asked to bear such a heavy burden of noise so far from the airport. Until the change in the East Turn this area had a quiet, rural nature. The noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a normal conversation due to the noise of the planes.

It is not essential that these planes over fly this area. The FAA has indicated its willingness to consider other flight tracks as well as splitting the flights into as many as three tracks. This noise must be stopped. Please do what you can to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. I want you to help in fighting this injustice in any way you can. I would like to hear from you regarding what you are able to do and what else I can do to stop these planes from flying over.

Sincerely,

Mareta & Jim Perry

433-8677.E.

Bellevue, Wa

98004

Rec'd. ANM-500 ⁵⁰¹
JAN 29 1990
Date: _____

January 24, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P.O.Box C-68966
Seattle, WA 98168

AEA# 275

Dear Mr. Johnson:

I regret that I am unable to attend tonight's 7:00 P.M. meeting at the Cleveland High School in Seattle to object, most strenuously, to the aircraft noise over Bellevue, Medina and Clyde Hill.

It is inconceivable that an equitable distribution of departures cannot be instituted so that no one area is TORTURED with an undue and unfair share of noise.

Since the corridor was moved North for the last three years, the East turn departure has imposed an intolerable condition on Bellevue, Clyde Hill and Medina that no residential area should be forced to endure.

Any influence you may have to rectify this injustice will be gratefully appreciated.

Very truly yours,
Marian Zabel
Marian Zabel

cc Senator Slade Gorton
Representative John Miller
Senator Erock Adams
Representative Rod Chandler

HC

WILSON AND REARDON

HARRY C. WILSON
BARBARA E. REARDON
SCOTT K. WILSON*
*ADMITTED IN WASHINGTON AND ALASKA

ATTORNEYS AT LAW
CALDWELL KING BUILDING
1117 N.E. SECOND
BELLEVUE, WASHINGTON 98004

AREA CODE 206
TELEPHONE 454-4901
FAX NO. 206-453-8439

January 25, 1990

AEA# 276

Rec'd. ANM-500 ⁵⁰¹
JAN 29 1990
Date: _____

Mr. Temple Johnson, Jr.
Manager, Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson:

I am writing in support of the position taken by the Eastside Citizens Against Aircraft Noise.

As a resident of Clyde Hill, my family and I have been driven out of our outdoor area by the high level noise which makes it impossible to hear conversation. What had been a lovely area for pleasant hours after work is now worse than any big city "slum" area.

We, in our home, work very hard and are not wealthy people. We have lived here since 1956. We bought here in the belief that we could enjoy a quiet and peaceful existence. Up to 3 years ago, our noise level was at a liveable level. Now, it is unbearable. The aircraft noise has reached a level which can only be described as unbearable, undeserved and unsupportable by any reasonable basis.

I am not interested in insuring that the planes get in to Seattle for the Goodwill Games. I wish every success to the Goodwill Games; I love sports. However, I do not love sports so well as I love peace of mind. Further, I do not see any reason that it is essential to the success of the commercial world in this area that we should get the planes into the area as fast as we can at the expense of the quality of life of the citizens of this area. It is really nothing more or less than over-development for the profit of the few.

More significantly, in the past few years, we have had severely ill people in our home for whom sleep is crucial. Instead these poor people are awakened at very early hours by the jet flyover. That is when I finally determined that the current noise level amounts to a form of cruel and inhuman punishment which no person deserves.

Form ANM-500/101
Date: JAN 20 1990

January 25, 1990

Mr. Temple Johnson, Jr.
Manager, Air Traffic Division, FAA
Page 2

January 25, 1990

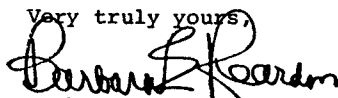
John F. Norman
8120 Overlake Dr. W.
Bellevue, WA 98004

AEA # 277

This neighborhood is at least as nice as the Mercer Island corridor and equally as deserving of the preservation of its quality of life. Your organization incorrectly refers to Clyde Hill as being in the "Central Bellevue Business District" corridor.

Mr. Temple Johnson, Jr.
Manager, Air Traffic Division
FAA, Northwest Mountain Region
17900 Pacific Highway South
PO Box C-68966
Seattle, WA 98168

There is nothing as destructive as loud jet noise to one's health. Your action has turned Clyde Hill into an unpleasant place to live.

Very truly yours,

Barbara E. Reardon

Dear Mr. Johnson:

I urge you to adopt a plan to distribute Sea Tac traffic over a wider area.

One of the reasons I purchased a home in Medina was the relative peace and quiet found in the area. That was 26 years ago. In recent years, the ever-increasing aircraft noise has lowered our quality of life. We are awakened in the early morning by the noise, and, in the summer, relaxation outside is all but impossible. Our property values have been impacted as well.

Increased aircraft noise is a reality with no quick solution that will please everyone. Since airline passengers come from every community in the Puget Sound region, it would seem the only equitable short term solution is to spread the flights over a larger area. Let everyone who contributes to the problem share its discomforts equally.

Sincerely,

John F. Norman

cc: Senator Brock Adams
Senator Slade Gorton
Congressman John Miller

BER:et

cc: Eastside Citizens Against Aircraft Noise
Senator Slade Gorton
Senator Brock Adams
The Honorable John Miller
The Honorable Rod Chandler
Mrs. Mary Ann Bannick

242

Date: _____

Jan. 23, 1990
 Bellevue, Wa. 98004.

Mr. Temple Johnson, Jr.,
 Air Traffic Div. F.A.A.
 N.W. Mountain Region, AEA # 278
 Seattle, Wa. 98168

Dear Sir:

As residents of Clyde Hill we are very concerned about excessive air-craft noise in this area. We're fully aware that it would be impossible to curtail the noise completely. But surely through varying departure corridors, the noise could be shared more equitably by all. Things are never as bad when they are equally shared!

We feel the proposal to disperse the jet flight departures on the east turn, as proposed by the F.A.A., would significantly aid the communities of Bellevue, Clyde Hill and Medina.

Thank you.

Hopefully,
 Marguerite Johnson
 Donald S. Johnson

248

Jan. 25- 1990

Mr. Temple Johnson Jr. Mgr.
 Mgr. Air Traffic Division 700
 N.W. Mountain Region
 Seattle - Wa. 98168

Form ANM-500
 Date: JAN 26 1990

AEA # 279

Dear Sir -
 Medina, Clyde Hill, and Bellevue have borne the brunt of the East turn departures for the last three years, since the corridor was moved North.

The noise pollution is unacceptable and has severely damaged the quality of life in these residential communities.

The number of departing planes overflying these areas must be decreased - an equal distribution of departures should be made so no one area is burdened with an undue share of noise -

Thank you very much

Sincerely
 Laurie Walker
 919-109th N.E. #170
 Bellevue Wa.
 98004

2260 955th A. e. N.W.
Bellevue, WA. 98004
January 24, 1990

Form ANM-500

Date: JAN 26 1990

Mr. Temple Johnson, Jr. Mgr.
17900 Pacific Highway South
Seattle, WA.. 98004

AEA# 280

Dear Mr. Johnson,

Please take very seriously the dispersing flights on the East Turn. Support us. We do need help.

Believe me when I tell you that I have had the experience of not even hearing my radio alarm due to the aircraft noise above my house. I have recently forwarded to you a copy of a letter which I had written to Rod Chandler, in which I stated other unbearable experiences.

From Rod Chandler's office I have been informed that " noise monitoring equipment needs to be installed at ground level and special attention needs to be paid to departing flights (where 75 percent of noise complaints are generated). Certainly I agree with that 100 %. Needless to say that environmental assessment of proposed changes based on information obtained by computer models of potential impacts is not adequate. Live with it. Then comes understanding.

Let us have quality of life also...not only Mercer Island. And, because we have lived abroad several years and so much traspired during our absence, could it be explained to me why the Mercer Island people have obtained such favoritism and lost sensitivity?

Thank you,

Venelda L. Neary
Venelda L. Neary

244

JAN 26 1990

335-105-2 E
Bellevue, Wash.
98004

Mr. Temple Johnson Jr.
Manager Air Traffic Division
FAA N.W. Mountain Division
Seattle Wash. 98168

AEA# 281

Mr. Johnson:

I am writing in regard to the proposal for a new departure Corridor passing over Mercer Island instead of Medina, Clyde Hill and Bellevue. These three areas have borne the brunt of the East turn departures since the Corridor was moved North.

I have to turn my television set off during the summer months on most clear days because I can not hear word one on any program. I can stand in my window facing West and have counted 28 planes in 30 minutes going directly over my house between 7 A.M. and 7:30 A.M. and have been able to count the windows in some of the planes because they are so low. During the rest of the day it is a steady stream

2

335-105 D.C.
Bellevue Wash 98004
Jan 20-1990.

FAA FORM 500

Date: JAN 26 1990

P. O. Box 351
Medina, WA 98039
January 24, 1990

of several every hour and they all rattle the pictures on the wall! we live on the side of the hill facing west in South Bellevue over looking Mydenbauer Bay and South Medina. I can see the planes as they come north from the airport and then turn East just before the Space Needle, and across the South end of Medina and head right over my roof.

Myself and my husband and all our neighbors are tired of the noise.

we are not wealthy people trying to make a noise about nothing (not all wealthy people do.) but we are just trying to save our sanity!

Please stop this problem. It must not get any worse!

Thank you,

Mr. & Mrs. A.R. Mikhelplay

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Hwy S
P. O. Box C-68966
Seattle, WA 98168

AEA # 282

Dear Mr. Johnson,

Subject: JET NOISE

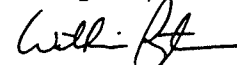
I am a 46-year resident of Washington. I've lived in West Bellevue for 33 years. Many undesirable changes have taken place during those years, but one of the most damaging has been the enormous increase in the number of jet departures over our community.

I'm not trying to stop progress or growth in our region and the additional aircraft traffic that goes with this development, however, I am strongly opposed to one community bearing the brunt of this traffic as we have over the past three to four years.

Our quality of life is being severely damaged, and I implore you to take whatever action is necessary to reduce the number of overflying aircraft in this community. I would support any proposal that would equitably distribute the departures over our entire region so that no one area has more than its equal share of noise.

Thank you for your attention and early action regarding this issue.

Best regards,



William Stephan

January 23, 1990

Rec'd. ANM-500

Date: JAN 26 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
P. O. Box C-68966
Seattle, Washington 98168

AEA # 283

Dear Mr. Johnson:

We are unable to attend your meeting this week at Cleveland High School and would like to share with you our concerns over increased air flights over the Eastside.

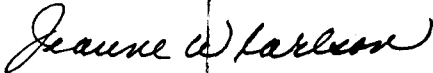
IF solutions such as restricting the number of flights per day out of Sea-Tac (some airlines seem to have two or three per hour) OR returning to the process of having the planes reach a higher altitude by going North and then East (as in pre-gas-shortage days), cannot be found - then it seems only fair that the flights that will go over the Eastside should be more evenly distributed throughout Mercer Island, Bellevue and Kirkland and points North.

As residents of Medina, we have had more than our share of overflights at ALL hours - to increase them in our area seems inappropriate and arbitrary.

Your consideration and attention are appreciated.

Very truly yours,


E. H. CARLSON



JEANNE W. CARLSON

cc: Cong. Rod Chandler
Cong. John Miller
Senator Slade Gorton
Senator Brock Adams

948
246

SARAH STELTER 8105 N.E. 83RD PLACE BELLEVUE, WA 98004
Rec'd. ANM-500

AEA # 284 Date: JAN 26 1990 January 22, 1990

Dear Mr. Johnson,

Please support dispersing flights in the East Tum.

I live on Clyde Hill. Planes coming overhead are loud enough to wake me up when I'm sleeping with all the windows closed.

Sarah Stelter

JAN 30 1990

AEA# 285

Frank W. Pattison
Box 289
Medina Washington 98039

Rec'd. ANM-500

DATE: JAN 26 1990

Rec'd. ANM-500

Date: JAN 26 1990

Mr. Temple Johnson, FAA
17900 Pacific Highway So.
Seattle, WA. 98168

Jan. 24/90

Re. Aircraft Noise

Gentlemen:

We are supporting Senator Patrick's
concept for dispersal of airports
with a no-expansion requirement
for SeaTac.

We find it difficult to understand
why Medina must bear all the
noise rather than sharing it.

Sincerely,
Frank W. Pattison

cc. Sen Steve Gordon
John Miller
Sen. Brodie Adams
Rod Chensler

LHJ

1/24/90

Mr. Temple Johnson, Jr.
FAA
Seattle, Wash DC

AEA# 286

Dear Mr. Johnson,

The aircraft noise over Medina,
Clyde Hill, & Bellvue needs correcting. To my
thinking; a thru pathway to the south, decreasing
the number of flights over any Eastside community
is the best course to follow.

If this can't be, then I just don't
understand why all areas should not be asked
to bear an equal distribution of departures.

Pls. give all of us some consideration
and relief.

Sincerely yours
Fred Ebelty

Rec'd. ANM-500

Date: JAN 26 1990

January 20, 1990

Mr. Temple Johnson
Manager, Air Traffic Division
FEDERAL AVIATION ADMINISTRATION
17900 Pacific Highway South, C - 68966
Seattle, Washington 98168

AEA# 287

Dear Mr. Johnson,

We are residents of Clyde Hill and are greatly disturbed by the air traffic and it accompanying noise over our neighborhood. We are also very distressed over some statements attributed to you in the papers In your refusal to evenly distribute the problem if Mercer Island residents will not agree to it. Who are you kidding? No one in their right mind would welcome noise pollution. We are only asking that we not be burdened with more than our fair share. We understand that you are under great pressure from Rod Chandler and Mercer Island's attorneys not to address this issue but we urge you to begin treating this matter in a more responsible manner.

Thank you.



Mr. and Mrs. Donald W. Bender
8660 N. E. 19th Place
Bellevue, Washington 98004
(206) 455-5905

248

Rec'd. ANM-500

Date: JAN 26 1990

MRS. PAUL D. DUNSTAN
844 Lake Washington Blvd. N.E.
Bellevue, WA 98004

January 14, 1990

AEA# 288

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

Your help is needed to relieve a terrible problem, which is disastrously affecting the lives of the residents of Medina, Clyde Hill, and Bellevue.

The noise which comes from the planes on the "East Turn" is very disruptive and a severe intrusion on our lives. While out in the yard on those beautiful days with a north wind here come the planes - one right after another - so loud one can hardly think. It is often impossible to carry on a conversation due to the noise of the planes overhead.

This noise must be stopped. Use whatever influence you have to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. I hope to see some evidence of your concern for our plight.

b7c
Sincerely,

Paul D. Dunstan

P.S. Police driven parties are not much fun anymore. Our Seattle friends can't believe it's happening.

Rec'd. ANM-500 / 51
Date: JAN 26 1990

January 14, 1990

AEA# 289

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

Your help is needed to relieve a terrible problem, which is disastrously affecting the lives of the residents of Medina, Clyde Hill, and Bellevue.

The noise which comes from the planes on the "East Turn" is very disruptive and a severe intrusion on our lives. While out in the yard on those beautiful days with a north wind here come the planes - one right after another - so loud one can hardly think. It is often impossible to carry on a conversation due to the noise of the planes overhead.

This noise must be stopped. Use whatever influence you have to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. I hope to see some evidence of your concern for our plight.

Sincerely,

Paul D. Dunstan

10320 Ravenna Avenue NE
Seattle, WA 98125
January 20, 1990

Rec'd. ANM-500/501
Date: JAN 26 1990

Mr. Temple Johnson
FAA
17900 Pacific Highway South
C68966
Seattle, WA 98168

Rec'd. ANM-500/501
Date: JAN 26 1990

January 22, 1990

AEA# 290

AEA# 291

Dear Mr. Johnson:

I am writing to urge you to reject plans to increase capacity at Sea Tac by routinely routing aircraft over densely populated areas. Increasing demand at Sea Tac should be met by upgrading the 'horse and buggy' technology referred to by the representative of the Port of Seattle at the recent meeting at Sand Point, not by degrading the quality of life for large numbers of citizens.

Because of fog conditions at Sea Tac, we already experience 'fair weather' overflights. At one point, my husband and I found it necessary to go inside our home to continue a conversation because we could not hear each other while working together in the yard. The level of noise and frequency of overflight made a coherent discussion outside impossible. This degree of interference is unacceptable in the daily lives of citizens whose homes are not in the immediate vicinity of an airport.

In addition to noise, I am concerned about possible pollution from jet fuel exhaust. Those of us who avoid using chemicals in gardening do not want the rain that falls on our yards to have 'cleaned' the air of pollutants left behind by a constant stream of overflying planes.

Choices are difficult, with 'profits and losses' hard to assess. It seems to me that increasing the number of half-empty planes that land and take off from Sea Tac is not worth increasing the number of citizens whose quality of life is significantly reduced due to aircraft noise and pollution.

Sincerely,

Emily H. van Zee
Emily H. van Zee, Ph.D.

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The East Turn was moved north three years ago and noise of aircraft departing from Sea-Tac has had a devastating effect on the residents of Medina, Clyde Hill, and Bellevue since that change.

We should not be asked to bear such a heavy burden of noise so far from the airport. This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a conversation due to the noise of the planes. This severe noise is totally unacceptable.

It is not essential that these planes fly over this area. The FAA is willing to use other flight tracks and has suggested splitting the flights into as many as three tracks. Political influences are preventing these beneficial changes.

Do whatever you can to change the airport departure procedures. We must have some lessening of this noise. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take the lead in fighting this extreme injustice. Keep me informed about what you are able to do and if there is anything else I can do to stop these overflights.

Sincerely,

Yellande Moore
9116 - 7E 17th
Bellevue, WA 98004
1-206-443-5713

Rec'd. ANM-500 / 571

Date: ~~JAN 26 1990~~

Date: JAN 26 1990

January 22, 1990

AEA # 292

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

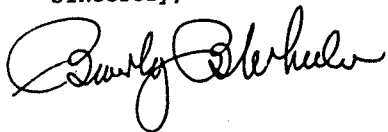
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2
1 Do whatever you can to change the airport departure procedures. We must have some lessening of this noise. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take the lead in fighting this extreme injustice. Keep me informed about what you are able to do and if there is anything else I can do to stop these overflights.

Sincerely,



January 22, 1990

AEA # 293

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

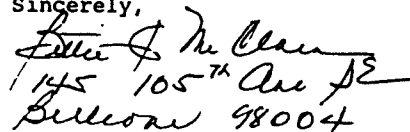
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Do whatever you can to change the airport departure procedures. We must have some lessening of this noise. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take the lead in fighting this extreme injustice. Keep me informed about what you are able to do and if there is anything else I can do to stop these overflights.

Sincerely,



145 105th Ave SE
Bellevue 98004

Rec'd. ANM-500/321

Date: JAN 26 1990

January 17, 1990
6848 26th Ave NE
Seattle, WA 98115
(206) 261-6699

Temple Johnson
Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

AEA # 294

Dear Mr. Johnson,

Because we live in two of the affected areas, we have been concerned about the effects of the FAA's proposed changes in flight patterns at Sea-Tac. On January 2 we attended a community meeting on the proposed changes. After attending the meeting and reading the FAA's draft environmental assessment of the problem, we do not believe that the FAA has adequately explored the other options, particularly scheduling, for relieving air traffic congestion. We also do not believe they have accurately estimated the negative environmental impacts of their "preferred solution". To fully address these concerns, we ask that a full environmental impact study be performed before any changes in flight traffic patterns are made.

It is our understanding that flight traffic delays are occurring only during peak traffic periods. Thus, the airport is not actually at capacity; the problem can more appropriately be described as a scheduling problem. Given this, we fail to understand why "modification of airline schedules is not a feasible alternative."

A goal of smoothed flight traffic patterns can be achieved in several ways: simply asking airlines to schedule flights during non-peak hours, regulation, or time of day pricing structures, to name a few. Time of day pricing structures have been used successfully in the energy (time of year also) and telecommunication industries - both electricity and phone calls cost the consumer more during peak periods. The airlines are currently charged a flat rate for "gate time". This does not reflect the full costs of providing service. Specifically, social costs, such as noise pollution, are not included, nor are the marginal costs associated with providing excess capacity required only during "peak" periods. Allowing the rate to vary according to demand would provide incentives for both the airlines and the passengers to utilize other time periods. Why has this concept not been addressed by the FAA and the Port of Seattle when it has been used so extensively and successfully by other utilities?

Noise abatement practices developed during the 1970's continue to benefit the residents of the Puget Sound region. And, as the population grows, total benefits increase accordingly. Residents of this region have consistently demonstrated their belief that maintaining a high quality of life is at least as important as maintaining the current pace of economic growth (witness CAP). In fact, the FAA has not shown that the region will suffer economically should flight traffic to the region be scheduled differently. Because we feel that the costs and benefits of the current proposal have not been adequately studied we ask that a full environmental impact study be performed. We also ask that the mediation process that was put into place over the past year would remain as an integral part of the decision process. The proposed changes affect far too many lives to be undertaken without that input.

Sincerely,

Mary and Don Perry

Mary and Don Perry

Loren & Lisa Steen

Loren and Lisa Steen

Chuck and Caroline Hanson

Chuck + Caroline Hanson

Laurie McCutcheon

Laurie McCutcheon

252

January 24, 1990

Date: JAN 26 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P.O. Box C-68966
Seattle, WA 98168

AEA #295

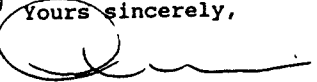
Dear Mr. Johnson:

I write in regards to the proposed redistribution of Sea-Tac arrivals and departures and specifically the suggested dramatic increases and effects on the Clyde Hill area of the Eastside.

No one has to spend much time debating the impact of the noise factor of adding 60 plus arrivals to the 148 planned departures over this area. One can only hope that the planners and decision makers in these matters might have some interest in attempting to preserve the overall quality of life of the region by resisting the temptation to yield to simplistic solution. The difference between efficiency and effectiveness is the difference between doing things right and doing the right thing!

I urge that the current problem be addressed short-term with a more equitable distribution of these flights and longer term with the commencement of some serious planning on an alternative to the current Sea-Tac facility location.

553
Yours sincerely,


Peter T. Main
1709 89th Place NE
Clyde Hill, WA 98004

cc: Senator Slade Gorton
Senator Brock Adams
The Honorable John Miller
The Honorable Rod Chandler

January 24, 1990

Rec'd. ANM-500/321
Date: JAN 26 1990

Richard Prang
Mr. ~~Temple Johnson~~
Northwest Mountain Region
Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

Prang
Dear Mr. ~~Johnson~~

AEA # 296

I am unhappy with your proposed "Four Post Plan" adding capacity to Sea-Tac Airport. Current conditions are already too noisy and I would even like to see aircraft overflight volumes reduced to 1985 volumes.

I understand your concerns about safety and efficiency at Sea Tac, but environmental impacts must be considered to be equal if not more important. Seattle is far too populated for you to continue increasing the volumes of planes arriving and departing at Sea Tac. Our quality of life (as well as our property values) declines every time an additional flight arrives or departs. You cannot continue adding capacity without considering the people living here. We simply must look at other solutions. I don't care what these are, but the bottom line is the citizens of Seattle/King County want less noise from aircraft overflight. (Perhaps it is now time to invoke your authority to regulate airline schedules.)

In addition to my concern about noise, I am also worried about the increased chance of accidents due to increased overflights.

I have lived in my current home for over 13 years and witnessed noise from overflights increase dramatically over that time. In fact, I suspect that you have already implemented the Four Post Plan as noise levels have really increased over the last six to eight months.

I request that the FAA engage in a full Environmental Impact Study giving the public a chance to comment before adding capacity to Sea Tac Airport.

Sincerely,

Nancy Tukseudom
Nancy Tukseudom
8042-18th Avenue NE
Seattle, WA 98115

cc: Senator Brock Adams
Senator Slade Gorton
Representative John Miller
Representative Jim McDermott

E. RONALD ERICKSON INVESTMENTS
520 Pike Tower, Suite 22225
Seattle, Washington 98101
(206) 343-5710

Rec'd. ANM-500/501
JAN 26 1990
Date: _____

ANM 500
JAN 26 1990

January 24, 1990

January 24, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway So.
P.O. Box C-68966
Seattle, WA. 98168

AEA# 298

Dear Mr. Johnson,

We are very concerned about the intensity and frequency of the jet noise being heard in our neighborhood in west Bellevue, WA, and wish to state our support of dispersing jet flights on the East Turn so that the noise can be shared more equitably among Eastside communities. That way, no specific community will bear an undue burden.

We live in Clyde Hill. Our community as well as Medina and Bellevue have borne the brunt of the East Turn departures for the last three years since the corridor was moved north. It is so bad in the early morning hours, that it is difficult to sleep. This noise pollution is unacceptable and has severely damaged the quality of life in these residential communities.

The number of departing planes overflying these communities must be decreased. An equitable distribution of departures should be instituted so no one area is saddled with an undue share of the noise.

Please let me know when the final decision about this matter is expected.

Sincerely,

John S. Kozzol
John S. Kozzol
1619 86th Avenue, N.E.
Bellevue, WA 98004

Donna S. Kozzol
Donna S. Kozzol

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P.O. Box C-68966
Seattle, Washington 98168

AEA# 297

Dear Mr. Johnson:

I am a resident of Clyde Hill in the Bellevue area. I wish to express my objection to the Sea-Tac Jet Flight Departures that continually fly over my home.

Trying to do anything in your back yard during the summer months is almost impossible due to the noise. I had a wedding reception at my home this past summer and the success was dampened because of the noise.

hsc The noise pollution has damaged the quality of life at my home and I would hope that those who are in a position to change this unacceptable noise would act in the very near future.

I have read that the FAA has recently proposed dispersing the jet flight departures going over the East side and this would surely be a help. It seems very unfair that one segment of the East side should bear the blunt of all the noise.

Sincerely,

E. Ronald Erickson
E. Ronald Erickson
1365 - 92nd Avenue N.E.
Bellevue, Washington 98004

ERE:jmw



Office of the Mayor
Karen L. R. Vialle

January 30, 1990

Temple Johnson, Air Traffic Division Manager
U.S. Department of Transportation
Federal Aviation Administration
17900 Pacific Highway South C-68966
Seattle, WA 98168

RE: "Four Post Plan"

Dear Mr. Johnson:

The City of Tacoma Council has some questions about the effect of the proposed change in aircraft landing approaches over the west Tacoma area. This is a densely populated metropolitan area and we are concerned about disturbances from noise and safety issues related to the increase in overflights.

We are interested in being given an opportunity for input into this plan and any future plans which affect our citizens. We are concerned over the fact that we were not contacted when this plan was in its developmental stages. It is important that a mechanism be put into place that allows information of this sort to be relayed to our City officials. You need to include our questions and concerns in decisions that affect our community.

By nature of this letter, we are requesting an extension in your written comment period to February 16, 1990. This extension will allow the Council time to request an information presentation from you and formulate our comments regarding this plan.

Please notify this office at 591-5100 or Council member Paul Miller at 383-5500 if there is a problem with this request. If we do not hear otherwise, we will consider our request granted and contact you next week to schedule an informational study session with the Council.

Sincerely,

Karen L. R. Vialle
KAREN VIALLE
Mayor

KV:JL:c1/01320

File: Environmental

Suite 1220, Tacoma Municipal Building, 747 Market Street, Tacoma, Washington 98402-3767
(206) 591-5100

JAN 31 '90 10:06

PUBLIC WORKS ADMIN PAGE.002

Rec'd. ANM-500

Date: JAN 31 1990

Laurelhurst Community Club
4326 NE 42nd Street
Seattle, WA 98105

January 29, 1990

Mr. Richard Prang
Federal Aviation Administration
Mail Stop C-68966
17900 Pacific Highway South
Seattle, WA 98168

AEA 300

Subject: DRAFT ENVIRONMENTAL ASSESSMENT OF THE PROPOSED CHANGES TO THE AIR TRAFFIC ARRIVAL AND DEPARTURE ROUTES AT SEATTLE TACOMA INTERNATIONAL AIRPORT

Dear Mr. Prang:

At the public hearing on January 24, 1990, the hearing officer, Donald Horowitz, announced that the FAA had extended the comment period on the so-called Four Poster Plan as a result of errors in the notification process until January 31, 1990. Since the three minute time limit was insufficient to establish all of the points at the hearing, we would like to add these comments to the record.

1. FAA officials have repeatedly told us in the discussion of the Plan that the FAA has no control over airline schedules and the distribution of flights in the peak hours. Yet we read in the newspaper, New York Times, Sunday, January 21, 1990, page 1, that the U.S. Department of Transportation, the parent organization of the Federal Aviation Administration, can take action against air traffic delays and late flights and has requested under its authority that airlines change their flight schedules at congested hub airports on the east coast. Thus, it would seem that the redistribution of peak hour flights is a possible remedy or mitigating strategy. As a result of the contradictory statements on this issue, we repeat our request that the FAA prepare an environmental impact statement on the Plan in advance of any route changes so that we can fully discuss in an open, public process all of the available options and strategies to control the noise impacts from the arrival and departure of flights at SeaTac.

2. The conduct of the public hearing on January 24, 1990 raised some very serious procedural issues:

At the hearing, the hearing officer told us to put statements and exhibits on a table adjacent to the speakers stand. Parenthetically, the hearing officer was some distance from the table up on the stage, while the table with the exhibits was at floor level. Throughout the hearing, these records accumulated on the table in a large, unorganized stack. At no time did anyone record the exhibits, or keep a log, or track the documents in the pile. It was readily apparent through observation of the stack that the FAA and the hearing officer could never establish an accurate record of the exhibits ex post facto. With all of the disorganization, how can the FAA ever assure us that it has fully considered all of the comments and statements at the hearing? The FAA has no accountability in this case.

A PETITION TO THE FEDERAL AVIATION ADMINISTRATION

January 29, 1990

Page 2

As people entered the auditorium at Cleveland High School, they were told that they should sign up if they wanted to speak at the hearing. Some one hundred six (106) people signed the 3" by 5" cards to speak and comment upon the Plan. In the three hours between 7:00 pm and 10:00 pm, approximately 65 people spoke on the record. At 10:00 pm, the hearing officer abruptly cutoff the hearing with the statement that he would conclude the process at that point. Thus, some forty (40) people were told that they could not speak and were denied a chance to have their comments put on the record. We contend that the hearing officer erred seriously when he cutoff the hearing. We as a result request that the FAA schedule an additional hearing on this issue so that everyone can speak. To deny this request would be a serious mistake in our opinion.

Finally, the attached statement represents the position of the Laurelhurst Community Club on this issue; that the FAA should immediately prepare an environmental impact statement on the proposed changes to the air traffic arrival and departure routes at SeaTac, that the FAA should make no changes until it fully completes the EIS process, and that the EIS should investigate all potential impacts and alternative mitigation strategies to reduce the air traffic noise in the Puget Sound region.

Sincerely,

Bob

Bob Klug
President
Laurelhurst Community Club

cc: Hon. Brock Adams
U.S. Senator
2988 Jackson Building
915 2nd Avenue
Seattle, WA 98174

256

Hon. Slade Gorton
U.S. Senator
3206 Jackson Building
915 2nd Avenue
Seattle, WA 98174

Hon. John Miller
U.S. Representative
145 South Third Avenue
Edmonds, WA 98002

Hon. James McDermott
U.S. Representative
1212 Tower Building
1809 7th Avenue
Seattle, WA 98101

WE, the undersigned, strongly oppose the Federal Aviation Administration plan to reroute in-coming aircraft in good weather from east of the Cascades and the Coast Range in California to a route over North East Seattle and then due south to Seattle-Tacoma International Airport. We favor keeping the current routing over Puget Sound and Elliott Bay.

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Signature	Printed Name	Address (in Seattle unless otherwise noted)
<i>Nancy Soreide</i>	Nancy Soreide	5113 48 th NE
<i>David Soreide</i>	David Soreide	5113-48 th NE
<i>Anna Nicholas</i>	Anna Nicholas	5150 46 th NE
<i>Chris Travis</i>	CHRIS TRAVIS	5107 46 th NE
<i>Rituko Travis</i>	Rituko Travis	5107 46 th NE
<i>Janet G. Johnson</i>	JANET G. JOHNSON	5105 46 th N.E.
<i>Ruth C. Brady</i>	Ruth C. BRADY	5041-46 th N.E.
<i>Richard A. McEachern</i>	RICHARD A. McEACHERN	5031-46 th NE
<i>Rosalie George</i>	Rosalie George	5028-46 th NE
<i>David K. Binzel</i>	DAVID K. BINZEL	5016 46 th NE
<i>Beverly Binzel</i>	BEVERLY BINZEL	5016 46 th NE
<i>Mike Carlisle</i>	MIKE CARLISLE	5010 46 th NE
<i>Ann Carlisle</i>	ANN CARLISLE	5110 41 st Ave NE
<i>Tom Simpson</i>	Tom Simpson	5006 46 th NE
<i>Suzanne Simpson</i>	Suzanne Simpson	5006-46 th NE
<i>Albert Baab</i>	Albert Baab	7941 56 th NE, 98115
<i>Steve F. Church</i>	STEVE F. CHURCH	5003-46 th NE
<i>Joan Sharkey</i>	JOAN SHARKEY	5009-46 th N.E.
<i>Peter Roy Byrne</i>	PETER ROY BYRNE	5019 46 th NE
<i>Michael D. Perlman</i>	MICHAEL D. PERLMAN	4500 4E SW.

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Signature	Printed Name	Address (in Seattle unless otherwise noted)
<i>[Signature]</i>	FRANK ANNIGAN	4017 NW 41 st St 98105
<i>Muriel Donaldson</i>	Muriel Donaldson	4015 NE 46 th St 98105
<i>Kathleen M. Hendrick</i>	KATHLEEN M HENDRICK	4012 NE 45 th St
<i>Richard O. Hemphill</i>	<i>[Signature]</i>	4012 NE 45 th St
<i>Ruth Davis</i>	Ronald W. Hedeth	4014 NE 45 th St
<i>Mary Virginia Ballard</i>	Mary Virginia Ballard	4613 41 st Ave NE
<i>Marion P. MacMartin</i>	Marion P. MacMartin	4036 NE 45 th St
<i>Patricia Ann Wood</i>	PATRICIA ANN WOOD	4036 NE 45 th St
<i>Patry M. Sawa</i>	Patry M. Sawa	4612-41 st Ave N.E.
<i>Elsie Marcotte</i>	Elsie Marcotte	4644-41 st NE
<i>Rosemary H. Farney</i>	Rosemary H Farney	4622 41 st NE
<i>Ladine Mazy</i>	E. Adaline Muzzy	4001 NE 46 th
<i>June Robinson</i>	June Robinson	4510 40th Av NE
<i>Cynthia Marshall</i>	CYNTHIA MARSHALL	4606 NE 45 th
<i>Begamena Powell</i>	BEGAMENA POWELL	3202 - 28 th West 98109
<i>Linnea S. Hurmstracy</i>	LINNEA S. HURMSTRACY	6223 MERIDIAN N. 98133
<i>Margaret C. Dunsmuir</i>	Margaret C. Dunsmuir	University St 98101

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Signature	Printed Name	Address (in Seattle unless otherwise noted)
<i>Frieda Pramer</i>	FRIEDA PRAMER	3016 10 th Ave #206
<i>Wendy Parley</i>	WENDY PARLEY	1705 1 st Ave NE
<i>Robert Duggan</i>	ROBERT DUGGAN	3100 E Laurelhurst Drive
<i>Margaret L. Rose</i>	Margaret L. Rose	3511 11 th NE
<i>Frank H. Anderson</i>	FRANK H ANDERSON	3909 51 st Ave NE Seattle 98105
<i>Andreas Hueter</i>	ANDREAS HUETER	3606 NE KENNICK DR. SEA 98101
<i>Mary Kuhns</i>	Mary Kuhns	17917 NE 101 st Ct Richmond 98026
<i>Thomas J. Kelly</i>	THOMAS J KELLY	6633 20th SW DS LYNNWOOD 98036
<i>Loralyon Swanson</i>	LORALYON SWANSON	5901 Maple Way Lynnwood 98033

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Signature	Printed Name	Address (in Seattle unless otherwise noted)
<i>John Imper</i>	John Imper	3163 W. Laurelhurst & NE
<i>Annex Imper</i>	Annex IMPER	"
<i>A. Paul Harris</i>	A. Paul Harris	3516-40 th Ave. N.E.
<i>Andrew Rakinowitz</i>	Andrew Rakinowitz	3400 E. Laurelhurst Dr NE
<i>Freda L. Harris</i>	Freda L. Harris	3516-46 th Ave. NE
<i>Elizabeth McCauley</i>	Elizabeth McCauley	3511 46 th Ave NE
<i>John Bigelow</i>	JOHN BIGELOW	3521-46 th Ave NE
<i>Emory Hill</i>	Emory Hill	3511 46 th NE
<i>Kimberly Cramer</i>	Kimberly Cramer	3371 40 th Ave NE
<i>Betty Lee Cramer</i>	Betty Lee CRAMER	3371-46 N.E.
<i>Rita Paragas</i>	Rita Paragas	3367-46 NE,
<i>Donna Mac Donald</i>	Donna Mac Donald	3307-44 th N.E.
<i>Donald B. Myers</i>	Donald B. Myers	3527 44 th N.E.
<i>Pamela B. Myers</i>	Pamela B Myers	3527 44 th NE
<i>Mary E. Hinds</i>	Mary E Hinds	3500-46 th Ave NE
<i>Helena Doll</i>	Helena Doll	3515-46 th Ave NE

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Signature	Printed Name	Address (in Seattle unless otherwise noted)
<i>Dale Swanson</i>	DALE SWANSON	5036 45 th NE.
<i>Michael Kelly</i>	MIKE KELLY	5034 45 th NE
<i>Joan Kelly</i>	Joan Kelly	5034-45 th N.E.
<i>Max Sivillay</i>	MAX Sivillay	5102 45 NE
<i>Donald F. Sears</i>	DONALD F. SEARS	5112 45 NE
<i>Gladys Mumford Sears</i>	GLADYS MUMFORD SEARS	5112 45 N.E.
<i>Hazel C. Colcord</i>	Hazel C. Colcord	5116-45 th Ave. NE
<i>Lillian M. McKenna</i>	Lillian M McKENNA	5136-45 NE.
<i>James A. McKenna</i>	JAMES A McKENNA	5136-45 th NE
<i>Jethro T. Hamm</i>	Jethro T. Hamm	4517 NE 54 th St.
<i>Diane Hamm</i>	Diane Hamm	4517 NE 54 th St.
<i>Robert R. Ayres</i>	ROBERT R Ayres	4605 NE 54 th
<i>Mary E. Ayres</i>	MARY E. AYRES	4605 N.E. 54 th
<i>Katherine Lyle</i>	KATHERINE Lyle	5147-47 th Ave NE
<i>Valerie Swatham</i>	VALERIE SWATHAM	4733-NE 54 th
<i>Richard Green</i>	RICHARD GREEN	5147 48 th AVE NE
<i>Lisa Green</i>	LISA GREEN	5147-48 th AVE NE
<i>Kimberly Green</i>	Kimberly Green	5147 48 th Ave NE
<i>Dorothy Carlson</i>	Dorothy Carlson	5103-48 Ave NE

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Signature	Printed Name	Address (in Seattle unless otherwise noted)
<u>Bernard Page</u>	<u>BERNARD PAGE</u>	<u>3607 NE 42nd</u>
<u>Douglas L. Rager</u>	<u>DOUGLAS L. RAGER</u>	<u>3607 NE 42nd</u>
<u>Eric W. Ranta</u>	<u>ERIC W. RANTA</u>	<u>4208 50th NE</u>
<u>Jacovine Bandetti</u>	<u>Jacovine Bandetti</u>	<u>525-2997</u>
<u>Paula Smetzer</u>	<u>Paula Smetzer</u>	<u>4350 NE 56th</u>
<u>Cheryl Rollin</u>	<u>Cheryl Rollin</u>	<u>4312-53rd NE</u>
<u>Janet Slatt</u>	<u>Janet Slatt</u>	<u>2272 NE 60th</u>
<u>John Slatt</u>	<u>John Slatt</u>	<u>2272 NE 60th</u>
<u>Vern Rollin</u>	<u>VERN ROLLIN</u>	<u>4312-53-NE</u>
<u>Diana M. Doran</u>	<u>DIANA M. DORAN</u>	<u>3604 W. Laurelhurst Dr. NE 9th</u>
<u>Dino Verdieck</u>	<u>DINO VERDIECK</u>	<u>3308 43rd NE</u>
<u>Juli Verdieck</u>	<u>JULI VERDIECK</u>	<u>3308 43rd NE</u>
<u>Robert H. Westinghouse</u>	<u>ROBERT H. WESTINGHOUSE</u>	<u>3940 47th NE</u>
<u>Kay Westinghouse</u>	<u>KAY WESTINGHOUSE</u>	<u>3940-47th AVE NE</u>

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A PETITION TO THE FEDERAL AVIATION ADMINISTRATION

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Signature	Printed Name	Address (in Seattle unless otherwise noted)
<u>Jean Pivalton</u>	<u>Jean Pivalton</u>	<u>4200 NE 50th</u>
<u>M. M. Doran</u>	<u>M. M. DORAN</u>	<u>5007 SANDPT. PL. NE</u>
<u>Stephen J. Flaherty</u>	<u>STEPHEN J. FLAHERTY</u>	<u>5000 SANDPOINT PL. NE</u>
<u>Emma Spitzer</u>	<u>EMMA SPITZER</u>	<u>5015 Sandpoint Pl. NE</u>
<u>Mary E. Mackay</u>	<u>MARY E. MACKAY</u>	<u>5022 Sandpoint Pl. NE</u>
<u>Harriett J. Bennett</u>	<u>HARRIETT J. BENNETT</u>	<u>5032 Sandpoint Pl. NE</u>
<u>Richard O. Kurtz</u>	<u>RICHARD O. KURTZ</u>	<u>5034 Sand Pt. NE</u>
<u>Karen Kurtz</u>	<u>KAREN KURTZ</u>	<u>5043 Sand Pt. NE</u>
<u>Mildred D. Kurtz</u>	<u>MILDRED D. KURTZ</u>	<u>5043 Sand Pt. NE</u>
<u>Anna Gold</u>	<u>ANNA GOLD</u>	<u>5047 Sand Pt. Pl. NE</u>
<u>Illia I. Gostas</u>	<u>ILLIA I. GOSTAS</u>	<u>5045 SAND PT. WY. NE</u>
<u>Helen R. Mitchell</u>	<u>HELEN R. MITCHELL</u>	<u>5056 Sand Pt. Wy NE</u>
<u>Alice S. Paolone</u>	<u>ALICE S. PAOLONE</u>	<u>5045 SAND PT.</u>
<u>Roy M. Dorenga</u>	<u>ROY M. DORENGA</u>	<u>5040 Sand Pt. Pl. NE</u>
<u>Divina Dushnovek</u>	<u>DIVINA DUSHNOVEK</u>	<u>5034 Sand Pt. Pl. NE</u>
<u>Divina Dushnovek</u>	<u>DIVINA DUSHNOVEK</u>	<u>5034 Sandpoint Pl. NE</u>
<u>Tomas C. Pollard</u>	<u>TOMAS C. POLLARD</u>	<u>5008 SAND PT. PL. NE</u>
<u>Kath S. Higgins</u>	<u>KATH S. HIGGINS</u>	<u>5054-44th Ave NE</u>
<u>Charles R. Hough</u>	<u>CHARLES R. HOUGH</u>	<u>5054-44th Ave NE</u>
<u>Ramy N. Hough</u>	<u>RAMY N. HOUGH</u>	<u>5054 44th NE</u>

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Signature	Printed Name	Address (in Seattle unless otherwise noted)
<i>[Signature]</i>	ANA J. JANNETH	4263 30 th SE Seattle WA 98105
<i>[Signature]</i>	Wayne Masterman	SAME as above
<i>[Signature]</i>	BERRY CALIN	4264 NE 50th
<i>[Signature]</i>	COLKEN O'LEARY	4270 NE 50th
<i>[Signature]</i>	MAUSHA A. ROMANE	5000 44 th AVENUE NE 98105
<i>[Signature]</i>	JEAN M. BRADT	4400 NE 50 th ST
<i>[Signature]</i>	FENNIE S. SAVAGE	3007 - 44 th NE 98105
<i>[Signature]</i>	HELEN M. CISTAGLI	5014 - 44 th NE 98105
<i>[Signature]</i>	CAROL TARRILLA	5014 - 44 th NE 98105
<i>[Signature]</i>	RIT P. KIDUR	5027 - 44 th NE 98105
<i>[Signature]</i>	JOYCE G. QUAY	5032 44 th NE 98105
<i>[Signature]</i>	JOHN MENDENHALL	5033 44 th NE 98105
<i>[Signature]</i>	HIRSH MENDENHALL	5033-44 th N.E. 98105
<i>[Signature]</i>	CATHERINE BRETTON	5035 - 44 th N.E.
<i>[Signature]</i>	NANCY DILLI	5007 44 th ALLEN 98105
<i>[Signature]</i>	GISELA H. SCHIMMELBUSCH	4702-45 th AVE NE
<i>[Signature]</i>	ELIZABETH FECHNER	4410 N.E. 41 st 98105
<i>[Signature]</i>	HUGO W. SCHIMMELBUSCH	4702-45 th AVE N.E. 98105
<i>[Signature]</i>	FRIS LIGHT	4202 NE 50 th SEATTLE WA 98105

Signature	Printed Name	Address (in Seattle unless otherwise noted)
<i>[Signature]</i>	GARY R. DEDERER	4016 NE 38 th
<i>[Signature]</i>	Richard Arvey	4012 NE 38 th
<i>[Signature]</i>	Julie Arvey	4017 NE 38 th
<i>[Signature]</i>	PAUL C. ELMAN	3500 40 th N.E.
<i>[Signature]</i>	JEAN ELMAN	3800 40 th NE
<i>[Signature]</i>	DALE L. BOLTON	3503 40 th N.E.
<i>[Signature]</i>	LARA L. BERTON	3803 - 40 th NE
<i>[Signature]</i>	YVES MIZRAHI	3900 NE 31 th ST
<i>[Signature]</i>	VUA JONES	3915 NE Surber Dr
<i>[Signature]</i>	Phyllis S. Swanson	3939 NE Surber Dr
<i>[Signature]</i>	Ralph S. Swanson	3939 NE Surber Dr
<i>[Signature]</i>	Phyllis S. Swanson	3939 NE Surber Dr
<i>[Signature]</i>	C. R. FOSS	3945 NE SURBER DR,
<i>[Signature]</i>	JUDY FOSS	3945 NE Surber Dr.
<i>[Signature]</i>	KAREN CAMERON	3949 NE Surber Dr
<i>[Signature]</i>	FREDERICK SUZBACHER	4115 NE Surber Dr
<i>[Signature]</i>	S. Suzbacher	4115 NE Surber Dr
<i>[Signature]</i>	RUTH KAUTZKY	4110 NE Surber Dr.
<i>[Signature]</i>	PAUL UMETSU	3722 41 st AVE NE
<i>[Signature]</i>	Wandall Hunter	3722 41 st AVE NE
<i>[Signature]</i>	JAMIE JONES	3808 41 st AVE NE
<i>[Signature]</i>	TOM JONES	" " " " OVER ->

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J J Koutsky 4100 NE Surber Dr. 98105
 Gary A. Muehara 4017 41st Ave NE 98105
 Lovenia J. Hinderberg 4016-41st Ave NE
 Rosemary Norwalk 4012-41st Ave NE
 Frances J. Fleth 4006-41st Ave NE
 Kendall Aberg 4003 41st NE 98105
 E Lise K. Cole 3826-41st NE

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Signature	Printed Name	Address (in Seattle unless otherwise noted)
<u>William P. Ackerman</u>	WILLIAM P. ACKERMAN	4011 NE 38th St - 98105
<u>Patricia W. Ackerman</u>	PATRICIA W. ACKERMAN	4011 NE 38th St - 98105
<u>Lois D. Jacobson</u>	LOIS D. JACOBSON	4007 NE 30th - 98105
<u>Kurt Jacobson</u>	KURT JACOBSON	4007 NE 30th - 98105
<u>Lisa Belshim</u>	LISA BELSHEIM	3906 NE SURBER 98105
<u>Dore L. Josias</u>	DORE L. JOSIAS	3906 NE SURBER 98105
<u>Robert G. Hennes</u>	ROBERT G. HENNES	3970 NE SURBER PL 98105
<u>Katherine Hennes</u>	KATHERINE HENNES	3811-41st Ave NE 98105
<u>Kathy Kauer</u>	KATHY KAUER	3817 41st Ave NE 98105
<u>Ed Weinberg</u>	ED WEINBERG	3817 41st Ave NE 98105
<u>Foisa Borg-Sorici</u>	FOISA BORG-SORICI	3825 41st NE 98105
<u>Kathy Kauer</u>	KATHY KAUER	3827 41st NE 98105
<u>Chris Kane</u>	CHRIS KANE	3827 41st NE 98105
<u>Jeff Jurek</u>	JEFF JUREK	4005 41st NE 98105
<u>Annette Anderson</u>	ANNETTE ANDERSON	4005 41st NE 98105
<u>Lois A. Rex</u>	LOIS A. REX	3615 42nd Ave NE 98105
<u>Celeste Crowell</u>	CELESTE CROWELL	7509-57th Pl NE 98115
<u>Beverlee Cole</u>	BEVERLEE COLE	12309-10th Pl NE 98122
<u>Beverlee Cole</u>		

over →

LANE
POWELL
MOSS
&
MILLER

Rec'd. ANM-500

Date: JAN 31 1990

Mr. Richard Prang
January 30, 1990
Page 2

January 30, 1990

AEA * 301

DHL DELIVERY

Mr. Richard Prang
Federal Aviation Administration
17900 Pacific Highway South
Mail: C-68966
Seattle, WA 98168

Law Offices

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Suite 4100
Seattle, WA
98101-2338

(206) 223-7000

Telex: 32 8808
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(206) 223-7107

A Partnership
Including
Professional
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Re: Draft Environmental Assessment for Proposed Changes to
Air Traffic Arrival and Departure Routes at Seattle-
Tacoma International Airport

Dear Mr. Prang:

I am a resident of Medina, Washington and writing you with regard to my comments on the Draft Environmental Assessment for Proposed Changes to Air Traffic Arrival and Departure Routes at Seattle-Tacoma International Airport.

I attended the public hearing held by the FAA at Cleveland High School on January 24, 1990. According to an article in the Journal American on January 24, 1990, your agency was going to review the comments from that hearing to determine whether preliminary environmental assessments had adequately addressed the potential noise impact in neighborhoods or whether a more in depth study is needed. Temple Johnson, the FAA's regional air traffic manager, was quoted as saying that further study depended a lot on the comments that were received at the hearing. Although the view points were varied at the hearing, one thing which emerged was the public's dissatisfaction with the consideration given in the Environmental Assessment to the noise impact of the proposed changes. I therefore urge you to do a full environmental impact statement before the proposed changes are implemented.

It has been represented that the proposed changes would be the equivalent of adding a third runway at Seattle-Tacoma airport. It cannot be denied that if a third runway were actually added at Seattle-Tacoma airport, a full environmental impact statement would be required. One should be required when the effect of the change is the equivalent of adding a third runway even if concrete is not actually poured. The environmental impact will be the same

and that impact should be the touch stone of whether or not an impact statement is required not whether actual construction is done.

I was also disappointed to learn that the proposed changes did not call for a dispersal of the East Turn departures as was first proposed. I understand that this proposal was dropped because of opposition from Mercer Island. I was also distressed to see comments in the Seattle Times from Temple Johnson to the effect that although he believes that the East Turn departures should be evenly dispersed, including over flights over Mercer Island, he would not order such changes unless Mercer Island agreed. It seems to be unrealistic to expect that a community would agree to over flights over their community to relieve noise from other communities even if that means that the over flight will be more evenly dispersed. As far as I am aware, no other communities have been directly consulted with regard to over flights and certainly none of them have agreed to such over flights. I cannot understand why Mercer Island is held in such a sacrosanct position.

I have lived in both north and south Bellevue, including in Somerset which is directly east from Mercer Island. Contrary to the comments of Mercer Island residents and officials, the noise from overflights is not spread equally throughout the east side and Mercer Island does not get its proportionate share. While Mercer Island pays lip service to the fact that current proposals do not address the long term needs and ignore the ongoing mediation, the fact remains that the other communities on the east side are faced daily with over flights and concomitant noise while Mercer Island is not. I was encouraged to hear that as part of the mediation process, noise data is being collected from various communities on the east side, including Mercer Island. I am confident that the data will demonstrate what I already know--Mercer Island does not receive its fair share of the airplane noise. I would hope that the FAA would have the courage of its convictions and order over flights over the eastside be spread equally, including over Mercer Island so that the existing noise can be equally shared.

Rather than proposing changes which increase the noise on the east side, the FAA should be contemplating changes which either decrease the noise or spread it equally over

Seattle, WA
Anchorage, AK
Bellevue, WA
Mount Vernon, WA
Olympia, WA
London, England

Rec'd. ANM-500

JAN 31 1990

January 29, 1990

To: Mr. Richard Prang
FAA

From: Gloria Butts
12009 First Ave. N.W.
Seattle, WA 98177
phone: (206) 363-7295

AEA # 302

Mr. Richard Prang
January 30, 1990
Page 3

Regarding: Draft Environmental Assessment for Proposed Changes to
Air Traffic Arrival and Departure Routes at Seattle-Tacoma
International Airport (December 1989)

the entire east side. Airplane noise over Medina needs to
be decreased not increased.

Enclosed is a copy of my Hearing Comments plus written comments
and questions. Please read my Hearing Statement since audience
applause shortened my time for presentation. Thank you.

COMMENTS

1. First of all it was difficult to read a copy of the document.
2. It was difficult to obtain a copy. My branch library received one at a time when there were only five days available prior to the January 24th Hearing. This is too short a time span.
3. Obviously three hours was too short a time allotment for a Hearing if only 66 of 106 persons could be heard for three minutes or less.
4. Six pages and six exhibits is not sufficient to describe the environmental consequences for an entire Puget Sound Basin experiencing increased overflights.
5. Environmental Assessment contains inconsistencies. It is vague and too narrow in focus. Actually it is incomplete. What is not addressed is obvious.
6. The preferred proposal is based on simulation. The accuracy of simulation leaves one with lots of doubts.
7. Safety is seldom mentioned. "Efficiency" cannot be substituted for "safety."

EXPANSION

8. page 7 paragraph 4 and page 14 as written give the Port of Seattle opportunity to expand and add another runway. It is just a different way to state it. This is not acceptable.

NOISE

9. page ii,iii IV contains inaccuracies regarding noise impacts. More simply put...the noise measurements are not accurate because State and Federal noise measurement methodology has not been done beyond DNL 65. It is not accurate to say the altitudes of the noise contour is 3,000 ft.
10. Noise problems have been documented for three decades.
11. Work of the '70s wasn't enough. Current Noise Abatement Mediation is in progress and being thwarted by FAA action proposal and timing.
12. The Port of Seattle is adding to the problem with increased marketing.
13. The airport is nearing capacity so limiting flights is necessary now.
14. I refer you to read the documentation done by John Selmar regarding noise on speech and hearing.

Yours very truly,

LANE POWELL MOSS & MILLER



Michael H. Runyan

MHR:csd

D01\MSR\10029MHR.LTR

h-TC

QUESTIONS

15. why are there no noise standards beyond DNL 65?
16. What is the short term and long term effects of noise?
17. What are the proposal measures to reduce and control noise?
18. Who (what agency) will monitor and enforce the measures?

CONTROL

19. page 6 Why does FAA feel they must meet the demand for services when there are six or more variables over which they have no easy access to control and when the three they can influence they must manipulate for economic decisions?
20. Why is FAA so slow to get state of the art computer equipment?
21. Do all the other airports that feed flights to Sea-Tac have this?
22. Please note enclosed Sunday Times/PI ad regarding air traffic controllers.
23. How is the quality of all local airport controllers being monitored..Sea-Tac, Boeing Field, Renton etc?
24. page 13 why is the practice currently in use engaging in a practice now which increases exposure to risk of error and is close to prohibited actions? Sounds currently dangerous.
25. page 15 I suggest this might be a most appropriate time to regulate schedules and request voluntary agreement from airlines. Profits and economics play an important part in airline business.
26. page 3 when will Sea-Tac change from a low to high density airport?
27. Is it nearing that point at present? Where is your documentation?

PROPERTY DEVALUTATION and COMPENSATION

28. What appropriations are being made to compensate for loss of property value with added increase in noise due to this proposal? Will the federal government or the Port of Seattle buy up land or pay for litigation over loss of home value, privacy and noise harassment?
29. page 61f Exhibit 5 South Flow Current This appears to be an interesting drawing of a plan with no relation to current reality. At least from my observation there is no way the majority of planes flying at altitudes of 5,000', 4,000' or even 3,000' over my home, neighborhood, my view of Puget Sound or Green Lake. Altitude checks and monitoring must be done. Appropriate transponders required for all aircraft.

AIR and WATER QUALITY

30. Where is test data on type of emissions and control for the Puget Sound Basin? If not available it must be researched.
31. page 53 a.1) "arriving aircraft will be kept as high as possible"..too vague. What is the altitude?
32. Where is data in this assessment to show compatibility with Seattle SEPA Ordinance 114057 SMC Title 25 (planes are flying below 3,000')?

33. Where is research data of overflight pollutions of our drinking water supply in open reservoirs?
34. Where is assessment regarding environmentally sensitive areas such as our parks and schools?
35. page 60 4) What are the lower altitudes that are inefficient?

SAFETY

36. If the entire air system is on overload at present then "fixing" Sea-Tac really won't address the problem. There will still be a delay problem causing the inefficiency.
37. Where is the safety record? The research data of crashes, collisions and near misses of Sea-Tac, Boeing Field, and other nearby airports and airspace within the Puget Sound Basin and of flights in high altitude space from the east and surrounding areas?
38. Where is the survey, simulation or scenario regarding assistance if a tragedy should occur?
39. How would aid, police, fire people and equipment reach a crash site in an emergency? Increase in number of overflights increases odds of an accident. We have gridlock on the ground in the Seattle area now! One accident is one too many over a heavily populated area.
40. What data is being gathered regarding condition and type of engines on international flights expected to come from China, Russia, etc. this summer? Safe? Quiet III engines?

CUMULATIVE EFFECTS

41. No reasonable assessment or analysis was done regarding the cumulative effect of all the overflights within the same airspace combined with the simultaneous development and expansion. We don't want global or local gridlock in our skies.
42. Why did FAA produce a document with such a narrow focus and vagueness to a proposal which would have such large consequences for such a heavily populated area?

Increased overflights have a negative effect on our quality of life.

There is a reasonable limit we can live with but not beyond.

There is a real need to keep a proper and sensible perspective.

There appears to be a strong need for preparation of an EIS.

Thank you for your consideration.

#19
Good evening. My name is Gloria Butts. I represent the Department of Citizens - Broadview Branch...in other words..I reside in the Broadview/Bitter Lake neighborhood in the northwest corner of the City of Seattle between Carkeek Park on Puget Sound, Bitter Lake and Northgate.

I want to make it clear that my airspace is being violated...by overflights of jetliners and small aircraft. I do NOT live near any airports yet I am awakened by roaring jets as early as 5:45 am 6:20 am and 6:40 am sometimes 12:02 am, 12:35 am, 12:45 am often on the weekends. The loud jet noise has become an alarm clock. It has caused an unhealthy environment of noise and stress and is a SIGNIFICANT IMPACT on the QUALITY of MY LIFE. It means businesses, airlines, government, FAA, Port of Seattle are deciding when I must be awakened in my own home.

I believe humans must have priority over machines and businesses.

* Should I choose to walk outdoors in my neighborhood for the exercise I require I will hear the rumblings, whistle and buzzing of low overflights. If I walk around Green Lake, even with earmuffs, on a winter day I will hear 8 to 28 planes during my 46 minute walk. Noise impacts the park environment. This is a SIGNIFICANT IMPACT which will get worse if this proposal is adopted and many more flights are allowed.

No reduction of overflights is proposed for my airspace.

Noise studies beyond the DNL 65 Contour must be done.

I have records of overflights. From my 1988 Scenario I - from my front porch I observed and recorded 19 flights in 42 minutes. Scenario II, August 27, 1989, Sunday morning - 25 flights in 42 minutes, afternoon - 13 in 52 minutes. I see the color markings, hear the engine roar, three times I saw two planes in the same airspace and often I did not have to look up above. My notes read, "too low, too loud, too many!" Scenario III, September 1, 1989 - the worst to date - I recorded 63 overflights beginning at 8:06 am with jets flying north to south then east to west...a mix of 39 seaplanes and small planes and 24 big jets. My notes read that not all overflights were recorded on this Friday. 63 is FAK TLU MANY! Remember, I do NOT live near an airport.

I do report some to the Noise Abatement Hotline along with a thousand others. The totals are reported but no action is taken regarding the reports.

I suggest that due to the number of seaplanes, small planes, helicopters and military jets that share the jetline airspace that the CUMULATIVE EFFECT is SIGNIFICANT. This was not addressed in the proposal and must be.

SAFETY by statistics reads well in the handbook but my collection of newsclippings of daily air crashes, collisions and near misses reads "scary, unsafe, a serious problem for a heavily populated urban area." One or two cities should not bear the risk for the entire Puget Sound Basin. More overflights increase the odds for a tragic accident.

Even though this document was available at my branch library only five days ago (too short a time) I have a long list of questions regarding this 102 page document which contains ONLY SIX PAGES and six exhibits regarding environmental assessment. How could six pages possibly cover the effects over the Puget Sound Basin? It's not possible. MUCH more research MUST BE DONE. Our population is large and growing.

I am presenting my written questions and comments and I expect... I charge...the intelligent people on staff to make recommendations to Mr. Johnson so he will know and understand the extent of the problems of too many overflights.

The Port is on target with its plans to the year 2000. We're near capacity and there is time to find an appropriate site and thus keep Sea-Tac for this Seattle/Tacoma area and save our urban environment, our environmentally sensitive areas like our schools and parks, and preserve our quality of life.

In conclusion..regarding this "pie in the sky proposal," on page 51 paragraph 2 reads, "exhibits shown in this proposal are an artists conception." This might help explain that the ALTITUDES listed are totally incorrect...only theoretical. In reality as we observe the jets are flying at MUCH LOWER ALTITUDES and though it doesn't mean "pie in minutes" ..if...the goal is 60 per hour on a 24 hour flight plan it equates to "a-plane-a-minute!" That is NOT acceptable... "a plane-a-minute?!" NO WAY!

Thank you.

"Over and out."

Gloria Butts
12009 First Ave. N.W.
Seattle, WA 98177

phone:(206) 363-7295

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SAVE THIS ANNOUNCEMENT

Prod. ANM 500

JAN 31 1990

Dorothy Toland
Post Office Box 228
Medina, Washington 98039

Dear Mr. Johnson

AEA # 303

I am a "frequent flyer" and am anxious to fly under the best and safest conditions. It is hard for me to believe however, that these conditions can only be met if Medina, Clyde Hill and Bellevue continue to bear the brunt of the noise of the East-Turn Departures.

The noise on a clear day here in Medina is unacceptable. The number of departing planes overflying our community must be decreased and an equitable distribution of departures instituted.

Sincerely,

Dorothy Toland

cc. Senator Slade Gordon
Honorable John Niles
Honorable Rod Chandler

215 Employment Counseling

215 Employment Counseling

215 Employment Counseling

EXECUTIVES...
MANAGERS...

EXECUTIVES

267

Rec'd. ANM-500

Date: JAN 31 1990

Thomas P. Kelly
1213 NE 69th Street
Seattle, Washington
98115
January 27, 1990

Richard Prang
Federal Aviation Authority
17900 Pacific Highway South
Mail Code C68966
Seattle, Washington 98168

AEA # 304

Dear Sir:

As one of the forty seven persons having been denied the right to speak at the FAA's hearing on SeaTac Airport flight rerouting held January 24, 1990 I am writing to ask the FAA find the draft environmental assessment inadequate and inaccurate. I ask that the FAA develop a full and accurate environmental impact statement in its' stead because the impacts of the changes on the Seattle area residents, their health, their wealth, and their surroundings will be much greater than is indicated in the draft environmental assessment.

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The major impact inadequately addressed is that of noise. The proposed rerouting would increase noise for thousands of people in the region but does not address the costs of that impact.

The Ldn 65 level used in the assessment has major flaws. Noise levels well below the Ldn 65 level will impact the health and well being of those who are unwillingly subjected to it. For example a study in the November/December 1988 issue of The Archives of Environmental Health on traffic noise and cardiovascular risk found that in an area where traffic noise ranged between Leq = 51-70 dB(A) (6-22hr, 10 min.) associations were found between noise and systolic blood pressure, oestradiol, total cholesterol, plasma viscosity, antithrombin III (increases), cortisol, and platelet count (decreases). In other words if you reroute aircraft as proposed you may adversely affect the health of thousands of people.

The Ldn 65 level tends to obfuscate the impact on people of the noise. I suggest that the environmental impact include noise measures people can more easily understand. In other words something like "people in this area will be subjected to X many, Y second long bursts of noise, with a peak noise of Z, W times per day".

I believe there would be other health effects as well. There is no escape from the noise for people near the proposed flight paths. I live in an area which would suffer from an increased number of flights and I can say that the aircraft can be heard inside my home with all windows closed loudly enough to wake me from sleep, to disrupt conversations, to disrupt TV or music, and to be an annoying nuisance. Outside they are much worse. In effect they deny me and similarly situated people use of our property and a tranquil environment. They add greatly to stress and degrade the urban and residential environments.

The assessment is also deficient in assessing the loss of real estate values which would be associated with the rerouting. Although some of the impact in houses could be mitigated by increased insulation (which would have a cost) yards would remain impacted. The rerouting would reduce real estate values of thousands of homes and the assessment does not address the cost.

Another flaw in the assessment is that it does not address the cost of aircraft crashes or damage to property and persons from parts falling off aircraft onto the area below. The rerouting would increase the number of flights over the most densely populated area of the Pacific Northwest. Simply reading news articles tells one that accidents do often happen to aircraft landing and taking off. One doesn't have to be an actuary to realize that the increased cost of the rerouting for accident damages and deaths is estimatable. The environmental impact statement should give that estimate.

The draft assessment also does not evaluate the effect of the proposed number of flights would have at the airport. Traffic congestion, need for increased facilities, parking problems, and so on are unaddressed as are the possible impact of drawing more residents to an area already feeling the negative effects of growth.

In addition the assessment does not address methods of reducing noise from aircraft using the airport. Measures to increase the aircraft load factors (and reduce flights), to encourage use of the quietest aircraft, to ration out or auction off landing and take off times, and methods of reducing noise in flight such as reducing power used in climbs or increasing the angle of the glide paths are not considered. They should be in an environmental impact statement.

Rec'd. ANM-500 / 150
Date: JAN 31 1990

January 22, 1990

AEA* 305

I've noted in the assessment and in Mr. Temple Johnson's statements that the FAA is trying to present itself as an honest broker merely responding to increased demand from the airlines and ultimately the public. I think that the great flaw in that is that no one passes on to the airlines the increased cost of the increased demands. Instead it is borne by residents near the airports who suffer from the effects of increased noise, including bad health, reduced property values, and increased risk. Because the costs are not passed back to the airlines the level of demand is higher than it would otherwise be. In effect people like me are being asked to subsidize the airlines without receiving any benefits in return. The FAA in proposing changes like this rerouting plan is transferring wealth to the airlines from people who live near airports. No compensation is being offered to those who would pay. To me this seems wrong and likely to result in poor economic choices being made. I encourage you to consider this in a full environmental impact statement.

Yours truly,

Thomas P. Kelly

Thomas P. Kelly

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The East Turn was moved north three years ago and the noise of aircraft departing from Sea-Tac has had a devastating effect on the quality of life in Medina, Clyde Hill, and Bellevue since that change.

This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a conversation due to the noise of the planes. We should not be asked to bear such a heavy burden of noise so far from the airport. This severe noise is totally unacceptable.

All these planes do not need to fly over this area. The FAA has suggested splitting the flights into as many as three tracks. Political influences are preventing these beneficial changes.

Please take the lead in fighting this extreme injustice. We must have some lessening of this noise. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Let me know what you are able to do and if there is anything I can do to stop the burden of this noise.

Sincerely,

Gordon and Thyllis Sork
8436 Medland Rd
Medina Wa 98004

Bellevue, Wash. 98004
January 29, 1990

FORM ANM-500

JAN 31 1990

Mr. Temple Johnson Jr. Manager,
Air Traffic Division S.A.A.
Northwest Mountain Region
17900 Pacific Highway So.,
P.O. Box C 68966
Seattle, Wash., 98168.

AEA #306

Dear Sir,

The Amount of Air Traffic noise We are now forced to endure, has become more than any one Area should have to put up with. I'm talking of jet flights Departures when Traffic is departing to the North with all East turns over Medina, Clyde Hill and Bellevue. We have had to put up with this for three years, while Mercer Island escapes without having any of the noise, let alone a fair share of it.

Obviously We cannot escape Aircraft noise, but in all fairness, We should only have to accept a fair share of it. In the decision to what Plan to use, Please be fair and spread the noise around.

The quicker the Aircraft can safely turn to the East, the fewer People will be disturbed. Noise Control should be bothering the least amount of People possible, not the most People.

Sincerely Yours,

W. F. Richmond
1811-73 Ave. N.E.
Bellevue, Wash 98004

FORM ANM-500

JAN 31 1990

2410-169th Ave. N.E.
Bellevue, WA 98008
January 30, 1990

Mr. Richard Prang
FAA Regional Office
17900 Pacific Highway S.
C-68966
Seattle, WA 98168

AEA #307

Dear Mr. Prang:

I appeal to you to return some quiet to my life from airplane noise travelling over my home. I grew up and attended school in the shadow of the airport where it was a matter of course to have interrupted telephone conversations and teachers pausing during lessons to allow the noise of the jets to subside. Both of the schools I attended (Sunset Jr. High and Glacier Sr. High) are now closed as a result of the neverending battle against noise.

Guess why I moved to Bellevue twenty-two years ago? You bet!--to get far away from Sea-Tac and the accompanying noise and frustration. When my parents bought our Military Road home, they knew the airport was there and it would be something we would have to learn to live with. When my husband and I bought our Bellevue home, some of our criteria in buying here was the fact that the city bans heavy industry and factories and is attentive to noise and air pollution control and quality of life in its neighborhoods. I am distressed that the airport noise has "followed" me here and that the FAA or Port Authority seems to favor quality of life in other areas more than in ours.

Our home is in the Bellevue area between Hwy. 405 and Lake Sammamish north of the I-90 corridor. Departing planes pass directly over our house and the noise is such that it wakes me at 6:00a.m. each morning and the planes take off at such a rate that they must be lined up for departure on the field all day. The noise does not stop until midnight after I have gone back to bed! When we are in the yard the noise is such that conversation is washed out and we must pause (dejavu of high school days) and wait for the plane to pass. Of late we have also heard arriving jets that do not "roar" but rather "whine" across our air space. It doesn't matter if the jet is taking off or landing, the frequency of the noise is the problem--no sooner is the noise of one plane out of earshot than another approaches. Can't you give us a break?

270

Additionally, our area is exposed to the noise of private and small airplanes doing acrobatics overhead and seaplanes taking off and landing on Lake Sammamish. (Are we in a corridor where flight instructors take their students?) Summertime is bereft with cutting engines and other stunts and maneuvers just overhead. Also, the noise of helicopters arriving and departing from Boeing Computer Services at Eastgate goes over our rooftops and occasionally squadrons of army helicopters.

Something must be possible to curtail all of this racket and restore our quality of life. I understand that airplanes must fly somewhere but I feel this noise burden should be spread and shared. I fail to understand why Mercer Island's agreement in this matter is sought by the Port Authority or the FAA when no agreement with other communities was sought or achieved.

What gives the airport the right to pollute our air to this degree with noise? This problem must be addressed as has the air pollution from smokestacks and chimneys. Jet engine manufacturers need to be pressured to research quieter engines. The airport needs to be sympathetic to those of us under their flight patterns. And, please, when reference is made to the airport operations being for the "common good", remember the common good of everybody on the ground! If it is to be for the common good, perhaps the citizens should be allowed to vote on this matter.

My family would appreciate your help and understanding as the FAA and the Port Commission take this under consideration. My vote is for fewer flights and dispersed departure and arrival routes.

Diana Carew

Diana Stillwell Carew

Sharon Leliane
5819 4th Ave. West
Seattle, WA 98119
Jan. 24, 1990

Form ANM-500

Date: JAN 31 1990

Mr. Richard Prang
Federal Aviation Administration
17900 Pacific Highway South
Mail C- 766
WA 98168
AEA # 308

Dear Mr. Prang:

The Port of Seattle may realize "profits" from increased airline traffic in the Seattle Metro area, but there will be "COSTS" to all of us who reside here. Many quality of life issues must be addressed. Noise and air pollution and their impacts must be further studied; understood and mitigated. In addition, there are risk factors and safety issues attached to the more frequent movement of planes over populated areas.

I understand that your agency wishes to move existing traffic (and to accommodate anticipated flow) in a safe and expedient way. But, you must urge the Port of Seattle to find

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solutions to predicted air traffic demands that will maintain the "quality of life" that distinguishes this area.

While the Port of Seattle's representatives are encouraging heavier use of Sea-Tac Airport and are "selling Seattle's benefits" around the world (so that their financial statements can be "improved"),

resident citizens will not, or we will contend with more noise and air pollution, traffic, safety concerns, competition with out-of-town visitors for services, etc.

I fly regularly and appreciate the benefit of our airport. But, I implore you to work - through mediation - to satisfy the concerns of both individual citizens, the FAA, the Port of Seattle and of business and civic organizations.

* Please enact noise abatement controls on the air carriers. Stipulate the kind of quiet aircraft that can fly through the metro area. Set curfews. Look for ways to better utilize airports in Renton, Everett and at Boeing Field. Examine sites and plan for a new airport that will handle the travel demands of "Eastiders." Prevail upon the Port of Seattle to sell other services and benefit of the Seattle area and to wind down its sales efforts concerning Sea-Tac (at least until problems have been solved).

Thank you for your consideration. Sincerely,
Sharon LeVine

To the FAA and the Port:

AEA* 30A

- 1) I realize that airport expansion is worth billions in international trade and domestic commerce. Thus I do realize that the only way we citizens of King County can stop that expansion is by a concerted effort to unseat existing people on the Port Authority in elections.
- 2) Since it takes time and public education to achieve electoral change, I wish to insist upon an E.I.S. because it will slow you down.
- 3) Plainly we have arrived already at a level of airport interference in people's lives that produces significant hysteria. When little old ladies come unglued and interrupt proceedings in a formal hearing, it should give one pause to think about the advisability of pushing them further. Merely fighting among neighborhoods is useless and divisive; we need to gull together to unseat the Port and create a bearable environment.
- 4) I am also aware that the power of the Hearst papers is also behind further expansion, so that our communications must be largely at a grass-roots level. When the Times/PI described our coming flight levels, they conveniently omitted the region where impact will be greatest. The Ravenna-Bryant, Montlake, Laurelhurst, View Ridge, and Sand Point areas of Seattle will more than double flight noise, and will get almost a full-speed turn, braking rapidly, with lowering of landing gear to increase turbulence noise further. None of these areas were mentioned in the news report. Even more clear is the absence of any newspaper involvement during the whole time you have been negotiating. Now that the time for public involvement nears an end, they have belatedly entered the arena, so many people still are unaware. Even those who are aware have not figured out that your actions will cost them each in excess of \$50,000. in home valuation.

- 5) I live in Ravenna-Bryant, the Univ. of WA. football stadium traffic imprisons me in my home nearly every Saturday (my only day for doing shopping) for two months of each year. The antique maritime law that gives authority to open the Montlake Bridge for a single yachtsman, and to hold up thousands of people trying to move in or out of the area, is also incredibly unfair. There is no other way in or out of here that is not stopped up by some bureaucratic process having full police support. We do not deserve to have our quality of life further destroyed by air traffic.
- 6) Several years ago I installed a wood stove to use when electric rates become exorbitant. For two years, virtually every moment of high electric rates has also been accompanied by a burning ban so I cannot use my stove. Every aircraft that passes over my house adds the equivalent of thousands of cars and hundreds of chimney exhausts. The sky is black all the time. It begins to remind me of how it feels to arrive in Seoul or in Taiwan by air. One descends into a thick pea soup of smog; a true descent into Hell. The air quality in LA is similar, but not quite as bad. I do not choose to allow my environment to become like LA. Airport expansion must stop, and stop now.
- 7) When I purchased my home in this north end region, I very carefully avoided commercial zoning and busy streets. I could have bought much more cheaply near the airport, but it was worth thousands to me to avoid aircraft intrusion. Human beings vary in their tolerance. Some people quite happily live on busy streets and near airports. When people have declared

7) continued

Their tolerance by purchasing homes near the airport, or on busy corridors, it seems their rights to silent skies might be somewhat less stringent than what we used to respect for those who have declared their intolerance of airport noise by purchasing homes far away from the airport. The people who have declared their intolerance of noise and pollution should not suddenly find themselves in noise levels like unto immediate airport neighbors.

8) I offer two constructive solutions that please the Port authority by being their pockets and please the people by limiting noise and pollution. No neighborhood would get worse.

Solution A: Like San Diego, close the airport from any traffic later than midnight or before 6 a.m. Any airline wishing to bring in a flight from midnight to 6 a.m. must pay a \$10,000.00 fee to support otherwise un-used airport services. Fees could be adjusted up or down to prevent most flights and waived entirely for medical emergency landings. The money could be used to clean up Elliott Bay, assist businesses with air quality emissions control, Parks & Rec.

Solution B: Similar to Solution A, landing fees could be floated up or down so that the Port gets rich and we limit flights to what they are now or fewer. Flights would be keenly competitive and could be allotted by publicly annotated lottery procedures to maintain fairness.

9) The needed technology to bringing in flights on a curved path over South Puget Sound and Elliott Bay would be spurred to new levels if additional flights were available only if they could avoid residential areas.

10) Failure to specify exact routes expected is truly cruel to homeowners whose only choice is to wait and see how bad it gets in each area before they sell, & buy into non-impacted areas. As it is, I might choose to move now before things get worse, but you've made the whole north end a nebulous region over which new flights could go.

11) The impact of Rainier Field must not be ignored in flight estimations. The possibility of high speed jets on military missions crossing paths with lumbering huge passenger aircraft in the north end of Seattle is not a safety consideration to be ignored. Military jet speeds are incompatible with civilian traffic. The air safety record of military craft from Rainier Field is already appalling, and usually results in one or two deaths per crash, but do we really want to make it 700 deaths because they smacked into a passenger plane? That does not even consider the possibility of having the debris land in a high density area.

12) Flight noise has been continuous while I write this. I cannot imagine doubling it.

Sincerely,

Glenn Quilley
5710 34th Ave NE Seattle, WA 98105

Rec'd. ANM-500

Date: JAN 31 1990

827 32 Ave. South
Seattle, Wa. 98144
29 January 1990

Mr. Richard Prang, FAA
17900 Pacific Highway S.
Mail O-68966
Seattle, Wa. 98168

AEA # 310

Dear Mr. Prang:

I request that this letter be included in the record of the hearing on the impacts of the proposed revised flight patterns for Sea-Tac airport. I attended the hearing on January 24 and had testimony prepared to present at that time but, like scores of other people, was unable to speak because the FAA had not allowed adequate time for all who wanted to be heard regarding the ever-increasing din of aircraft noise.

I strongly support the continuation of the public mediation process to explore solutions to the aircraft noise problem. I also believe a full EIS on any proposed changes to flight patterns needs to be prepared. I do not understand the FAA's contention that the EIS process is incompatible with continuing mediation efforts. I am sure that if the FAA brings sufficient commitment to the effort, a way to make the two processes enhance each other rather than preclude one another can be found. The issue of flight patterns and their effect on quality of life on the ground is far too important to be decided prematurely and unilaterally by the administrative decree of a regional agency official.

I have lived in the Leschi neighborhood of Seattle for the last year and a half. I fly frequently for both business and pleasure and believe good air transport connections are important to the local and regional economy. Nevertheless I find the present level of aircraft noise at my house to be intolerable. Noise that disturbs your sleep and constantly interrupts conversation in the backyard is more than a nuisance, it's a public health concern. Any increase in the present aircraft noise level such as would result from the proposed new flight patterns or the Port of Seattle's ill-advised marketing proposal is unthinkable. Of special concern to me is the possibility that the ear-splitting peak noise levels that are now banned from 11pm to 6am would be permitted in the future. I am interested in planning for a reduction in aircraft noise levels, both over my neighborhood

and over the metropolitan area as a whole.

Prior to moving to Leschi, I lived in Ballard and Wallingford for over ten years. There was very little aircraft noise over my former residences, which made me realize that some neighborhoods, such as Leschi, are bearing a disproportionate and inequitable noise burden. I believe that the noise should be spread around to share that burden. The apparent nemesis of Leschi is the east turn aircraft make at low elevation directly over the neighborhood before proceeding over Lake Washington. Why not spread the turns over a wider area so no single neighborhood finds life so completely disrupted?

I realize that spreading the noise around would merely shift some of Leschi's burden to other neighborhoods so the rest of my comments will be directed to reducing the total noise burden. Here are some suggestions I urge the FAA to investigate:

- 1) Require jets to be higher off the ground to undertake noisy maneuvers such as turns. I understand jets now turn at 4000 feet and that the higher they are, the more the ground level noise is attenuated. Perhaps then jets need to climb to 7000 feet or 10000 feet before turning. This may result in the use of additional fuel or longer flight times if planes must use longer approaches or take-offs. If so I believe this may be a small price to pay for peace of mind on the ground. Furthermore I believe it is appropriate that air passengers and cargo pay the extra flight costs in higher fares or air cargo tariffs. Why should thousands or tens of thousands on the ground bear the cost of ear-splitting noise day and night so that a much smaller number of flyers can shave 10 or 15 minutes and a few dollars off a Seattle to L.A flight?
- 2) Discourage the use of noisier models of jets at Sea-Tac. I've read that certain models of jets are significantly noisier than others. Why not require the noisier models to pay more to use Sea-Tac? Relate the noise penalty payment to the disruption and inconvenience caused by the noise and see if the airlines, faced with having to pay the full cost of their noise pollution, may not find it in their interest to reduce the noise.
- 3) Require the noisier models of jets to use different flight patterns that reduce noise over the most densely populated

areas. Apparently the present and proposed future practice is to allocate aircraft to different approaches and take-off corridors depending on their origins and destinations. This makes good economic sense only if the sole consideration is to reduce flight times and thereby operating costs, with no regard to the impacts of those on the ground.

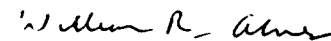
- 276
- 4) Use the power the FAA already has to spread out arrival and departure times so it becomes unnecessary to resort to noisier flight patterns to handle peak hour loads. I find the reasons given in the Environmental Assessment for the FAA not using this scheduling power at Sea-Tac to be unconvincing. I fail to understand the FAA's determination to make maximum use of the airspace - increasing flight capacity from forty something flights an hour to sixty something flights an hour, regardless of the consequences on the ground space - before exploring alternative ways of moving greater volumes passengers and cargo, such as spreading out scheduled arrivals and departures, which don't entail additional facility construction. The contribution an airport makes to the community should not be measured in terms of the maximum number of flights it can handle in an hour with no regard to noise impacts but rather in terms of the volumes of passengers and cargo it handles and it's ability to do so without disrupting the lives of those living under the planes. I realize that spreading flight schedules out may inconvenience some fliers that could not arrive and depart exactly when they wanted to, but again this seems a small enough cost for them to bear to mitigate their noise impacts on the ground.

- 5) Encourage the use of larger aircraft so the same number of passengers (or same freight volumes) could be served with fewer take-offs and landings. Again this solution may entail some scheduling inconvenience and possibly higher fares (if non-optimally sized aircraft are used for some flight segments), but this may be a small cost for fliers to pay to make the airport a better neighbor to us all on the ground.

To summarize, it seems the FAA, in taking a very narrow view of how best to use Sea-Tac, has come up with solutions to the current airspace congestion which are unacceptable to much, if not most of the community, while failing to consider other alternatives which, by more equitably spreading the burden of

the airport's impacts, would be embraced by the community at large. I urge you to hear us and respond to our needs, not just as fliers but as citizens concerned about deteriorating noise conditions in our neighborhoods.

Sincerely,



William R. Alves

Rec'd. ANM-500

Date: JAN 31 1990

January 22, 1990

AEA[#] 311

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The East Turn was moved north three years ago and the noise of aircraft departing from Sea-Tac has had a devastating effect on the quality of life in Medina, Clyde Hill, and Bellevue since that change.

This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a conversation due to the noise of the planes. We should not be asked to bear such a heavy burden of noise so far from the airport. This severe noise is totally unacceptable.

All these planes do not need to fly over this area. The FAA has suggested splitting the flights into as many as three tracks. Political influences are preventing these beneficial changes.

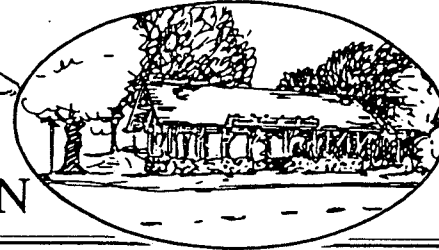
Please take the lead in fighting this extreme injustice. We must have some lessening of this noise. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Let me know what you are able to do and if there is anything I can do to stop the burden of this noise.

Sincerely,

Elly and Fred Merfield
8746 Overlake Dr W
Bellevue, WA 98004

Rec'd. ANM-500

Date: JAN 31 1990



HARRISON DENNY
C O M M U N I T Y C O U N C I L

3330 E. John Street
Seattle, WA 98112
January 26, 1990

Mr. Richard Prang
Federal Aviation Administration
17900 Pacific Hwy S.
Mail C 68966
Seattle, WA 98168

AEA[#] 312

Dear Mr. Prang:

I am writing to express the opposition of members of the Harrison-Denny Community Council to the FAA's Four-Post Plan for rerouting aircraft. I was scheduled to speak as the 91st speaker at the public hearing on this issue held on January 24, 1990. As there was such an overflow crowd, with the great majority in opposition and with so many speakers, I found that after two and half hours some forty-five people were still to give testimony before me. Therefore I submit this statement in writing.

We protest that the FAA is arrogantly overriding the mediation process that is currently working to reduce noise and deciding unilaterally to add more. The FAA's draft environmental statement is insubstantial and inadequate. We call for a full Environmental Impact Statement. This should take the noise cost to citizens into account. Now the only real consideration is given to the economically and growth-driven desire for more airport capacity. The FAA's criterion for the threshold of undesirable noise is arbitrary and set without meaningful reference to the threshold for people's actual annoyance and disturbance by noise as perceived. This should be seriously studied. The Port needs to work on long-range goals of quieter airplanes and another further-out airport to accommodate the increasing air traffic of a growing Seattle area. There has to be a sharing of the burden of noise and an absolute limit to that burden, and the Four-Post Plan does not address these things and is unacceptable.

DATE: JAN 29 1990

Date: _____

223 Overlake Drive East
Bellevue, WA 98004
January 29, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P. O. Box C-68966
Seattle, WA 98168

AEA # 313

Dear Mr. Johnson:

Since I have lived at the above address in Medina for the past 33 years I have been very much aware of the growth that has taken place in overhead airplane traffic, largely composed of commercial airline flights out of SEATAC. Prior to my retirement in January 1983 I had spent 33.5 years at Boeing, preceded by 8 years of employment in the Vought Division of the United Aircraft Corporation in Connecticut. With that background, I probably should have considerably greater tolerance than the average citizen for the sound of aircraft overhead. Nevertheless, I believe that there is a great deal of merit in the proposal that has been made by Eastside Citizens Against Aircraft Noise for dispersal of flights on the East Turn so that no Eastside community will be saddled with an inequitable share of the noise.

There were speakers from a large number of communities, and the Harrison-Denny community in the Central and Central-East area of Seattle is another one. We presently have heavy loud landing traffic from the north, and when we don't have that we have the even slightly louder takeoff traffic in its East turn. We can't stand any more. We want less. As Seattle City Councilmember Jim Street well said at the hearing, the Four-Post Plan attends to a part of the economics of growth by increasing capacity but is one-sided and short-sighted economically in that it leaves out cost--and noise pollution is a real cost. The plan would serve growth by "begging people's lives."

We oppose it.

Sincerely yours,

Kathleen Blake
Kathleen Blake

cc: Seattle City Councilmembers Jim Street and Jane Noland, U.S. Representatives John Miller, Rod Chandler, and Jim McUermott

Sincerely yours,

M. Jonathan Turner
M. Jonathan Turner

878

Rec'd. ANM-500

Date: JAN 31 1990

Jan. 24, 1990

AEA# 314

Dear Mr. Johnson,

My husband and I are furious at the possibility that the many flights and resulting noise might not be shared by the entire east side and equally distributed over a larger area. We live in the area of Van Crest in Bellevue and the noise level has completely changed in the recent past. We are very disturbed at the idea of carrying most of the airline "load" now, let alone adding more in the future. We must have split departure corridors

Thank you very much,

Edward L. Knapp
Stephen Knapp

Rec'd. ANM-500

January 29, 1990

Date: JAN 31 1990

AEA# 315

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson:

For the past few years, we have been aware of an increasing number of airplanes both departing and approaching Sea-Tac International Airport, over the Clyde Hill area in Bellevue. Yes, there is an increased volume of airplanes to Sea-Tac but we also know that our area, near the Evergreen Point Bridge, has taken more of its share of air traffic than in other areas nearby, particularly Mercer Island.

The Journal-American, January 24th article, states that, under new proposal changes, 60 or more additional airplanes a day would be routed over the Eastside.

This noise pollution is unacceptable and has severely damaged the quality of life in the affected residential communities. We are deeply concerned and feel action must be taken to relieve the increasing number of airplanes using this flight pattern.

Sincerely,

Karen and Harvey Parker

Karen and Harvey Parker

279

Rec'd. ANM-500
Date: JAN 31 1990

Dear Mr. Imple Johnson
AEA 316 I'm right under
the East Turn pathway
and the noise is very
loud and prevents
any outdoor conversing
during the cross over.
We have too many, too
often going overhead.
Please fan them out!

000
A quiet moment,
after a hectic day at
the office, out on the
patio, is now impossible.
An equitable distribution
of departures should be

W 3 3

instituted so no one area
is saddled with an
undue share of the
noise!

Sincerely
Ellen Field

Rec'd. ANM-500

JAN 31 1990

January 22, 1990

AEA# 317

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The change in the East Turn from three years ago means that noise of aircraft departing from Sea-Tac is disastrously affecting the communities of Medina, Clyde Hill, and Bellevue.

The noise is a severe intrusion on our lives. It is often impossible to carry on a normal conversation due to the noise of the planes. This far from the airport we should not be asked to bear such a heavy burden of noise from these planes.

This noise must be stopped. Please do what you can to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. I want you to take a leading role in fighting this injustice. Please let me know what you are able to do and what else I can do to stop these planes from flying over.

Sincerely,

Rita V. Swanson
Sheron M. Swanson

FROM THE DESK OF

Rec'd. ANM-500

MORRIS REIBMAN

1706 56th AVE N.E.

Date:

JAN 31 1990
BELLEVUE, WA 98004

JAN 30, 1990

MR. TEMPLE JOHNSON, JR.

AIR TRAFFIC DIVISION, FAA

NORTHWEST MOUNTAIN REGION

P.O. BOX C-68966

SEATTLE, WA 98168

AEA# 318

RE: JET NOISE ALERT

DEAR SIR:

MEDINA, CLYDE HILL, AND BELLEVUE HAVE BORNE THE BRUNT OF THE EAST TURN DEPARTURES FOR THE LAST THREE YEARS SINCE THE CORRIDOR WAS MOVED NORTH.

THE RESULTANT NOISE POLLUTION IS UNACCEPTABLE AND HAS SEVERELY DAMAGED THE QUALITY OF LIFE IN THESE RESIDENTIAL COMMUNITIES.

THE NUMBER OF DEPARTING PLANES OVERFLYING THESE COMMUNITIES MUST BE DECREASED. AN EQUITABLE DISTRIBUTION OF DEPARTURES SHOULD BE INSTITUTED SO NO ONE AREA IS SADDLED WITH AN UNDUE SHARE OF NOISE.

YOUR COOPERATION WILL BE VERY MUCH APPRECIATED.

RESPECTFULLY YOURS.

Morris Reibman

180.

Rec'd. ANM-500

JAN 31 1990

January 26, 1990

AEA # 319

Dear Mr. Johnson,

As a concerned citizen being bombarded with airplane noise as early as 6:30 am some mornings, I must protest your asseding to Mercer Island residents winning their battle against the split departure corridor plan of the FAA. Please give this plan another look. The water magnifies the
 ESE sound so much that we can't stand the noise! We are in the Medina Overlook area.

Thank you,

Robert L. Martin
 Samuel S. Martin, Jr.

THE HONORABLE SAMUAL SKINNER, SECRETARY
 U.S. DEPARTMENT OF TRANSPORTATION
 OFFICE OF THE SECRETARY
 400 Seventh Street S.W. Room 10200
 WASHINGTON, D.C. 20590

JANUARY 30 1990

Rec'd. ANM-500

Date: JAN 31 1990

AEA # 320

Dear Secretary Skinner,

I was hoping I wouldn't have to go this high on the ladder to get a very important point across. I know you must be very busy with other matters concerning transportation. I wrote a letter to Bruce Agnew and John Miller on Nov. 16 1989 and have still not received a reply.

I am writing to express my concern about the plans by the Federal Aviation Administration (FAA), Northwest Mountain Region, to Change air traffic patterns around Sea-Tac International Airport. I feel these changes are needed to handle the increase in traffic brought about by De-regulation, The Goodwill Games (July 1990), and reduced fares.

Temple Johnson of the FAA has proposed a "Four Poster Plan". I have studied it and it is workable, and much more efficient than the present patterns. The "Four Poster" is very similar to the patterns that used to be used here at Seattle. The most important results to be derived from this plan is safety.

I flew 36 years with United Airlines, DC-3s to 747s, and helped to design the Noise Abatement procedures here at Sea-Tac. I served as Safety Chairman for the local council and got the original FAA controllers assigned to the S.A.G.E. sights.

Please believe me the FAA needs this airspace to safely move this influx of traffic here in Seattle. I appreciate your assistance in this matter and look forward to hearing from you.

Respectfully

Jack Leffler
 Jack Leffler
 Captain UAL Retired

copy to: Temple Johnson

Rec'd. ANM-500 / *COA*

Date: JAN 31 1990

January 29, 1990

Temple Johnson, Jr., Manager
F.A.A. Air Traffic Division
Northwest Mountain Region
17900 Pacific Hwy. South
PO Box C-68966
Seattle, WA 98118

AEA#321

Dear Sir:

As a resident of Medina for more than 33 years I feel qualified to share some opinions with you regarding airplane noise and other things.

Having been a public official myself, I'm empathetic with your problems, to a point.

You and your predecessors have usually been able to come up with some almost plausible reasons for aircraft routings in general and the so called "East Turn" routing in particular. I have followed these issues closely for many years and a recital of all the arbitrary decisions of the past would serve no purpose here.

Your recent offer or suggestion to split the "East Turn" traffic into approx. 3 tracks, (1) 1/3 over the middle of Mercer Island, (2) 1/3 over Medina City Hall (where 100% of it now goes) and (3) 1/3 over South Kirkland, makes complete sense and should not be resented by any fair minded Eastside residents. I can see no overt reason for not proceeding with this plan.

This change would be welcomed by Medina, Clyde Hill and Bellevue. I believe it would be accepted with modest complaint from Kirkland and that Mercer Island would just raise hell.

My question to you is, "What makes Mercer Island so sacred?". They have far fewer votes than the other 4 communities combined. Their properties, on average, are not any more valuable than the rest of ours. What is the real reason??

Should you and the FAA cave in to Mercer Island's complaints once again, I promise you will not have heard the last of this problem.

The increase in noise pollution has become unacceptable and nearly intolerable. The number of planes overflying our neighborhood must be shared equitably with our neighbors to the north and south (in spite of Mercer Island's wailing).

By the way, I find no fault with your "4 Poster" landing pattern that you've suggested. It demonstrates a real effort on your part to cut down landing delays and more efficiently use both runways. This comment presupposes that the left turns for south landing that involve descending over the Eastside will be shared in 1/3's as I suggested for East Turn takeoffs, despite the expected whining from Mercer Island.

Sincerely,



Howard W. Reagan
2241 Evergreen Point Rd.
Bellevue, WA 98004-2342

cc: Senator Slade Gorton
Senator Brock Adams
Representative John Miller
Representative Rod Chandler
Eastside Citizens Against Aircraft Noise

282

January 29, 1990

Mr. Richard Prang
Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

Rec'd. ANM-500 / 150

Date: JAN 31 1990

Mr. Prang,

AEA # 322

I am a resident of the city of Seattle. My wife and I live on 18th Ave. NE, directly under the corridor that southbound air traffic will take under the proposed "Four Post" plan, and which airplanes currently take on instrument landing days and some clear days.

Since the summer of 1989 I have noticed many more frequent episodes of loud airplane noise, which I consider to be loud enough to interfere with normal conversation when outdoors, and when there is less than 5 minutes between loud aircraft. For example, I sometimes listen to a small transistor radio while I am mowing the lawn or washing my car. For years I almost never heard airplane noise so loud that it could drown out the radio. Now it happens all the time. Yes, I have checked the batteries!

I attended the public hearing on the draft environmental assessment at Cleveland High School on January 24, and I have studied parts of that report. I feel that the FAA has not paid any attention to the impact of the new plan on the well-being of tens of thousands of Seattle residents who live under the new routes. A study of these impacts must be done before the plan goes into effect, so that sensible decisions to mitigate the problems can be planned and implemented in a timely manner. I recommend that the FAA produce an environmental impact statement before the new plan goes into effect. I don't believe that the DEA addressed any of the significant impacts which will be felt by the public of the Seattle area.

In particular, the DEA did not adequately address:

- . Noise levels.
- . Pollution levels.
- . Public safety in homes and schools under the flight path.
- . A more realistic measurement of noise than LDN, one which takes into account the effects of noise, not just the measurable levels.

Sincerely,

Edward H. Ringness

Edward H. Ringness
8034 18th Ave. NE
Seattle, WA 98115

Rec'd. ANM-500 / 150

Date: JAN 31 1990

January 29, 1990

Mr. Richard Prang
Federal Aviation Agency
17900 Pacific Highway South
Seattle, Washington 98168

AEA # 323

Dear Mr. Prang,

We understand it is your office that is reviewing comments on the proposed additions and changes that would increase air traffic over Northeast Seattle residential neighborhoods. As longtime tax payers and residents of this area, we insist that an environmental impact assessment be made prior to any changes that would increase the volume of low flying, high noise commercial aircraft.

The existing volume of low flying aircraft is adversely impacting the area and should itself be the subject of an environmental assessment. To increase the number of planes at low levels in this area would clearly push noise levels beyond all acceptable standards for a residential neighborhood; not to mention the increased hazards of falling aircraft parts and crashes which we all know happen from time to time.

Sunday, JANUARY 28, 1990 WAS A PRIME EXAMPLE OF WHY AN ENVIRONMENTAL IMPACT ASSESSMENT IS ESSENTIAL. The volume of low flying, loud commercial aircraft was the worst experienced in fifteen years of residence in the area. This leads to the inescapable conclusion that a study of the existing air traffic would show that any additional flight paths or volume in this area must be STOPPED.

While unpopulated areas are becoming scarce, there are still low density or 'over water' routes available so that we may preserve our residential neighborhoods for peaceful living. We insist that alternative routes in those areas be identified and chosen.

Sincerely,

Frances Huhndorf
Frances Huhndorf
7235 28th N.E.
Seattle, Wa. 98115

Lois B. Rusher

Lois B. Rusher
7236 28th N.E.
Seattle, Wa. 98115

hsc

Rec'd. ANM-500/501
Date: JAN 31 1990

MY TWPET...

Jan. 27, 1990

AEA# 324

Dear Mr. Johnson,

My family + I urge you
to support an equitable
dispersment of flights over
Clippa Hill.

We have had the
publicity of our life dramatically
reduced because of the
constant, horrible and ear
shattering noise created by
the jets.
Please send some of
the noise over mercer pls
Let's be fair!

Sincerely,
Ron, Carlita + Patricia
Evjick

285

January 30, 1990

Rec'd. ANM-500/501
Date: JAN 31 1990

Mr. Richard Prang
Federal Aviation Administration
17900 Pacific Highway South
Mail: C-68966
Seattle, WA 98168

AEA# 325

Dear Mr. Prang:

After sitting through 60+ speeches at the Public Hearing on 1/24/90, I thought that all I my sentiments had been well-expressed. However, as I was awakened this morning at 6:58 AM by the thundering racket of the jets taking off "out over Elliot Bay" I decided that I wish to include my written comments in your collection of documents, despite possible redundancy.

I find the jet noise to be extremely unpleasant---but then I haven't heard anyone say they enjoy it. I also am a realist; I know that economic growth brings increases in such unpleasanties as noise. What I do wish you to take into consideration is the amount any one area has to take. So please work on an equitable plan. Curfews might have been workable in the 1970's but not in the 1990's. If one area has to take late night, during-night and early morning overflights, I think the curfew rules need to be re-examined. Let's all have curfews---or let's abolish curfews. The jets this morning were often only 30 seconds apart; sleeping was not possible.

Also, please keep in mind that the argument "over Elliot Bay" does not mean noise-free!! The booming distraction I hear when the jets turn out over the water and increase power as they climb is certainly real.

Please make Seattle a more livable city by re-distributing the noise---especially as the number of flights increase and by working on steps to decrease the actual noise we have to hear as planes take off and land.

Finally, I wish to state that I am not in favor of developing an airport in some rural community. Why should a few people who chose to live out in the peaceful countryside have to bare the burden of noise generated by planes loaded with folks living in populated areas? Please do not give the problem to someone else. Please fix it here.

Sincerely,
Jane Halsey
Jane Halsey, R.N., M.N.
3218 Conkling Place West
Seattle, WA 98119

Leschi Improvement Council

Established 1959

PO 22391 East Union Station

Seattle, Washington 98122

Rec'd. ANM-500

Date: JAN 31 1990

Chris Senn
President

Page 2

January 23, 1990

Regional Administrator
Federal Aviation Administration
17900 Pacific Highway South, Mail; C - 68966
Seattle, WA. 98168

AEA # 326

Dear Sir:

We are writing to respond to the " Draft Environmental Assessment for Proposed Changes to Air Traffic Arrival and Departure Routes at Seattle - Tacoma International Airport ".

To begin with, we urge that the three following actions be taken:

- 1) Extend the period for responding to the Environmental Assessment.
- 2) Consider alternatives to the proposed changes that would reduce the adverse impact on urban neighborhoods, and
- 3) Undertake a full Environmental Impact Statement.

To elaborate on these measures:

- 1) Extension of the time to respond to the Environmental Assessment for written and oral testimony is needed.

Announcement of the changes was made during the holiday season. There was a lack of general public notice of the process at the time. Access to copies of the document was limited to a few individuals and to a few public libraries.

The description of the action is vague, making it difficult to assess. The maps are highly schematic. Even the consultant for the Port of Seattle has had difficulty interpreting the FAA's information, and has had to revise his analysis of the noise affects.

The updated analysis of the Port's consultant was submitted to the Options Committee only on January 18, six days prior to your due date for comment, and too late for general distribution.

Alternatives to reduce negative impacts to urban neighborhoods should be identified and evaluated prior to implementation of Major Flight Track Changes.

Currently, the Rainier Valley and the Central Area of Seattle, and areas under the most intense portions of the East Turn (the Atlantic, Mann, and Leschi neighborhoods) are most severely affected by low - flying or turning overflights.

Adverse impacts include noise (the kind which stops conversations, sleep, etc.), and air quality (exhaust and fuel dumping). It should be noted that many parts of the most intensely affected areas would otherwise be quiet neighborhoods, similar in density and lack of traffic to suburban neighborhoods.

The residential growth policies of the City of Seattle are seriously undermined by the adverse affect of air traffic noise, as demonstrated by the high apartment vacancy rate in the Rainier Valley, and the lack of population growth.

Alternatives which would reduce the adverse impacts for these heavily populated areas of Seattle for the North Flow impacts are:

Speeding the buyout of residences close to the airport. Offer cash incentives to families to move outside the 65+ idn areas.

Steeper initial takeoff climb rates.

Earlier East turns, especially for South - Bound traffic.

Use of extended, gentle turn radii (the present East Turn is severe, which intensifies noise due to power requirements.)

Use of North/South orientation of Lake Washington to steer aircraft away from highly populated areas (see attached map).

986

Distribution of the East turn into two to six zones, rotated by hour of day, or day of the week.

Preferential use of Stage Three Aircraft.

Combinations of the above, and:

Continuation of the 10:00 P.M. - 6:00 A.M. Curfew for the East Turn.

Alternatives to reduce impact from the South Flow are:

Continued use of the Elliot Bay / Duwamish corridor, by better scheduling of arrival times (perhaps by voluntary airline agreement), and by distribution of Sea - Tac traffic to other regional airports.

Curfew of nighttime traffic.

Better control of overflights to keep aircraft at a higher altitude, and operating aircraft with most quiet use of equipment.

3) Development of a Formal Environmental Impact Statement is imperative.

Air Traffic has had a major impact on the urban area. Now, a threshold of public acceptance has been reached. The growth of air traffic is apparent, and only exacerbates the public frustration.

Although the Federal Environmental Policy Act was passed in 1968, there have been no Environmental Impact Statements for several changes over the years regarding air traffic patterns and policies.

The Environmental Assessment states that there will be no effect on the area outside the 65-idn zone, yet the Assessment proposes discontinuing the curfew of the East Turn, and broadening the South Flow approach corridor over Seattle. It seems improbable to have it both ways.

The intended effect of the proposed actions to increase capacity, the result of which will be to the 65-idn zone. Judging from recent growth, the further expansion of the 65-idn zone will occur within a year of implementing the plan.

With assistance, if necessary, from our Congressional delegation, the FAA should be able to participate in Noise Mediation process, while proceeding to develop a full Environmental Impact Statement.

Impacts other than noise need to be analyzed, especially air pollution.

Alternatives need to be better analyzed.

The lack of precision in predicting affects needs much work, including field verification and adjustments.

Finally, a public process is imperative for any governmental action (other than in states of war) that directly affects the daily lives of thousands of citizens.

Sincerely Yours,



Chris Senn
President
Leschi Improvement Council

cc:
Congressional Delegation
Governor Gardner
State Legislators
County Executive
Mayor Rice
Seattle City Council
Members, Noise Mediation Team
Interested Residents

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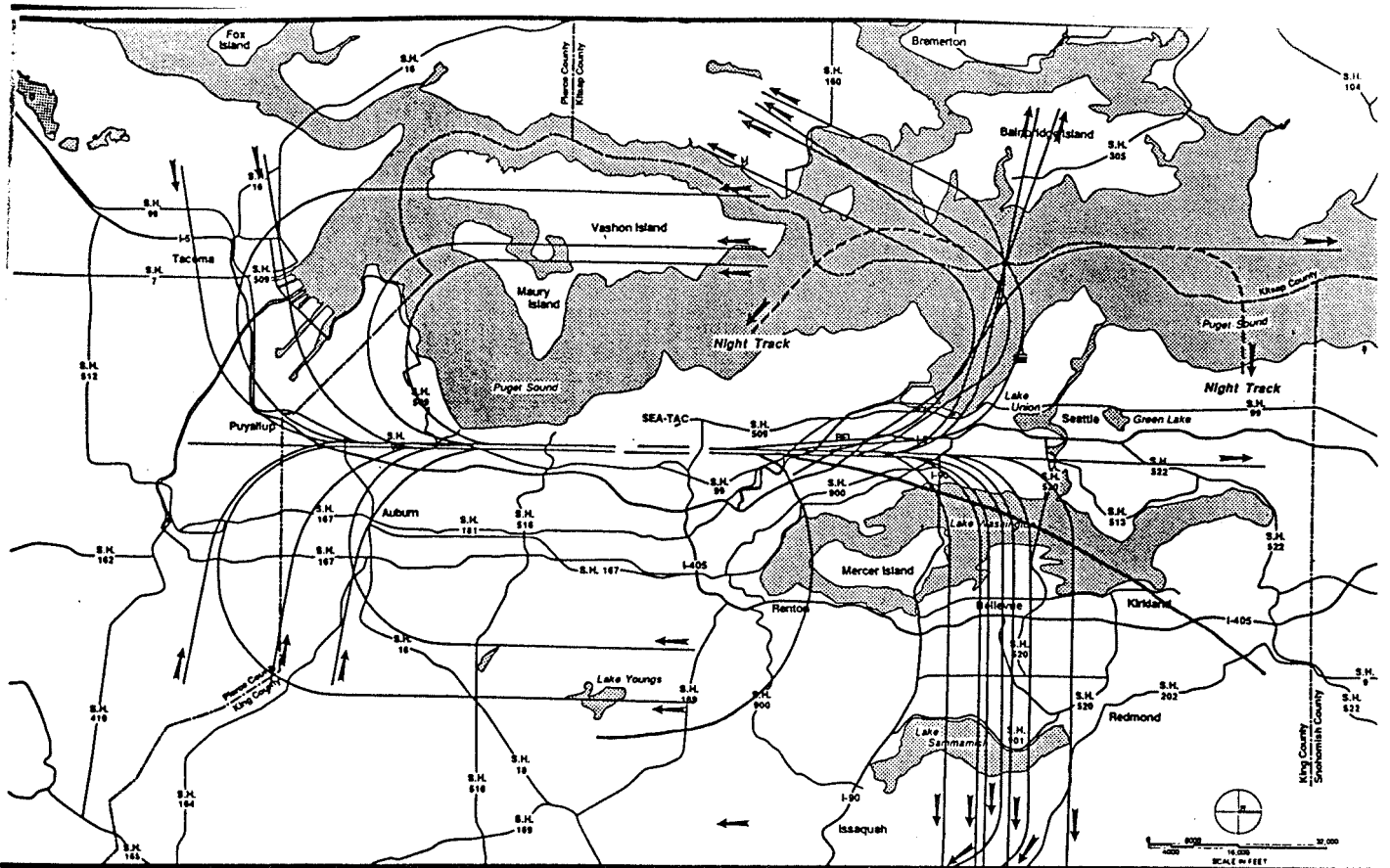


Exhibit 2-6
Flight Track Map - Jets (North Flow)

Proposed 4-Post Conditions

Noise Mitigation Project Seattle-Tacoma International Air
January 18, 1990

HEWLETT CRIVELLE ASSOCIATES & BARBARA CLARKE, INC. & COMPANY/H. BOGGS & ASSOCIATES

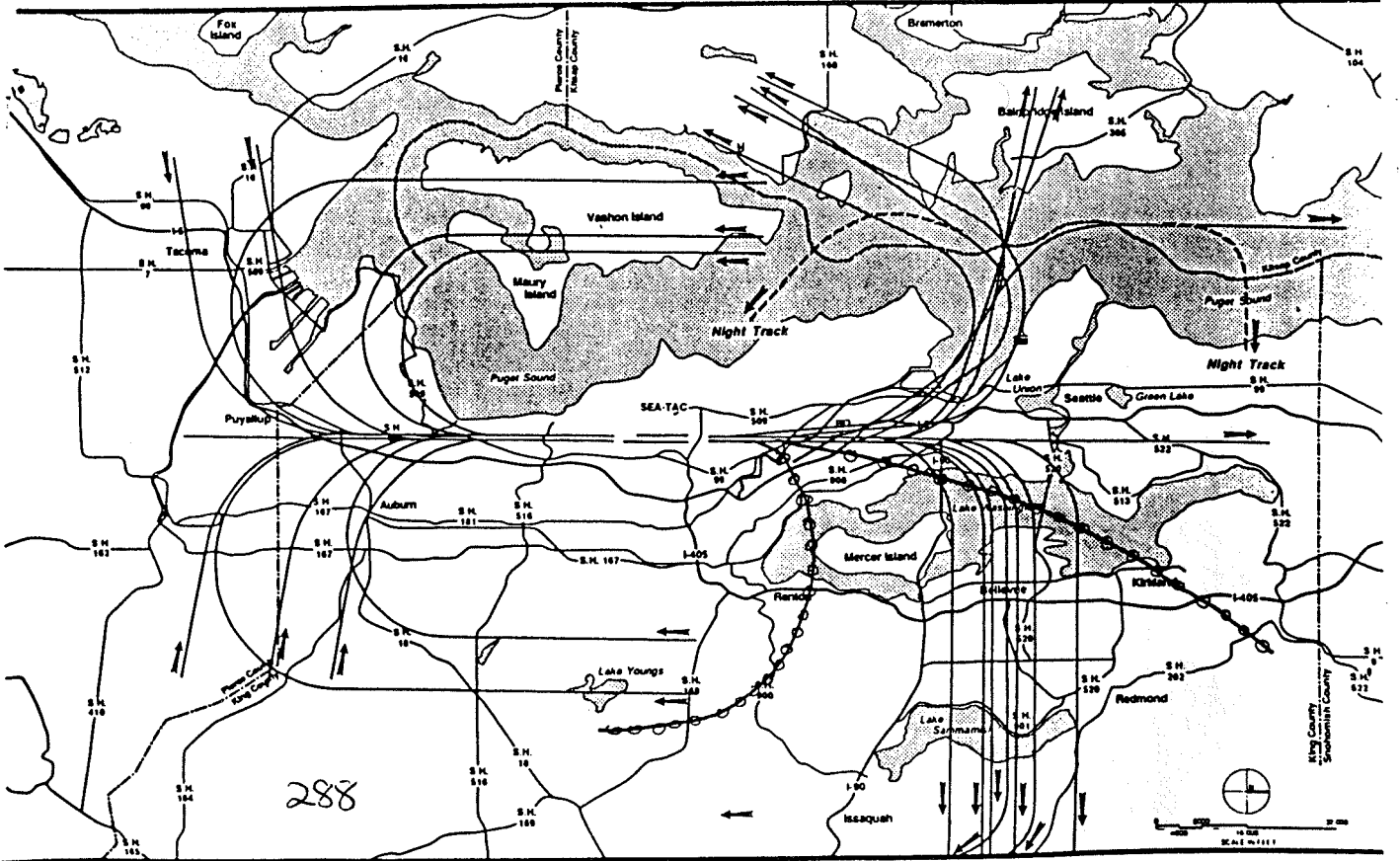
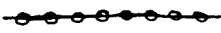


Exhibit 2-6
Flight Track Map - Jets (North Flow)

Proposed 4-Post Conditions

Noise Mitigation Project Seattle-Tacoma International Air
January 18, 1990

HEWLETT CRIVELLE ASSOCIATES & BARBARA CLARKE, INC. & COMPANY/H. BOGGS & ASSOCIATES

Modified Routing 

1/29/90

Mr. Richard Prang

Federal Aviation Administration

17900 Pacific Highway South

Mail C-68966

Seattle, Wa 98168

MAIL ROOM

DATE: JAN 31 1990

AEA # 327

Dear Mr Prang:

I am opposed to the FAA's proposed rerouting of planes ("4-Post Plan") as presented by the FAA's December 22, 1989 draft Environmental Assessment. I believe the FAA should be required to prepare an environmental impact statement documenting the following:

1) changes in noise levels below the 55-65 Ldn contour area over neighborhoods. As a northwest end of Greenlake resident, I can assure you that the level of noise we experience from airplanes over our home on poor weather approaches is disruptive to sleep and general living. Quiet neighborhoods are adversely affected by changes in noise levels below what the FAA seems to consider significant.

2) real noise levels resulting from the proposed changes - not computer simulations averaging results over a 24 hr. time span.

3) Seattle has set a precedent for reducing noise in neighborhoods. Federal + state money and legislative effort has been expended to reduce noise (1) boom-box ordinance - Seattle (2) Fearing noise reduction concrete barriers erected along I-5 from University to 175th Ave. out, (3) CAP on I-90.) Increasing aircraft noise levels violates this precedent.

bcl

4) The Puget Sound region of Washington is close to the transportation system's capacity. Boeing is planning with the airlines - so are other businesses. Increased utilization of SeaTac airport and not actively exploring and developing alternative future airport is short-sighted and "behind the times". The "4 post" plan works to make a currently bad situation worse by further compromising the quality of life reasons that keep natives like me here!

5) The Environmental Assessment is vague and full of generalizations about how and how much the proposed rerouting will impact residential neighborhoods not constantly disturbed by aircraft noise. You owe it to us to explore these impacts realistically before you make major changes to something that drastically affects the quality of life in our neighborhoods.

Sincerely,

Heidi Nelson

HEIDI NELSON

1336 N 78th

Seattle, WA 98103

8225 17th N.E.
Seattle, WA 98115

January 29, 1990

Richard Prang
Federal Aviation Administration
17900 Pacific Highway South
MAIL C-68966
Seattle, WA 98168

AEA # 328

Dear Mr. Prang:

After reviewing the FAA's Environmental Assessment for the proposed rerouting of air traffic in the Seattle area, I have concluded it is yet another example of the kind of piecemeal planning that is destroying this region. If the recommendations of the EA are enacted, we can chalk up one more victory for the forces of unrestricted commercial avarice, one more defeat for the quality of life in nation's most livable city.

Nowhere in the EA is consideration given to a long-range growth plan. A spokesman did assure the audience at an FAA briefing on January 2 that there is only room for one more runway at Sea-Tac. However, Los Angeles found room for multiple runways and grew to three times the capacity of Sea-Tac before an alternate airport at Costa Mesa was built. On page 3, the EA cites a Sea-Tac volume increase of 25% in a 33-month period ending in 1989. If that rate of growth were actively fostered by the Port of Seattle and dutifully accommodated by the FAA, our traffic level would double in 8 years and surpass Los Angeles in just 13 years. Such a torrid rate may not actually be sustained, but the trend is clear. Once the FAA establishes its ability to expand routes at its own discretion, there will be no limits on noise pollution in Seattle and its environs.

The root cause of FAA's current problem appears to be the periods of peak demand engendered by the airlines' "hub-and-spoke" scheduling practices. On page 5, the EA alludes to what it calls "peaks of demand and delays" which it analyzes as follows:

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At several times during the operating day, demand services alternate between arrival "banks" and departure "banks". This occurs because of the marketing strategies used increasingly by the air carrier(s)...over the last decade.

On page 15 a more convenient cause of delays is proclaimed:

The unacceptable element of delays at Sea-Tac stems not from airline scheduling practices, but from constraints on the FAA's utilization of navigable air space.

Clearly, the root cause of delays is the periods of peak demand, not FAA's inability to deal with the problem by expanding routes. Unfortunately, the EA provides only sketchy information with which to quantify the severity of this problem.

Extrapolating from data on page 3, there apparently are 10 to 15 flights per day experiencing 15 minute delays due to demand peaks. One news article indicated a single peak occurs around noon and is related to business travel. Since new routes will provide only 14 additional arrivals per hour, FAA's additional capacity would seem to benefit only a relative handful of travelers for only a small percentage of the total 24-hour day. Moreover, these benefits are realized on only 60% of total flight days that comprise south flow patterns. For this very marginal gain, entire new territories will be opened up and conditioned to overhead noise pollution. Once this threshold is breached, advancement to the Los Angeles level of pandemonium could then proceed without opposition in imperceptible incremental steps.

Nowhere in the EA are alternative solutions to the peak loading problem discussed. For instance, there is no reason why the Port of Seattle cannot raise air fares sufficiently during critical peak periods to spread traffic more evenly throughout the day. As was brought out at a January 2nd hearing at NOAA, the present landing fees are in the neighborhood of \$300 to \$400 per flight. This works out to no more than \$2 per passenger, less than one percent of average fares. If necessary, landing fees could be increased ten times or more during noon-time peaks and they would still not impose an undue burden on the air traveler. Increased fees would be a proper source of funding for a new airport, a subject never seriously discussed in the EA.

Other promising alternatives could be cited. They would all add up to the same conclusion the EA is woefully inadequate. Its contents are couched in almost incomprehensible jargon which is undocumented in the glossary. There can be no question that the FAA should be required to provide a very detailed Environmental Impact Statement before proceeding with any part of its planned expansion of service at Sea-Tac International.

Finally, the vaunted noise impact study promised at the January 2nd briefing turned out to contain only average noise levels which are useless in assessing the Chinese water-torture effect of turbojets screaming overhead at short intervals. The FAA owes the public a genuine study. Why not schedule a series of actual turbojet overflights in the planned traffic routes on weekends for several weeks? The public could then respond to clearly perceived realities rather than conjectures of the FAA.

Yours truly,


Robert C. Slate

Dear Mr. Johnson

AEA # 329

I offer the following comments relating to the proposed revisions to flight patterns in/out SeaTac:

1. I reside in the beach / Mr. Baker vicinity and have been quite disturbed ~~over~~ by the noise that I hear by planes using the approach located east of I-5.
2. Who gives the FAA the authority to make revisions that affect peoples lives, i.e. disturbance from noise and potential property devaluation.
3. We need a new airport if SeaTac is at capacity. This option will pass the financial liability on to all in the Seattle locale rather than the residents who will incur devalued property values.
4. Until this issue gets settled, why and how can we not have quiet times such as 9:00 pm thru 8:00 am

Please postpone use of the new patterns until the issue can be settled

Thank You

Ed Gemkow
1431 Lakeside S.
Seattle WA 98144

1/30/90

Steven L. Dubinsky
1755 NE Naomi Place
Seattle, WA 98115

Rec'd ANM-500

Date: JAN 27 1990

FAA, NW Mountain Region
17900 Pacific Highway South, C-68966
Seattle, WA 98168
Attn: Temple Johnson, Air Traffic Division Mgr, ANM-1

January 28, 1990

AEA # 330

Dear Mr. Johnson:

As a resident of the Ravenna neighborhood of Seattle, I want to voice my opposition to the newly proposed air traffic patterns which will route significantly more traffic over my home during periods of good weather. During times of inclement weather there is already a problem with the noise levels generated by aircraft coming in for landings at SeaTac and to add to that noise pollution is unfair in that it forces those of us who live beneath the pattern to bear the brunt of a problem which ought to be borne by those who fly.

A more equitable solution to the problem would be to increase the landing capacity of the airport such that a pattern which brings planes in over the Sound could be implemented. If this necessitates additional runways, then they should be constructed at the expense of those who utilize the airport. This could be accommodated by a tax on flights into and out of SeaTac.

It is simply unfair to take action which so dramatically and negatively impacts the quality of life of those of us who neither benefit from nor desire the growth which accompanies increased air traffic without looking to more evenhanded policy to support and absorb this growth.

In no way do I approve of the increase in flyovers of this residential neighborhood. The Port must look for a more suitable solution to its problems. My neighbors share my opinion and will be writing as well.

Sincerely,


Steven L. Dubinsky

cc: Mr. Fred Isaac, Regional Administrator, ANM-1

Rec'd. ANM-500

JAN 31 1990

Date:

DRAFT ENVIRONMENTAL ASSESSMENT
FOR PROPOSED CHANGES TO AIR
TRAFFIC ARRIVAL AND DEPARTURE
ROUTES AT SEATTLE-TACOMA
INTERNATIONAL AIRPORT

COMMENTS OF
CITY OF BELLEVUE

AEA # 331

COMES NOW, the City of Bellevue per Richard L. Kirkby, Assistant City Attorney and submits the following comments with regard to the FAA's draft environmental assessment (EA) for proposed changes to air traffic arrival and departure routes at Seattle-Tacoma International Airport.

Position of the City of Bellevue

Before making specific comments to the draft EA, the City of Bellevue ("Bellevue") would like to comment with regard to the FAA's decision to proceed with the Four Post Plan independent of the efforts of the Noise Mediation Project.

Bellevue supports the Noise Mediation Project and its avowed purpose of reaching consensus between noise impacted residents, the airlines, the Federal Aviation Administration (FAA), the Port of Seattle, and airport users to develop and implement new noise abatement programs for Seattle-Tacoma International Airport. Bellevue believes that the mediation process is the best way to achieve a viable solution to noise related problems which is equitable to all participants.

The FAA's proposal to implement the so-called "Four Post Plan" for arrival and departure procedures is in derogation of the mediation process and has the effect of preempting the efforts of all participants in that process. Bellevue believes that the FAA has a commitment to the residents of the Puget Sound Region to continue to participate in the mediation process and to refrain from taking premature actions which jeopardize that process. While Bellevue can appreciate the FAA's frustration with the progress of the mediation effort, the FAA must recognize that the complexity of the issues and the diversity of viewpoints on these issues necessarily result in a more protracted process. Bellevue believes that a consensus solution is worth the effort and time required.

Sea-Tac has been a national leader in attempting to reduce aircraft related noise while at the same time maintaining high standards of flight safety and efficiency. The FAA's proposed action flies in the face of this laudatory precedent and can only result in further delays in implementing procedures generally acceptable to all participants in the mediation process.

The FAA's action has the effect of turning the agenda for the mediation process upside down. After much deliberation, participants in the mediation process, including the FAA, concluded that they would consider aircraft noise issues and related mitigation measures in the following order: overall noise levels associated with Sea-Tac operations, incidents in time (e.g., nighttime noise and curfews), and incidents in place (e.g., flight tracks or corridors). The prioritizing of this agenda was an important factor in trying to achieve a

successful result from the process since it focused on issues that are of general import to all noise impacted residents while leaving the most divisive issue of flight tracks as the last issue to be addressed.

As a practical matter, this approach makes a great deal of sense as it represents a commitment to reduce overall aircraft noise (which should be everyone's goal) to the greatest extent possible before determining equitable ways of sharing the impacts of the noise that remains. The FAA's proposed action has the necessary effect of raising the issue of flight track location to the forefront thus potentially pitting neighborhood against neighborhood.

Bellevue recommends that the FAA reject this approach and return to the mediation process which has the potential for an equitable and lasting result.

The Environmental Assessment

The purpose of this memorandum is to submit comments to the FAA on the draft EA. In order however for the EA and the comments made thereto to provide any worthwhile assistance to the FAA in determining whether or not to implement the proposal or alternative proposals, the EA must be prepared with that purpose in mind. In short, the FAA must intend that the document it is preparing will serve some useful purpose. Even a summary review of this EA leaves one with the unmistakable conclusion that the EA as drafted can serve no useful purpose and was probably never intended to.

Despite its title and the fact that the FAA purports that this document is "an assessment of the environmental effects of proposed alterations to arrival traffic patterns," the document is not an environmental assessment under even the most strained interpretation of the term. The document is merely an efficiency study of a number of alternative flight tracks. The FAA has simply retitled its previously issued "Air Space Study" and placed an introduction and new cover sheet on that study.

While the document purports to be an environmental assessment, there is, in fact no environmental analysis of the impacts of the proposal in the entire document. As one staff member has pointed out, there is no noise analysis where the noise is, only where it isn't.

By law, an EA serves as the basis for evaluating the proposal and evaluating various viable alternatives to that proposal; here, that purpose is lost. The draft EA is in contravention of the purpose and policy of the National Environmental Policy Act, 42 USC Section 4332 and the regulations and orders of the FAA and the Council on Environmental Quality ("CEQ") implementing NEPA.

Applicable Law and Regulations

The purpose of NEPA is to insure that federal agencies contemplating major actions engage in a thorough and searching review of the potential environmental effects of that proposed action, and that such federal agencies carefully consider alternatives before selecting a specific course of action. While recognizing that NEPA is a procedural rather than a substantive statute and that an agency may go forward with an action that will in fact cause harm to the environment, all federal agencies are mandated by law that they first

fully consider potential effects to the environment; alternatives to the proposed action; and possible methods to mitigate negative impacts on the environment.

The Council on Environmental Quality ("CEQ") has implemented the policies of NEPA through the adoption of federal regulations contained in 40 CFR §§ 1500-1508. These regulations are binding on all federal agencies, including the FAA. In addition, each agency, including the FAA, has its own set of NEPA implementation regulations which are applied in conjunction with the CEQ regulations. The FAA has adopted FAA Order 1050.1D as its NEPA implementing regulation.

The FAA is required to prepare an EA any time it proposes to engage in a "major federal action." Pursuant to CEQ regulations, the FAA has promulgated lists of certain types of actions which are typically subject to an EA, as well as those which categorically are excluded from the requirement of preparing an EA or EIS. The FAA has categorically exempted proposals pertaining to new or altered approach, departure, and in-route procedures at or above 3,000 feet from the requirement of preparing an EA (see FAA Order 1050.1D (Paragraph 4(k))). However, FAA regulations require even those actions which are categorically exempt to be subject to an EA if it can be established that the federal action (a) will likely result in a significant impact on noise levels in noise sensitive areas, (b) will have a significant impact on air or water quality, (c) has created a significant controversy on environmental grounds, or (d) is inconsistent with federal, state, local, or administrative law. FAA Order 5610.1C 4(d)(1); FAA Order 1050.1D 32(f).

The FAA initially took the position that the proposed Four Post Plan was categorically exempt from the requirement of filing an EA. Bellevue believes that the FAA's initial position was incorrect as a matter of law. Perhaps recognizing this legal deficiency, the FAA determined to prepare and submit an EA on the proposed action. While this action is commendable, Bellevue must note that the EA so prepared must meet the requirements of NEPA, the CEQ regulations, and the FAA's own implementing order. The draft EA completely fails to meet those requirements.

Environmental Assessment Requirements

FAA Order 1050.1D requires that prior to undertaking an action which has not been exempted under the Order,

"all relevant environmental factors shall be assessed.... If it is concluded that the proposed action is a major federal action significantly affecting the quality of the human environment, the responsible official shall prepare and file an EIS."

It is important to note that the FAA's own implementing order requires the environmental assessment to assess "all relevant environmental factors," not merely to assess those environmental impacts factors which it deems are "significant."

The CEQ regulations specifically define an environmental assessment as follows:

"Environmental Assessment:

- (a) Means a concise public document for which a federal agency is responsible that serves to "(1) briefly provide sufficient evidence and analysis for determining whether to prepare an Environmental Impact Statement or a Finding of No Significant Impact. (2) Aid an agency's compliance with NEPA when no Environmental Impact Statement is necessary. (3) Facilitate preparation of a statement when one is necessary.
- (b) Shall include brief discussions of the need for the proposal, of alternatives as required by Section 102(2)(E), the environmental impacts of the proposed action and alternatives, and a list of agencies and persons consulted. 40 CFR Section 1508.9."

FAA Order 1050.1D specifically adopts the CEQ regulations' definition of an environmental assessment.

The EA is supposed to operate as a working document. Its purpose is to facilitate review of all environmental impacts, not just significant environmental impacts. In contravention of this requirement, the FAA has provided no assessment of environmental impacts, but has rather proceeded in a self-serving fashion based solely on internal and outmoded standards to the conclusion that there are no significant impacts and therefore that an EIS need not be prepared. Further, contrary to the requirements of its own order, the EA provides no analysis of the environmental impacts of the alternatives which would facilitate comparison of such alternatives. The analysis actually interferes with such a comparison.

The EA is therefore fundamentally flawed. Whether the environmental impacts of the proposal are significant or not, they must be studied. In fact, the only way to determine whether an environmental impact is significant is to analyze that impact. There is no empirical evidence provided in the environmental assessment to support the FAA's conclusion of no significant impact. The conclusion reflects circular logic based solely on the FAA's own definitions and standards.

FAA Analysis

The FAA's conclusion that the proposal and the alternative proposals pose no significant environmental impact is premised entirely on its reasoning at page 58 of the EA that:

In all cases, alternative arrival and departure route changes occurred beyond either the north or south ends of the existing 1988 DNL 65 Noise Exposure Contour. Therefore, the DNL 65 and greater noise contours will not change. Given that the DNL 65 and greater noise contours do not change, all locations outside of the DNL 65 contour remain compatible with the airport... For the proposed changes in north or south pole patterns to affect the noise contours presented in Exhibit 2, the changes would have to

take place within the DNL 65 contour since it is aircraft flight in this area that produces the noise depicted by the noise contours. (emphasis supplied)

This is sophistical logic of the highest order. Not only is it analytically incorrect, but it is completely unsupported by any empirical data. Under this reasoning, the FAA would reach the absurd result that a B-52 bomber seven miles out and flying at an altitude of 50 feet would have no significant noise impact since it would not be over areas included within the existing 65 Ldn contour!

The FAA has simply ignored a number of crucial factors. There is nothing in the environmental assessment to indicate that the FAA did anything to review the boundaries of the existing 65 Ldn contours. Neither did the FAA consider whether the location of the new flight tracks and the increased number of aircraft using those flight tracks would alter the existing 65 Ldn contour.

The FAA also appears to contend that the act of moving existing noise to different locations does not require further environmental review. The Court in City of Irving, Texas v. FAA, 539 F. Supp. (1981), specifically rejected that argument. In that case, the FAA argued, in support of its proposal to modify flight tracks, that it had not taken any action to increase overall noise over the Dallas/Fort Worth area, since the same number of flights were arriving and departing from the DFW airport every day. The noise from the aircraft, the FAA argued, had simply been redirected, and since the FAA had taken no action which increased or decreased the total amount of noise in the Dallas/Fort Worth area, there was no significant environmental impact. The Court however concluded that:

"This same argument could support a contention that no EIS would be required even if the new south departure path on runway 13L is intended as a permanent use. Although this issue is not presently before the Court, there is no doubt that an environmental impact statement will be required if the proposal is made that the runway 13L test route be made permanent... The mere fact that the DFW aircraft noise is being moved from one area to another does not change this conclusion."

It should be noted that the only reason the Court in the City of Irving case did not require an EIS was because the use of the new flight path was temporary in nature (60 days). The Court specifically indicated that if the action were permanent, an EIS would be required.

Addressing a similar issue, the Court in Runway 27 Coalition, Inc. v. Engen, 679 F. Supp. 95 (D MASS.1987), also rejected the FAA's argument:

"In light of this evidence, defendants argue that even though changes may have caused new patterns of distribution of the flights over particular segments of this fan-shaped area affected by the original procedures, the impact on the environment of the new distribution of flights is not significantly different from the impact of the old distribution, because no new area is affected."

Necessarily implicit in this argument is the unexpressed premise that a significantly different impact on the individuals living in different segments of this fan-shaped area is wholly irrelevant."

Despite the fact the EA limits its "noise analysis" to those areas within the existing 65 Ldn contour, there is nothing in the FAA's regulations which permits such a limited review. FAA regulations define a significant noise impact resulting from altered flight procedures as a "20 percent reduction in distance between a noise sensitive area and the aircraft." FAA regulations do not limit such significant impacts only to those noise sensitive receptors within the 65 Ldn or greater contour. The EA never addresses the reduction in distance between the rerouted aircraft and any schools, hospitals, or residential neighborhoods.

Additionally, the FAA ignores the fact that significant noise impacts may occur outside the 65 Ldn contour. The FAA's determination to consider "significant impacts" only within Ldn contours of 65 or greater is inconsistent with NEPA and CEQ regulations. The test is simply whether there are significant impacts. There can be significant impacts even though they occur within a 60 Ldn or lower noise contour. For example, in a pristine wilderness which has never been subjected to any aircraft noise, the intrusion of one aircraft, which would raise single event noise levels to unprecedented heights, can quite readily be seen as a significant impact despite the fact that Ldn levels would remain statistically insignificant. Similarly, in a residential neighborhood, where residents have not been exposed to aircraft noise and have not, for example, noise-insulated their homes, the overflight of aircraft, even at 55 Ldn levels, may result in interference with sleep due to single event noise levels; clearly a significant impact.

Comparison of Alternatives on the Basis of Environmental Impacts

One of the stated purposes of NEPA and the implementation regulations is to allow a federal agency to compare alternatives on the basis of the environmental impacts of those alternatives. The FAA, however, has provided no environmental assessment basis on which to make such comparison. We are left with no idea, for example, how on a comparative basis alternative #2 compares to alternative #11 as far as its impact on the environment. Neither are we provided with any basis to compare the FAA's preferred alternative to any of the other alternatives. This is precisely because this document is an efficiency study and not an environmental assessment.

While the EA provides a basis for comparing the alternatives from an efficiency and operational standpoint, it provides no basis for comparing from an environmental impact standpoint. We are simply told that neither the preferred alternative nor any of the alternatives will create significant environmental impacts and, therefore, that we should not worry about the relative environmental impacts of each alternative. This failure directly violates 40 CFR Section 1508.9(b), which specifically requires that each environmental assessment "include brief discussions of; the need for the proposal; the alternatives as required by Section 102(2)(E); and the environmental impacts of the proposed action and alternatives."

EA Noise Analysis Is Defective

To the extent that there is any noise analysis provided in the environmental assessment, it is defective for the reasons that follow.

Comparative and Cumulative Impacts Not Analyzed

There is no analysis of noise impacts caused by increased numbers of aircraft overflights despite the fact the apparent purpose of implementing the Four Post Plan is to increase landing capacity, especially at "peak hours." Yet, there is no discussion in the environmental assessment of the impact of those increased number of flights.

Further, despite the fact that implementation of the Four Post Plan would bring a significant number of new arriving flights over the Eastside, there is no discussion or analysis of the impacts to eastside communities from such additional flights. The FAA has simply assumed that the 65 Ldn contour will not change regardless of the admittedly significant increase in arriving flights. The FAA has provided no empirical or analytical data or analysis to support that assumption. The fact that implementation of the Four Post Plan would allow simultaneous landings of aircraft in south flow days is not even discussed despite the fact such action would by necessity seem to result in the intensification and relocation of noise within existing 65 Ldn contours.

The EA fails to consider cumulative impacts in areas that are already subject to high background noise levels. For example, residents along the I-90 corridor may already be subject to an Ldn level of 60, which level may significantly exceed 65 Ldn with the addition of the proposed overflights. Thus, despite the fact that new 65 Ldn contours may be created in outlying areas, the FAA has provided no analysis of such impacts.

Neither is there any analysis of comparative impacts on receptors under different flight paths. It is inappropriate to assume that a person under an existing flight path and a person under a new flight path will experience the same impacts or that, subjectively, those impacts will be considered the same by both people. The person who has not been subject to overflights is likely to consider such intrusions significant impacts.

Ldn Standard Not Adequate Measure of Noise Impacts

Of special concern is the FAA's total reliance on the 65 Ldn standard for reviewing noise impacts. Not only is the 65 Ldn standard too high (it should be reduced to 60 or 55 Ldn), but it fails to take into consideration single-event aircraft noise. The Environmental Protection Agency ("EPA") has recently submitted comments to the FAA discussing the inadequacy of the FAA's 65 Ldn standard and recommending that the FAA begin to review noise impacts within the 60 or 55 Ldn contour and, importantly, that the FAA also include in all noise reviews an analysis of the sound exposure level ("SEL") in noise sensitive areas. Use of an SEL standard would be particularly useful in comparing exposure levels in various affected communities.

Since EPA is charged with reviewing all federal agencies' NEPA implementation regulations and since EPA has gone on record as stating that the 65 Ldn standard is inadequate, the City contends that the FAA's use of the 65 Ldn standard is not acceptable.

The significance of employing a more sensitive Ldn standard is reflected in the Preliminary Noise Analysis of the Proposed FAA Four Post Plan (Exhibit A) prepared by consultant Paul Dunholter for the Noise Mediation Options Subcommittee. Comparison of Exhibit 5 (Current Conditions Annual) with Exhibit 12 (Proposed Four Post Conditions - Annual) shows a significant expansion of the 50 Ldn contour north across the ship canal in Seattle and east across I-405 in Bellevue. The 55 Ldn contour also bulges north into the Mountlake area. Comparison of north flow Ldn contours shows a similar movement. The report also indicates an increase of 1.8 Ldn during south flow days at location E/1 near Kelsey Creeek Park in Bellevue. While the 65 Ldn level is not exceeded, the impact of such noise is significant to the people affected; yet there is no analysis of these impacts whatsoever in the EA.

The limited capability of a 65 Ldn standard to effectively assess noise impacts is obvious and can be illustrated by the following scenario. Given the operation of aircraft within a 55 Ldn contour, the fact that one aircraft of many may fly over a house at 50 feet may not be statistically significant enough to increase the overall Ldn to 65; however, the direct impact of that one overflight may be significant, if not dramatic. Suffice to say that the owner of a house whose roof has just been removed by such a close encounter would undoubtedly consider that occurrence to be a significant impact regardless of what the average noise level for that particular twenty-four hour period may be. Averages, as anyone knows, can be quite deceiving. A SEL standard would provide a realistic approach to analyzing such an impact.

Alternatives Modeling

The noise analysis for each of the alternatives needs to be modeled specifically with regard to the conditions specified in each alternative. There is no attempt to model based on such factors as engine types, time of operations, fleet mix, etc. The FAA has failed to use its own "integrated noise measurement" ("INM") model as required for all EA's, EIS's, and Part I Studies.

Non-Noise Related Impacts

While the EA at least referenced noise-related impacts, it does not even mention other impacts that may be highly significant. The fact that aircraft flights over Bellevue will increase by almost 60 daily (and perhaps more if overall air traffic volume increases) obviously increases the possibility of a mid-air collision over Bellevue or resultant injury or damage due to loss of aircraft parts. The proposed Four Post Plan would reroute traffic from an arrival approach over the waters of Elliot Bay and place it over the high population density areas of the Eastside and North Seattle. As demographer Chandler Phelps testified at the public hearing on the draft EA, the Four Post Plan would move flights over the most populated area in the Northwest.

There can be no argument that a mid-air collision or loss of an engine would not have a significant impact on the people below such event. It is also obvious that increasing flights over Bellevue increases the probability of such an incident occurring; yet there is no discussion or analysis of such potential impacts.

There is also no discussion of potential increases in air pollution as the result of increased flights over the Eastside. Existing pollution levels caused by cars, trucks, buses and other forms of land transportation may be significantly exacerbated by aircraft emissions.

Significant Impacts Probable

The stated purpose of preparing an environmental assessment is to make a determination whether the proposal may have significant environmental impacts. NEPA and the implementing regulations do not require that there be a showing of certainty of environmental harm in order to require the preparation of an EIS, but rather that there is a reasonable possibility that the project would cause significant environmental impacts. The issue is whether implementation of the proposed Four Post Plan may cause a significant degradation of some human environmental factor, not whether in fact it will.

Because the EA is so totally deficient, it fails to provide an analytical basis on which to make a determination whether or not there are significant impacts. However, even recognizing that deficiency, certain significant impacts appear probable.

Despite the fact that arrival flights over the Eastside will increase dramatically (59+), the FAA did not consider whether the new procedures as well as the increased number of aircraft which would make use of such procedures would alter the existing Ldn contour. It appears from the EA itself that the 65 Ldn contour lines must likely be expanded to take into consideration the increased volume and use of the parallel runways under south flow conditions where only one runway is currently used. If the 65 Ldn contour is moved laterally or if a 1.5 Ldn increase in noise can be shown within an existing 65 Ldn contour, by the FAA's own regulations a significant impact has occurred necessitating preparation of an EIS.

Empirical evidence from the Dunholter analysis indicates that the 50 and 55 Ldn contour would be expanded to the north over Seattle and to the east over Bellevue. EPA would apparently recognize this as a significant impact; the FAA should too.

Use of a sound exposure level (SEL) standard to measure single-event aircraft noise would likely indicate nighttime interference with sleep where none previously existed. Peter Brissing, an expert in environmental health from the University of Washington, testified that what is important in terms of evaluating the effect of noise impacts on individuals is the impact of single event aircraft noise; that is what disrupts daily life, not twenty-four average noise levels. The fact that people not previously subject to aircraft overflights are for the first time made subject to such overflights will likely result in a disruption of existing sleep patterns in at least a number of such

individuals. Interference with sleep has consistently been recognized as a significant environmental impact whether or not such individuals reside within or without the 65 Ldn contour.

Finally, it is also likely that noise increases may be significant in one area and not in another for reasons which are independent of the existing 65 Ldn contour, because of preexisting conditions including existing background noise in that area. Areas such as along the I-90 corridor that may currently be subject to noise at 60+ Ldn levels may reach or exceed the 65 Ldn contour level when additional noise from overflights is added to existing noise backgrounds.

The unmistakable conclusion is that the proposal may result in significant environmental impacts.

Public Review Process

Despite the fact that implementation of the Four Post Plan will directly affect the daily lives of thousands of citizens within the Puget Sound region, the FAA initially provided for no public participation in the decision-making process. The FAA's apparent belief that the comments of these people aren't important shows a surprising insensitivity to the public process. Only after pressure was placed on the FAA by the state's congressional delegation did the FAA finally relent by scheduling a three hour public hearing.

While better than nothing, the hearing failed to provide a reasonable opportunity for citizens to present their comments. More than 105 people signed up to speak at the hearing (many more were discouraged from speaking because of the limited time and the number already signed up) yet almost forty percent of those signed up weren't able to speak. Further, the three minutes provided to each speaker was woefully inadequate to present any meaningful comment.

Further, from the perspective of eastside, north Seattle and north Tacoma area residents the time and location (7:00 p.m. at Cleveland High School on Beacon Hill) was particularly inconvenient. This was especially true for those people that are most directly impacted by daily aircraft noise; the elderly and the infirm who are at home during the day. Additional meetings should be scheduled during the day on the eastside as well as north Seattle and north Tacoma to allow those residents a reasonable opportunity to present their comments.

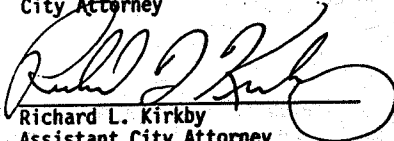
Conclusion

The draft EA is so inadequate that it fails to provide any guidance to the FAA in determining whether to implement the proposed Four Post Plan or any of the alternatives proposed thereunder. Contrary to the purpose of NEPA, as implemented by the CEQ regulations and the FAA order, to provide an effective tool to analyze the environmental impacts of the proposal, the draft EA provides no analysis of environmental impacts, much less the extent of those impacts. The FAA's conclusion that there are no significant impacts is not based on a review of the extent of the potential impacts, but is rather a bootstrapping justification for an end result apparently desired by the FAA. Bellevue believes this is in direct contravention of the purpose and spirit of NEPA.

Bellevue contends that a proper environmental assessment would indicate that significant impacts from the proposal are probable and, therefore, that an Environmental Impact Statement must be prepared. The FAA cannot merely go through the motions, producing an environmental assessment, issuing a Finding of No Significant Impact (FONSI), and then implement the proposal without first complying with NEPA. Bellevue strongly urges that the necessary and required environmental analysis be undertaken and that at the same time the mediation process continue, hopefully to produce a result that all residents of Puget Sound can comfortably live with.

Respectfully submitted this 29th day of JANUARY, 1990.

Richard L. Andrews
City Attorney



Richard L. Kirkby
Assistant City Attorney
City of Bellevue

PRELIMINARY NOISE ANALYSIS OF THE PROPOSED FAA 4 POST PLAN

NOISE MEDIATION

OPTIONS SUBCOMMITTEE

JANUARY 4, 1990

297
LbC

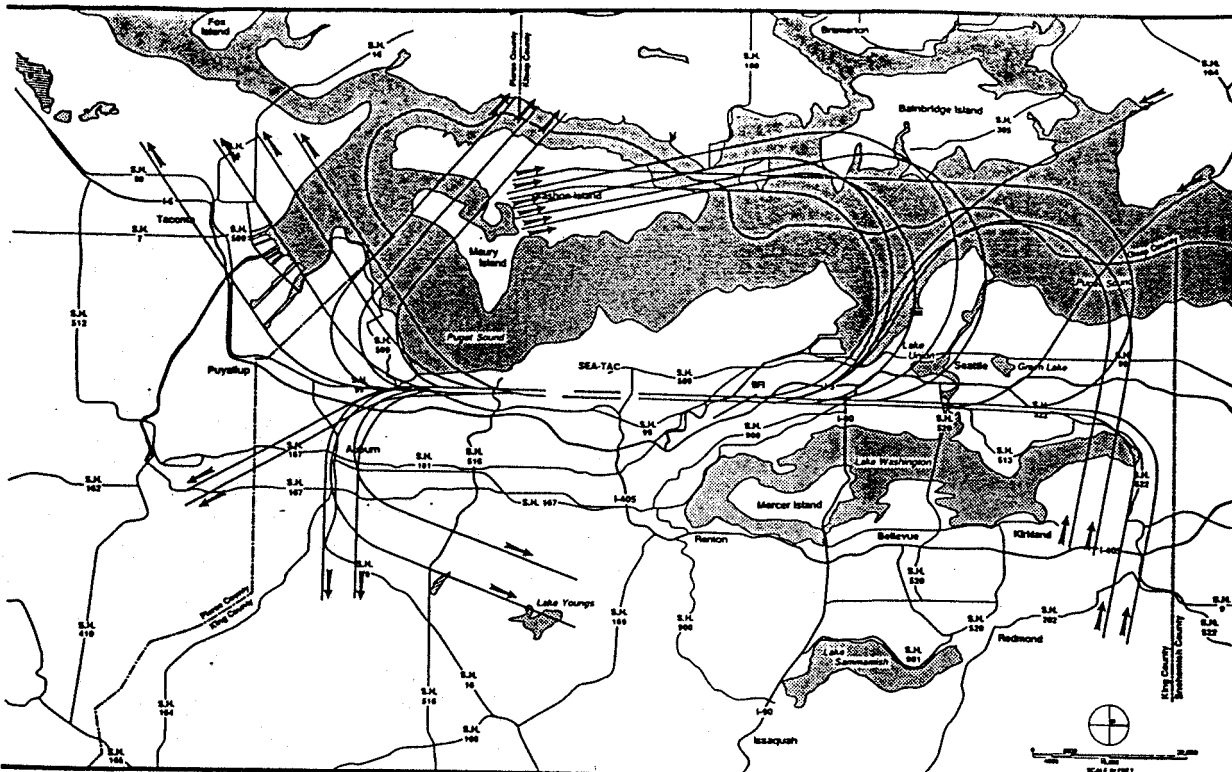


Exhibit 1
Flight Track Map - Jets (South Flow)

Current Conditions

Noise Mitigation Project Seattle-Tacoma International AB

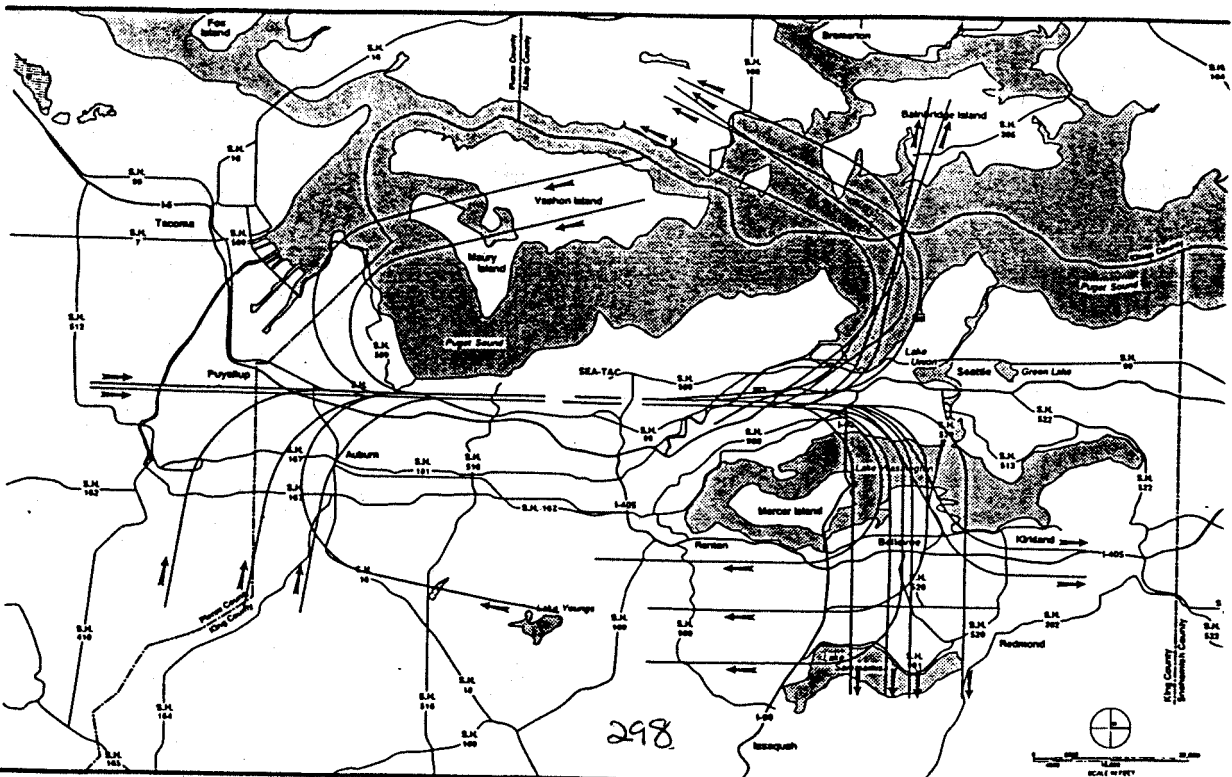


Exhibit 2
Flight Track Map - Jets (North Flow)

Current Conditions

Noise Mitigation Project Seattle-Tacoma International AB

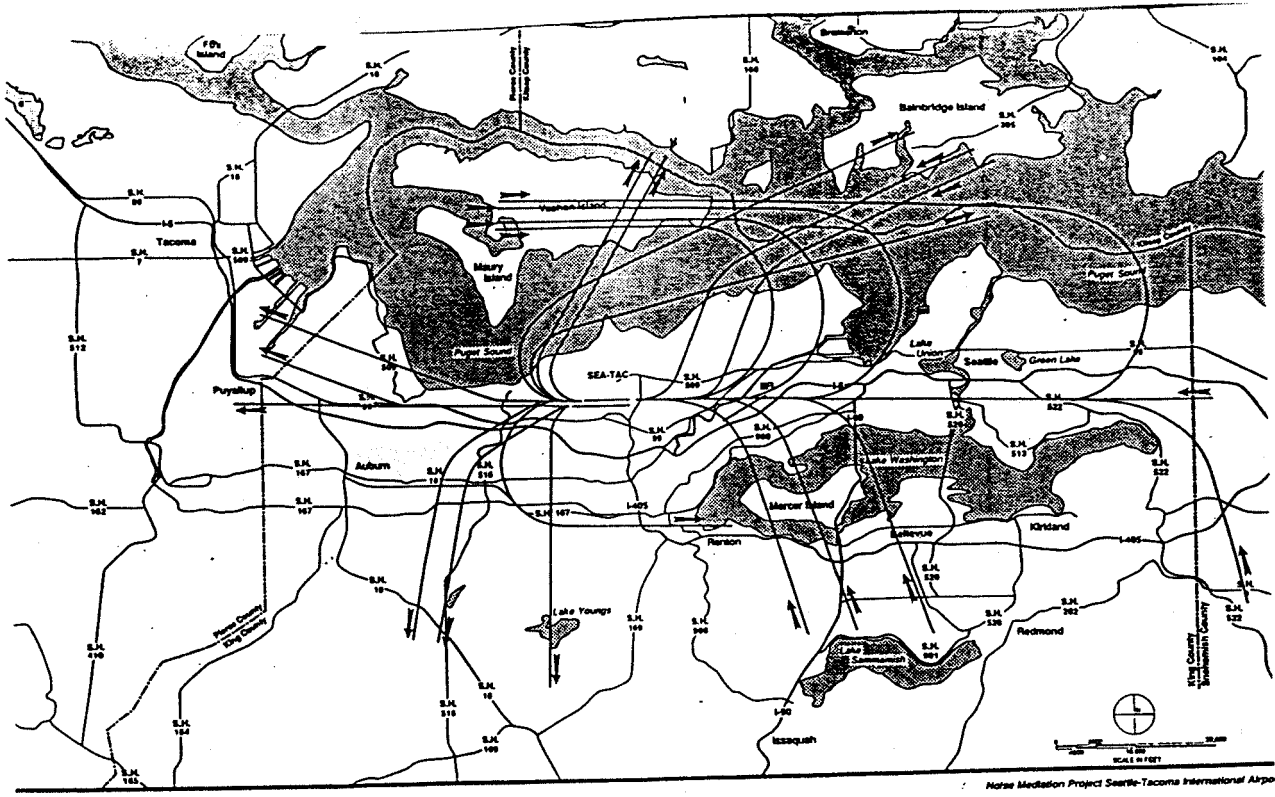


Exhibit 3
Flight Track Map - Props (South Flow)

Current Conditions

Noise Mitigation Project Seattle-Tacoma International Airport

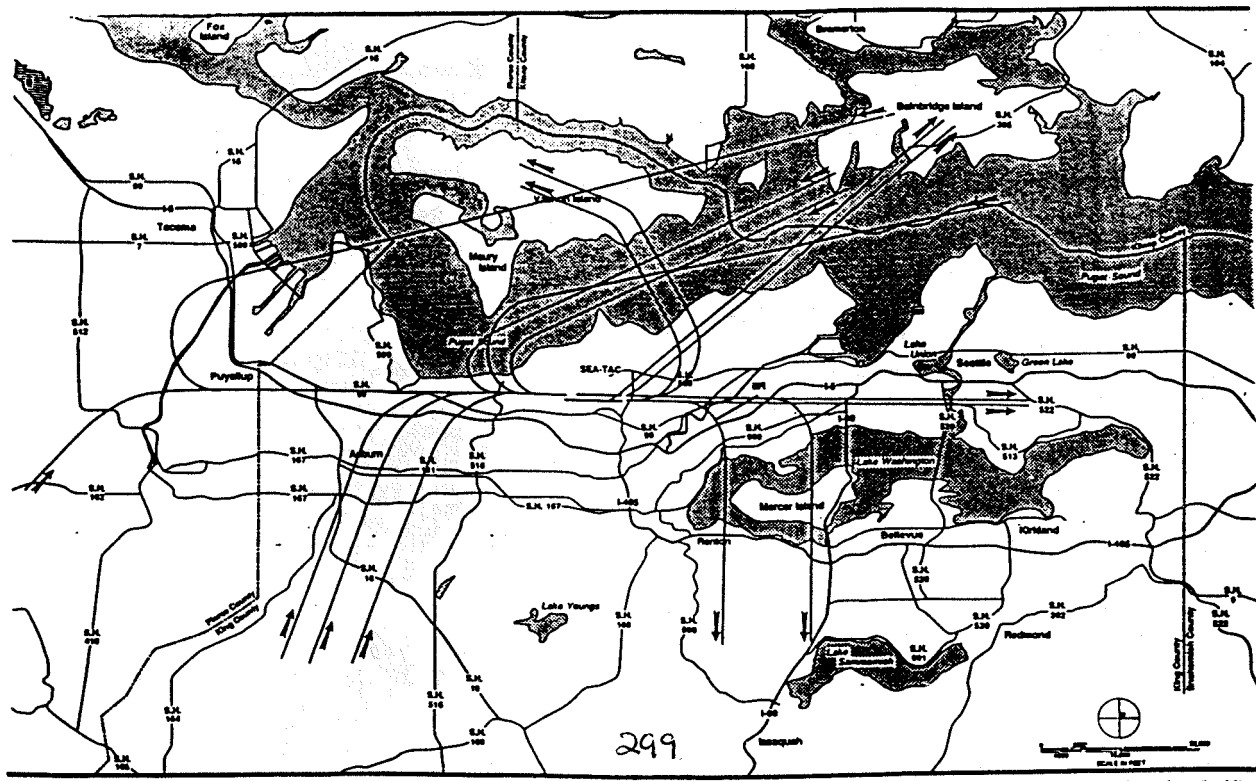


Exhibit 4
Flight Track Map - Props (North Flow)

Current Conditions

Noise Mitigation Project Seattle-Tacoma International Airport

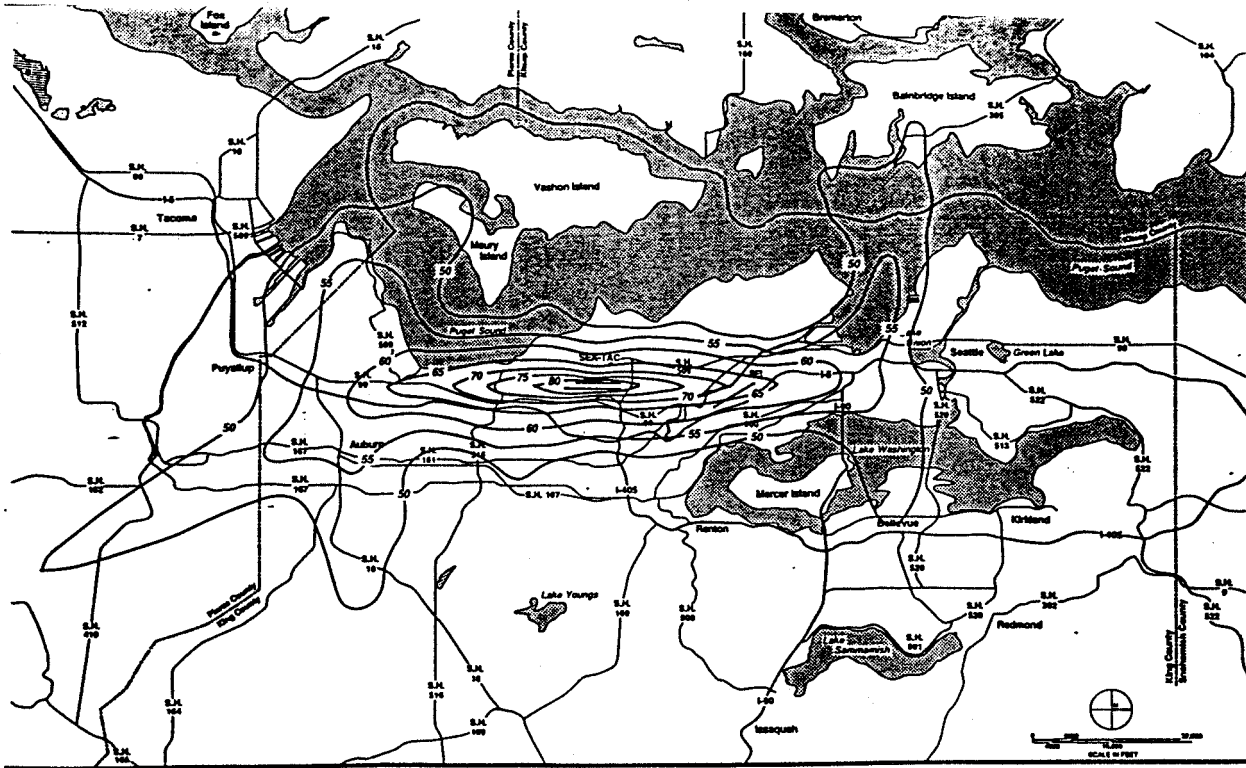


Exhibit 5
1989 Ldn Noise Contours (Annual Average)

May 81 - 82

Current Conditions

Noise Mitigation Project Seattle-Tacoma International Airport

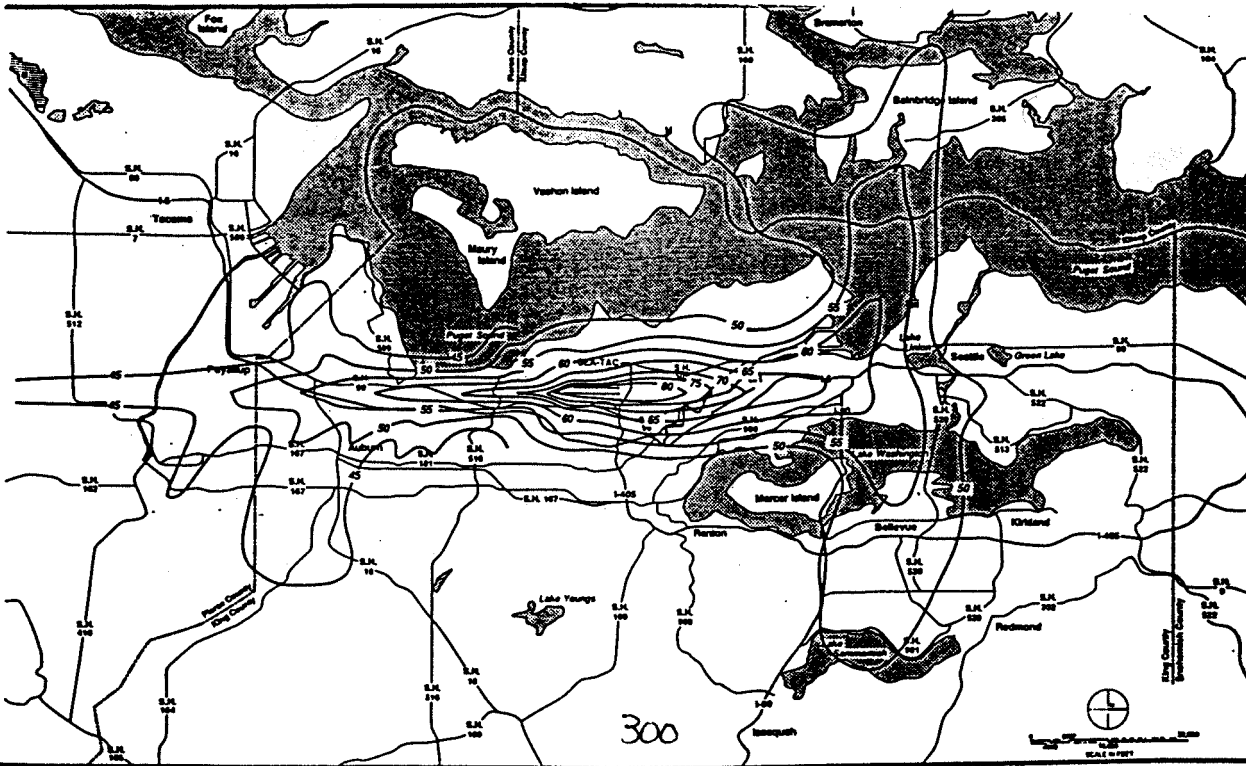


Exhibit 6
1989 Ldn Noise Contours (North Flow)

Current Conditions

Noise Mitigation Project Seattle-Tacoma International Airport

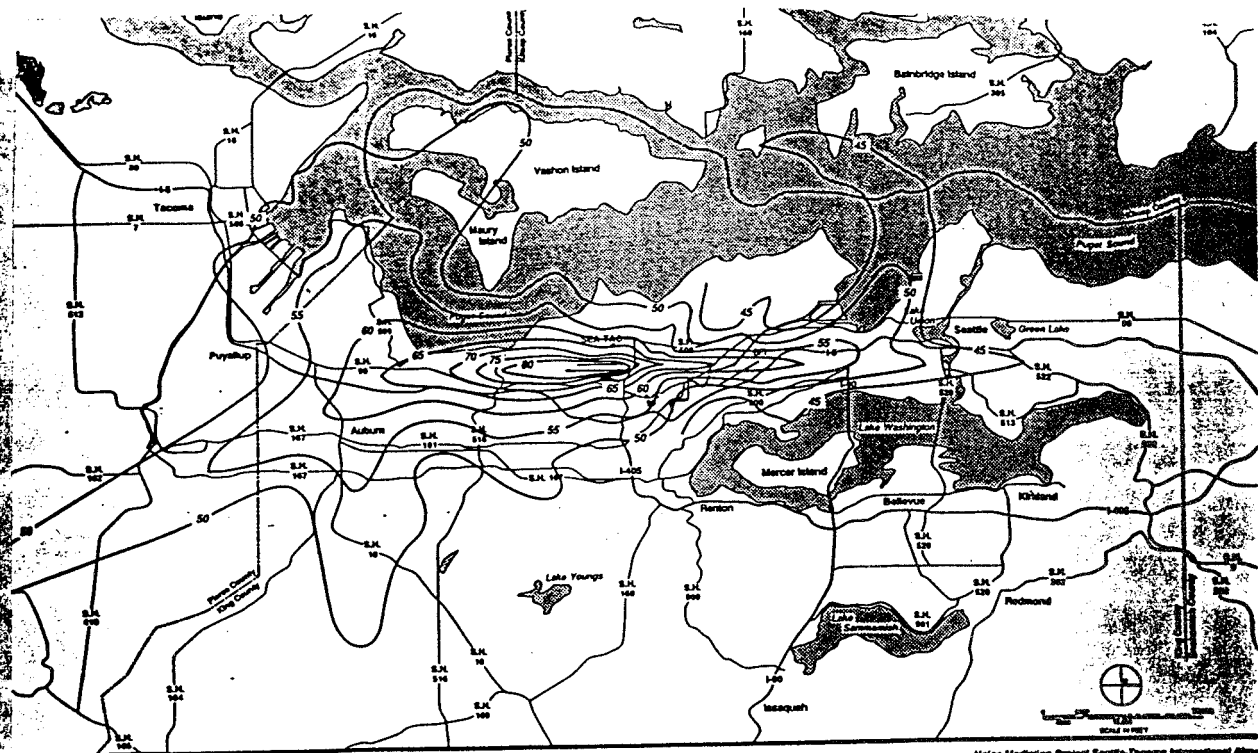


Exhibit 7
1989 Ldn Noise Contours (South Flow)

Current Conditions

Noise Mitigation Project Seattle-Tacoma International Airport

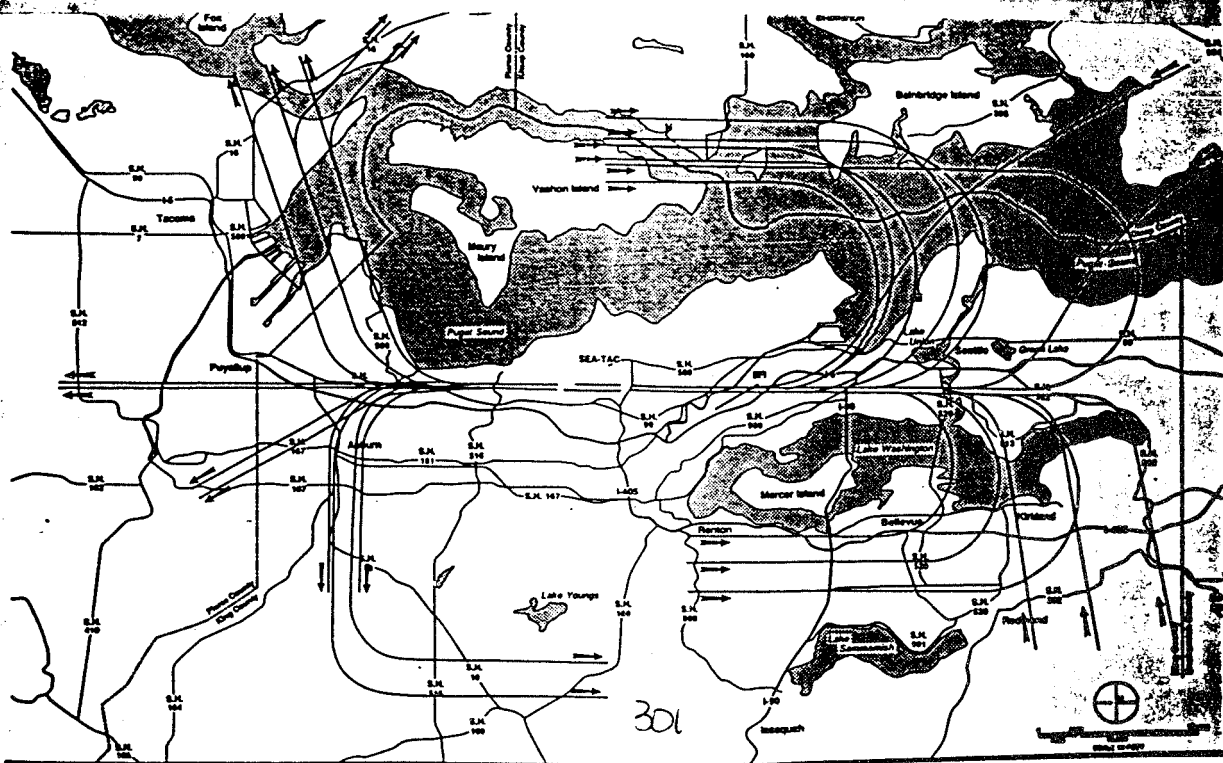


Exhibit 8
Flight Track Map - Jets (South Flow)

Proposed 4-Post Conditions

Noise Mitigation Project Seattle-Tacoma International Airport

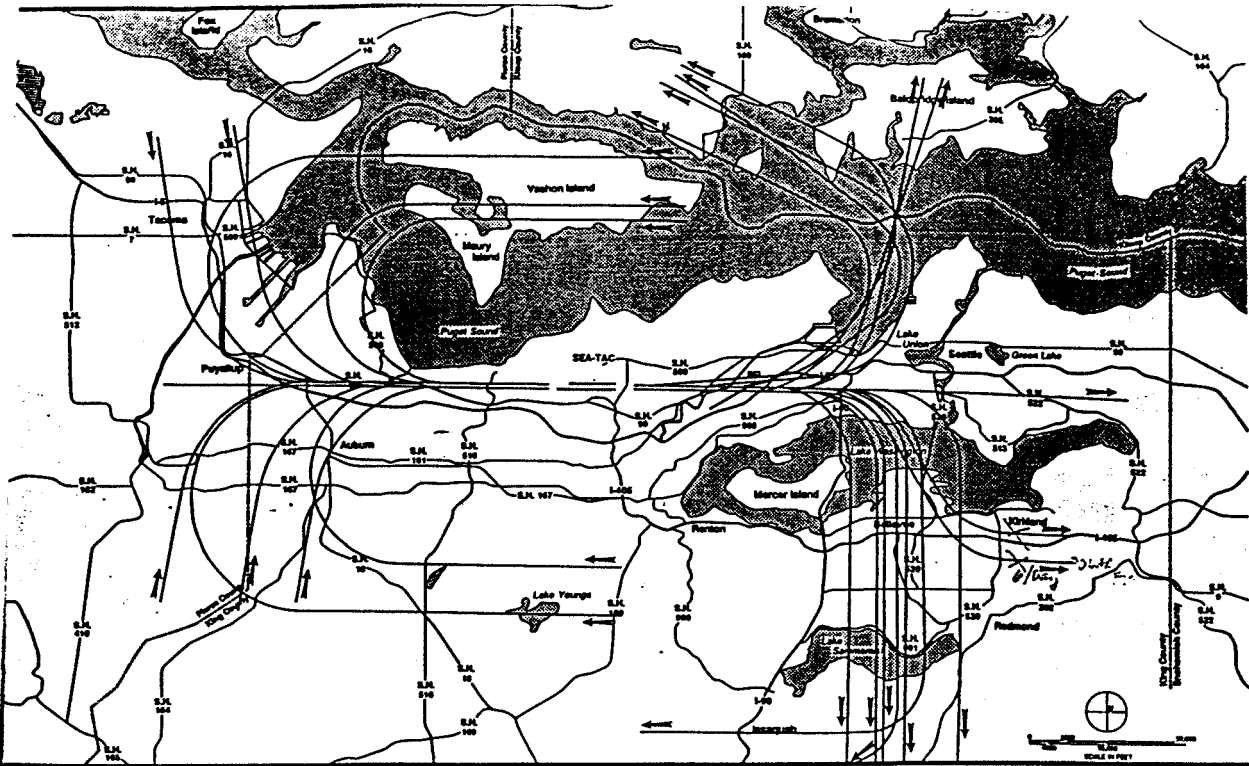


Exhibit 9
Flight Track Map - Jets (North Flow)

Proposed 4-Post Conditions

Noise Mitigation Project Seattle-Tacoma International Airport

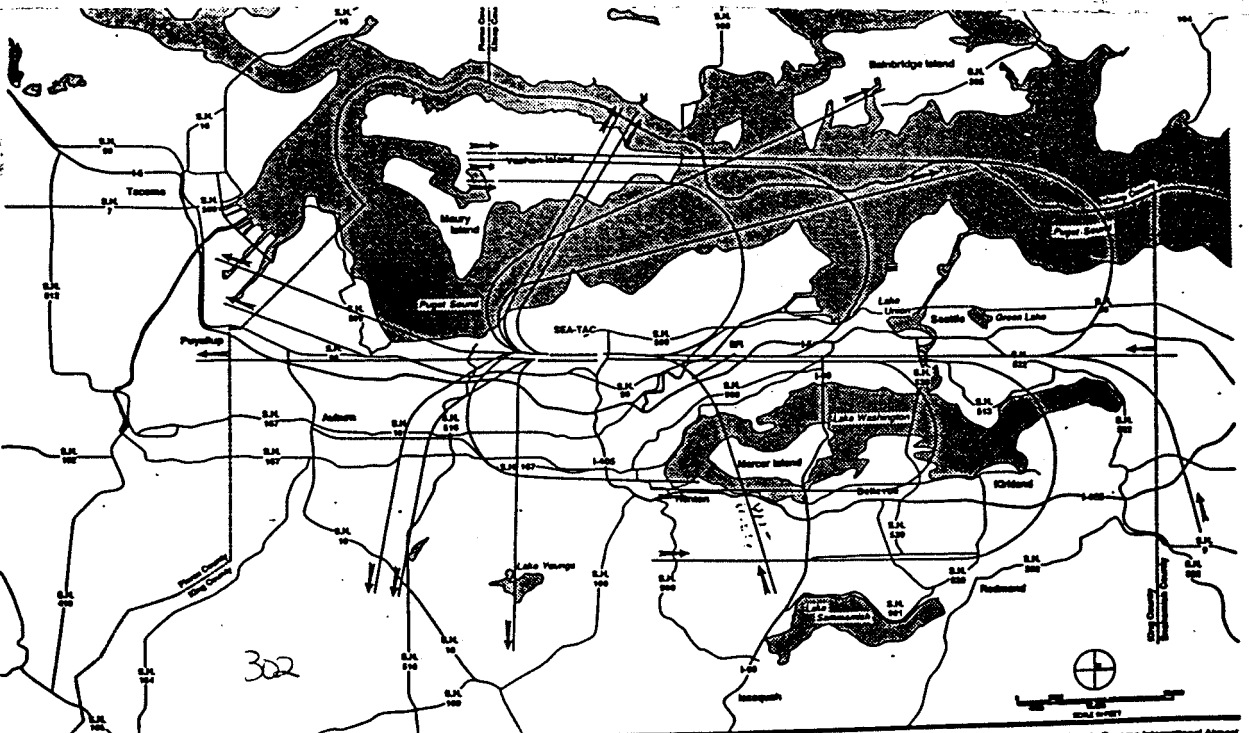


Exhibit 10
Flight Track Map - Props (South Flow)

Proposed 4-Post Conditions

Noise Mitigation Project Seattle-Tacoma International Airport

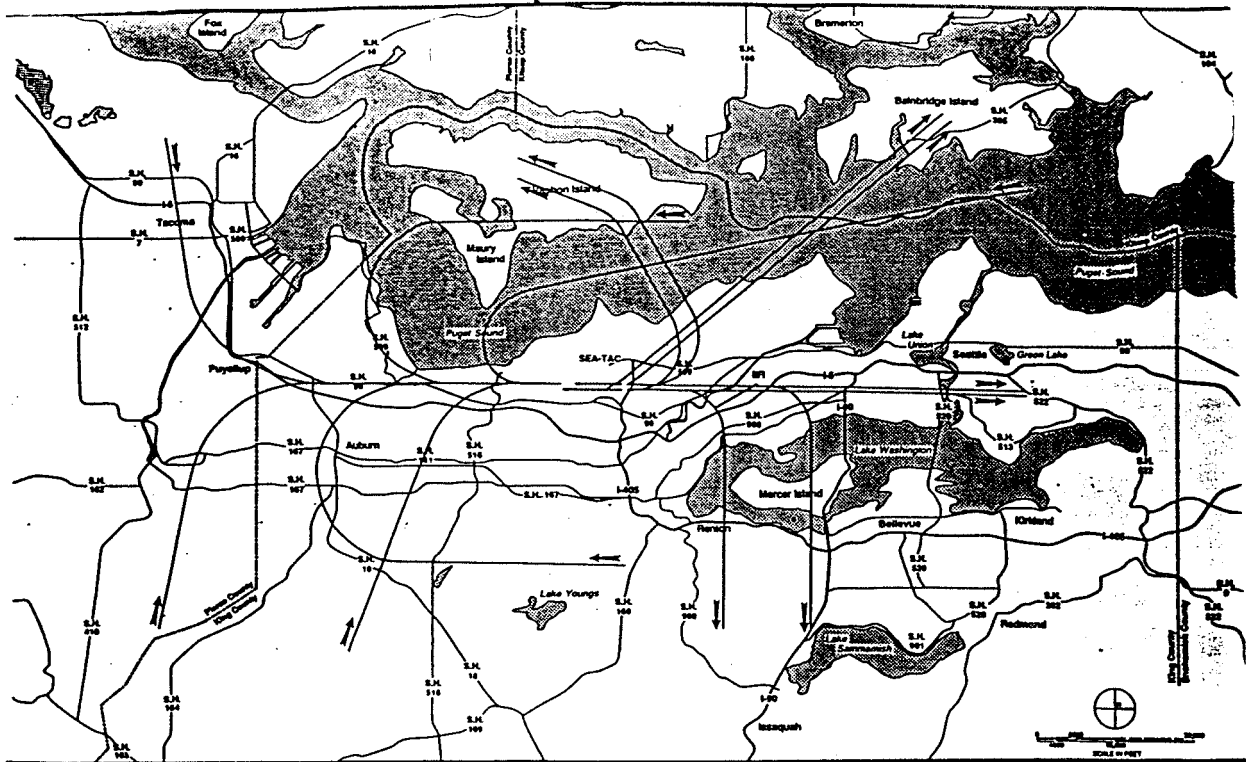


Exhibit 11
Flight Track Map - Props (North Flow)

Proposed 4-Post Conditions

Note: Modification Project Seattle-Tacoma International Airport

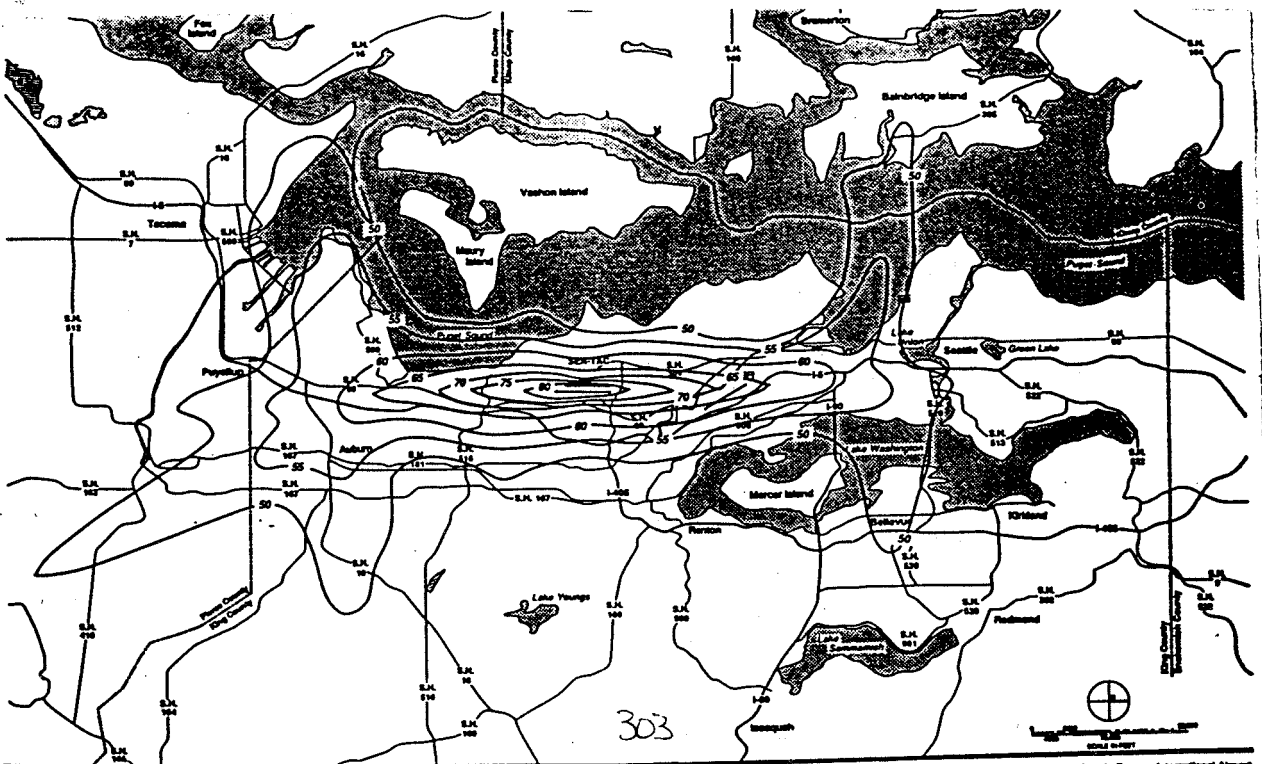


Exhibit 12
1989 Ldn Noise Contours (Annual Average)

Proposed 4-Post Conditions

Note: Modification Project Seattle-Tacoma International Airport

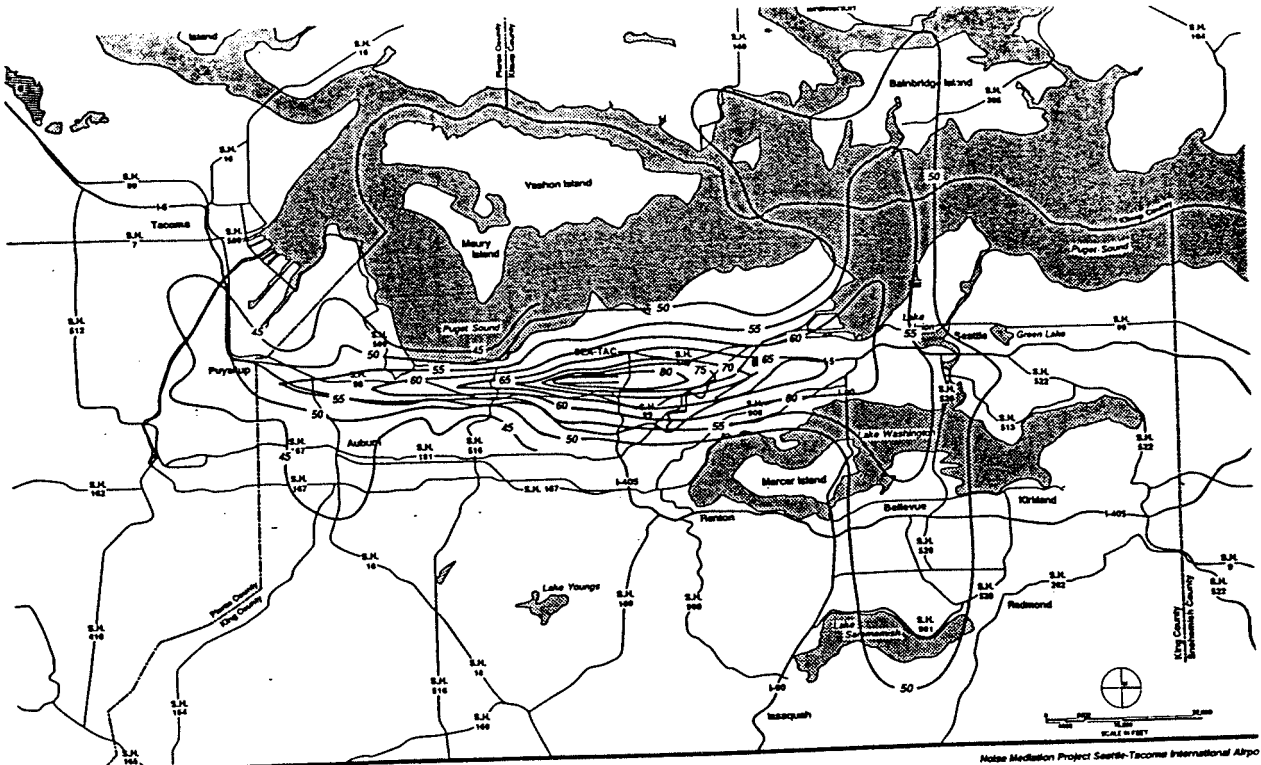


Exhibit 13
1989 Ldn Noise Contours (North Flow)

Proposed 4-Post Conditions

Noise Mitigation Project Seattle-Tacoma International Airport

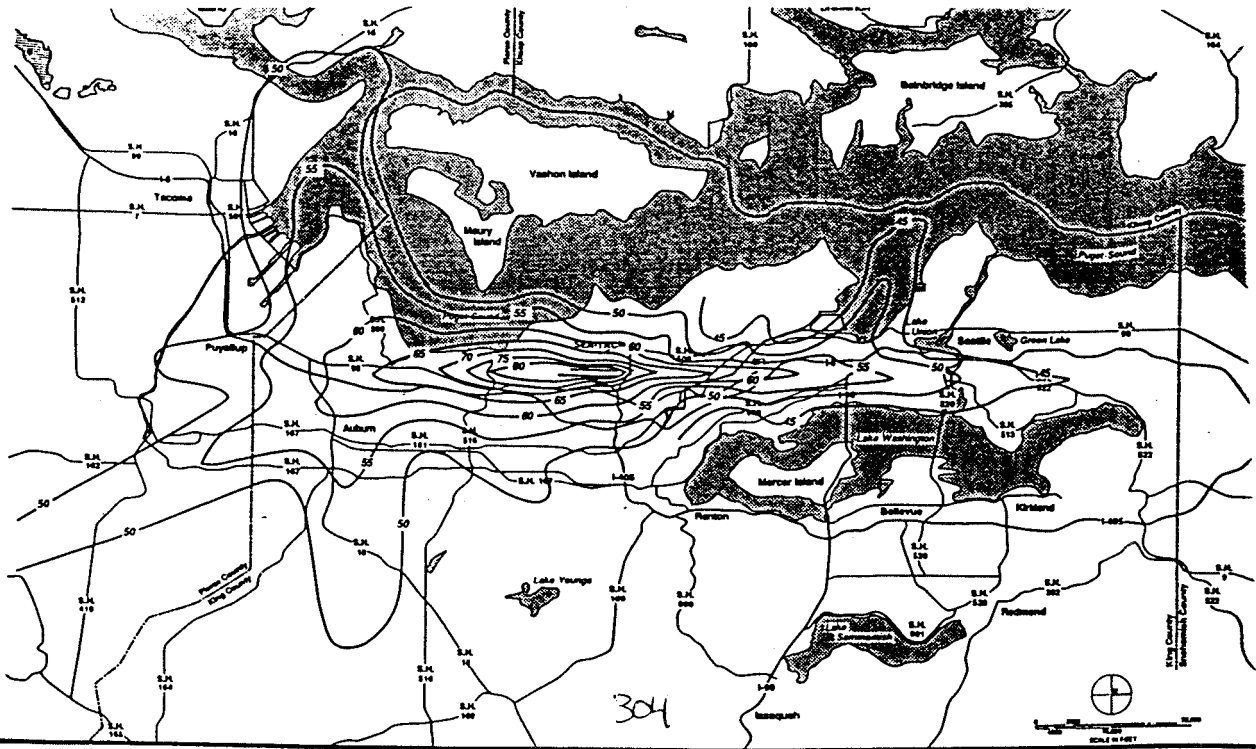
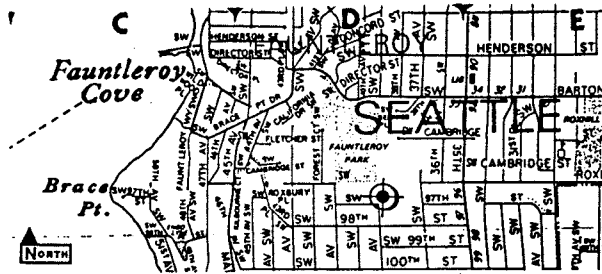


Exhibit 14
1989 Ldn Noise Contours (South Flow)

Proposed 4-Post Conditions

Noise Mitigation Project Seattle-Tacoma International Airport

Location P150/7
 Site Description FAUNTLEROY



NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS Time Above dBA (Minutes)		
	Aircraft Noise Levels	Quiet Day Ambient	85 dBA	65 dBA	55 dBA

CURRENT PROCEDURES					
Annual Average Day	48.3	50	0	11	60
South Flow Day (Rwy 16)	42.3		0	3	25
North Flow day (Rwy 34)	51.9		0	25	125

POST PROCEDURES					
Annual Average Day	48.2		0	11	58
South Flow Day (Rwy 16)	42.1		0	3	24
North Flow day (Rwy 34)	51.7		0	25	120

SINGLE EVENT DATA	CURRENT PROCEDURES			
	South Flow		North Flow	
	D16	A16	D34	A34

** 727 AIRCRAFT ****
 Energy Average SEL 72
 Average Peak Sound Level 58

** PROP ****
 Energy Average SEL 70
 Average Peak Sound Level 57

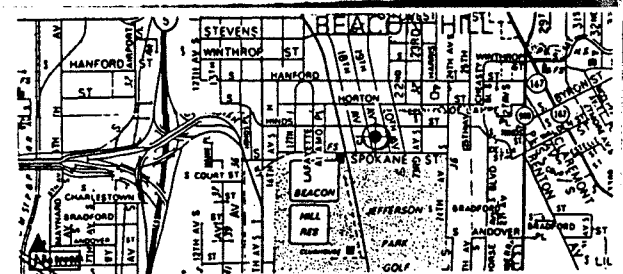
OPERATIONAL DATA **JETS****	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow		North Flow		South Flow		North Flow	
	D16	A16	D34	A34	D16	A16	D34	A34

Number of Aircraft - - 74 - - 74 -

OPERATIONAL DATA **PROPS****	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow		North Flow		South Flow		North Flow	
	D16	A16	D34	A34	D16	A16	D34	A34

Number of Aircraft 24 122 64 10 24 61 64 5

Location NNW/O
 Site Description BEACON HILL



NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS Time Above dBA (Minutes)		
	Aircraft Noise Levels	Quiet Day Ambient	85 dBA	65 dBA	55 dBA

CURRENT PROCEDURES					
Annual Average Day	63.0	50	1	49	128
South Flow Day (Rwy 16)	59.1		0	37	99
North Flow day (Rwy 34)	66.2		3	73	178

4-POST PROCEDURES					
Annual Average Day	63.0		1	49	130
South Flow Day (Rwy 16)	59.2		0	37	104
North Flow day (Rwy 34)	66.2		3	73	178

SINGLE EVENT DATA **** 727 AIRCRAFT ****	CURRENT PROCEDURES			
	South Flow		North Flow	
	D16	A16	D34	A34

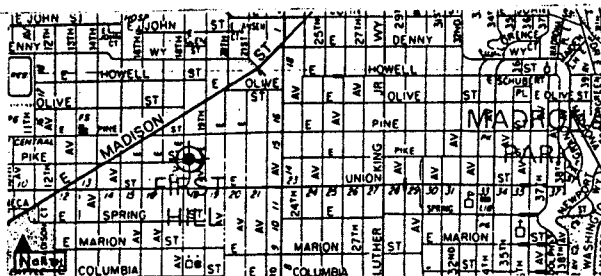
Energy Average SEL 84
 Average Peak Sound Level 70

OPERATIONAL DATA ****JETS****	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow		North Flow		South Flow		North Flow	
	D16	A16	D34	A34	D16	A16	D34	A34

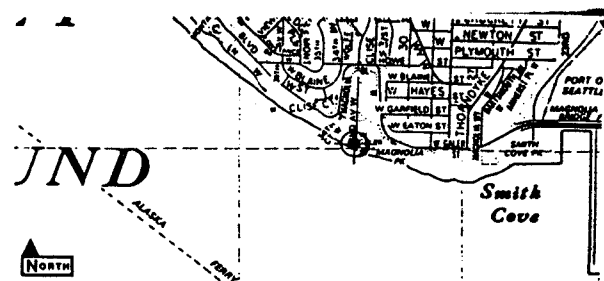
Number of Aircraft - 270 270 - - 270 270

205

Location NNW 4
 3# Description CAPITAL HILL



Location NNW/6
 Site Description MAGNOLIA/
 QUEEN ANN



NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS		
	Aircraft Noise Levels	Quiet Day Ambient	Time Above cBA (Minutes)		
			85 cBA	65 cBA	55 cBA

CURRENT PROCEDURES					
Annual Average Day	54.9	50	0	16	59
South Flow Day (Rwy 16)	51.8		0	7	35
North Flow day (Rwy 34)	57.8		0	32	100
4-POST PROCEDURES					
Annual Average Day	56.2		0	20	73
South Flow Day (Rwy 16)	55.0		0	14	59
North Flow day (Rwy 34)	57.8		0	32	100

SINGLE EVENT DATA	CURRENT PROCEDURES			
	South Flow		North Flow	
	D16	A16	D34	A34

**** 727 AIRCRAFT ****
 Energy Average SEL - 81 88 -
 Average Peak Sound Level - 69 -

OPERATIONAL DATA	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow		North Flow		South Flow		North Flow	
**** JETS ****	D16	A16	D34	A34	D16	A16	D34	A34

Number of Aircraft - 81 148 - - 144 151

NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS		
	Aircraft Noise Levels	Quiet Day Ambient	Time Above cBA (Minutes)		
			85 cBA	65 cBA	55 cBA

CURRENT PROCEDURES					
Annual Average Day	52.1	50	0	10	42
South Flow Day (Rwy 16)	47.7		0	4	31
North Flow day (Rwy 34)	55.5		0	21	62
4-POST PROCEDURES					
Annual Average Day	51.4		0	8	31
South Flow Day (Rwy 16)	43.2		0	1	15
North Flow day (Rwy 34)	55.5		0	21	62

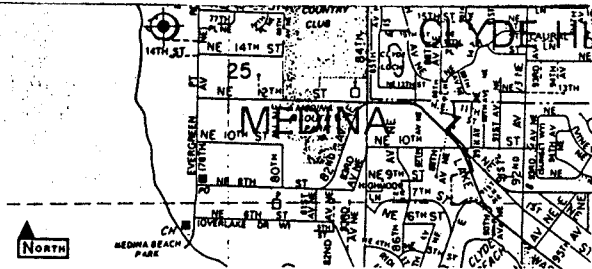
SINGLE EVENT DATA	CURRENT PROCEDURES			
	South Flow		North Flow	
	D16	A16	D34	A34

**** 727 AIRCRAFT ****
 Energy Average SEL - 80 87
 Average Peak Sound Level - 69 72

OPERATIONAL DATA	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow		North Flow		South Flow		North Flow	
**** JETS ****	D16	A16	D34	A34	D16	A16	D34	A34

Number of Aircraft - 270 98 - - 151 98

Location E/O
 Site Description MEDINA



NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS		
	Aircraft Noise Levels	Quiet Day Ambient	Time Above dBA (Minutes)		
			85 dBA	65 dBA	55 dBA

CURRENT PROCEDURES
 Annual Average Day
 South Flow Day (Rwy 16)
 North Flow day (Rwy 34)

51.7	45-50	0	9	30
40.1		0	1	4
56.1		0	25	79

4-POST PROCEDURES
 Annual Average Day
 South Flow Day (Rwy 16)
 North Flow day (Rwy 34)

51.9		0	9	32
41.6		0	1	7
56.1		0	25	79

SINGLE EVENT DATA	CURRENT PROCEDURES			
	South Flow D16	A16	North Flow D34	A34

**** 727 AIRCRAFT ****
 Energy Average SEL
 Average Peak Sound Level

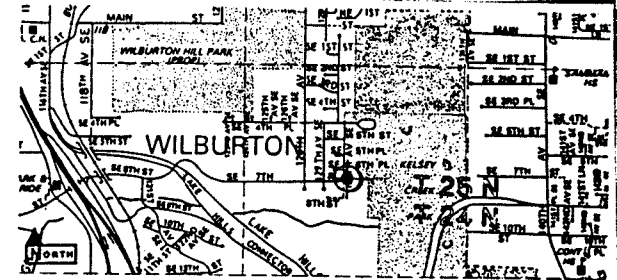
-	-	85	-
-	-	67	-

OPERATIONAL DATA ****JETS****	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow D16	A16	North Flow D34	A34	South Flow D16	A16	North Flow D34	A34

Number of Aircraft - - - 148 - - - 148 - - -

307

Location E/1
 Site Description BELLEVUE



NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS		
	Aircraft Noise Levels	Quiet Day Ambient	Time Above dBA (Minutes)		
			85 dBA	65 dBA	55 dBA

CURRENT PROCEDURES
 Annual Average Day
 South Flow Day (Rwy 16)
 North Flow day (Rwy 34)

49.0	45-50	0	6	25
41.4		0	1	6
53.0		0	15	61

4-POST PROCEDURES
 Annual Average Day
 South Flow Day (Rwy 16)
 North Flow day (Rwy 34)

49.5		0	6	28
43.2		0	1	12
52.9		0	15	60

SINGLE EVENT DATA	CURRENT PROCEDURES			
	South Flow D16	A16	North Flow D34	A34

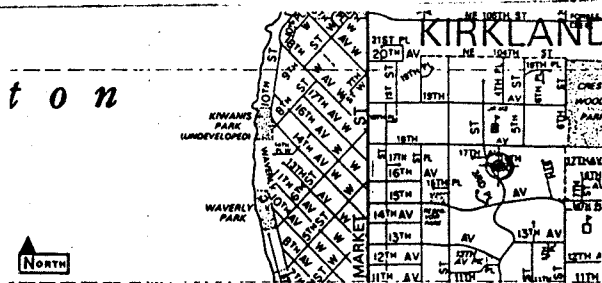
**** 727 AIRCRAFT ****
 Energy Average SEL
 Average Peak Sound Level

-	-	84	-
-	-	69	-

OPERATIONAL DATA ****JETS****	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow D16	A16	North Flow D34	A34	South Flow D16	A16	North Flow D34	A34

Number of Aircraft - - - 148 - - - 59 148 - - -

Location E/B
 Site Description KIRKLAND

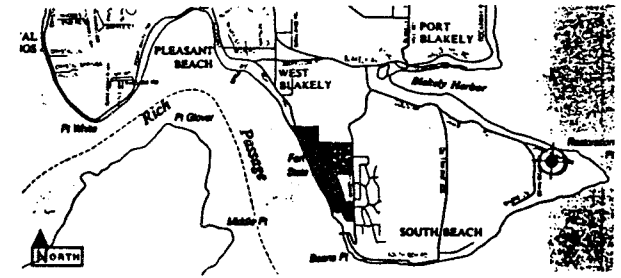


NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS		
	Aircraft Noise Levels	Quiet Day Ambient	Time Above dBA (Minutes)		
			85 dBA	65 dBA	55 dBA
CURRENT PROCEDURES					
Annual Average Day	42.6	45-50	0	1	12
South Flow Day (Rwy 16)	39.3		0	0	7
North Flow day (Rwy 34)	45.4		0	3	20
4-POST PROCEDURES					
Annual Average Day	43.5		0	1	15
South Flow Day (Rwy 16)	43.9		0	1	11
North Flow day (Rwy 34)	45.0		0	3	20

SINGLE EVENT DATA **** 727 AIRCRAFT ****	CURRENT PROCEDURES			
	South Flow		North Flow	
	D16	A16	D34	A34
Energy Average SEL	-	60	83	-
Average Peak Sound Level	-	54	66	-

OPERATIONAL DATA ****JETS****	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow		North Flow		South Flow		North Flow	
	D16	A16	D34	A34	D16	A16	D34	A34
Number of Aircraft	-	-	6	-	-	119	3	-

Location K/I
 Site Description RESTORATION PT. KITSAP COUNTY



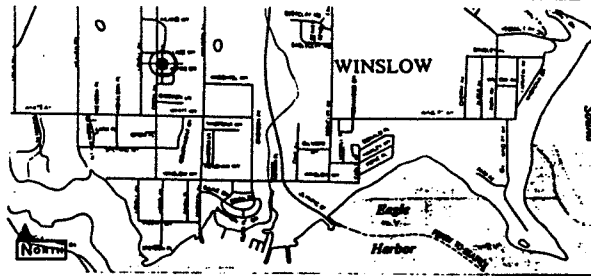
NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS		
	Aircraft Noise Levels	Quiet Day Ambient	Time Above dBA (Minutes)		
			85 dBA	65 dBA	55 dBA
CURRENT PROCEDURES					
Annual Average Day	49.4	40-45	0	5	35
South Flow Day (Rwy 16)	45.4		0	1	24
North Flow day (Rwy 34)	53.2		0	12	55
4-POST PROCEDURES					
Annual Average Day	49.0		0	5	28
South Flow Day (Rwy 16)	42.3		0	1	13
North Flow day (Rwy 34)	53.3		0	12	55

SINGLE EVENT DATA **** 727 AIRCRAFT ****	CURRENT PROCEDURES			
	South Flow		North Flow	
	D16	A16	D34	A34
Energy Average SEL	-	73	82	-
Average Peak Sound Level	-	59	66	-

OPERATIONAL DATA ****JETS****	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow		North Flow		South Flow		North Flow	
	D16	A16	D34	A34	D16	A16	D34	A34
Number of Aircraft	-	270	74	48	-	151	24	48

308

Location K/O
 Site Description WINSLOW



NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS		
	Aircraft Noise Levels	Quiet Day Ambient	Time Above dBA (Minutes)		
			85 dBA	65 dBA	55 dBA

CURRENT PROCEDURES

Annual Average Day	51.0	40-45	0	4	14
South Flow Day (Rwy 16)	35.4		0	0	1
North Flow day (Rwy 34)	53.5		0	11	38

4-POST PROCEDURES

Annual Average Day	51.0		0	4	14
South Flow Day (Rwy 16)	35.4		0	0	1
North Flow day (Rwy 34)	53.5		0	11	37

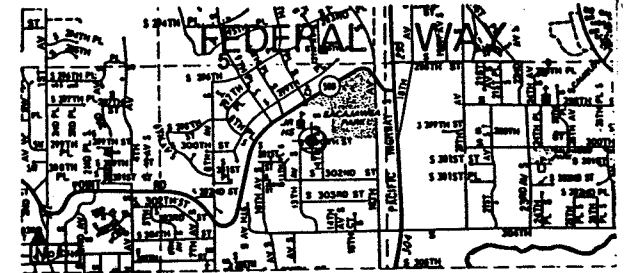
SINGLE EVENT DATA **** 727 AIRCRAFT ****	CURRENT PROCEDURES			
	South Flow		North Flow	
	D16	A16	D34	A34

Energy Average SEL	68	87		
Average Peak Sound Level	59	73		

OPERATIONAL DATA **** JETS ****	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow		North Flow		South Flow		North Flow	
	D16	A16	D34	A34	D16	A16	D34	A34

Number of Aircraft		48	24	48		48	24	48
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Location SSW 2
 Site Description FEDERAL WAY



NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS		
	Aircraft Noise Levels	Quiet Day Ambient	Time Above dBA (Minutes)		
			85 dBA	65 dBA	55 dBA

CURRENT PROCEDURES

Annual Average Day	63.0	45-50	1	48	129
South Flow Day (Rwy 16)	64.5		1	58	141
North Flow day (Rwy 34)	58.8		0	30	109

4-POST PROCEDURES

Annual Average Day	63.2		1	49	131
South Flow Day (Rwy 16)	64.5		1	58	141
North Flow day (Rwy 34)	59.5		0	34	114

SINGLE EVENT DATA **** 727 AIRCRAFT ****	CURRENT PROCEDURES			
	South Flow		North Flow	
	D16	A16	D34	A34

Energy Average SEL	94	84		
Average Peak Sound Level	80	71		

OPERATIONAL DATA **** JETS ****	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow		North Flow		South Flow		North Flow	
	D16	A16	D34	A34	D16	A16	D34	A34

Number of Aircraft	270			270	270			
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309

Location SSW/5
 Site Description DASH POINT

NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS Time Above dBA (Minutes)		
	Aircraft Noise Levels	Quiet Day Ambient	85 dBA	65 dBA	55 dBA

CURRENT PROCEDURES
 Annual Average Day
 South Flow Day (Rwy 16)
 North Flow day (Rwy 34)

55.1	45-50	0	15	52
56.5		0	22	76
42.1		0	3	14

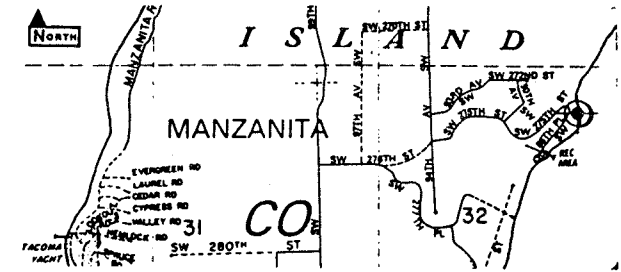
4-POST PROCEDURES
 Annual Average Day
 South Flow Day (Rwy 16)
 North Flow day (Rwy 34)

56.2		0	25	85
57.5		0	31	98
43.5		0	3	20

OPERATIONAL DATA ****JETS****	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow		North Flow		South Flow		North Flow	
	D16	A16	D34	A34	D16	A16	D34	A34

Number of Aircraft 74 - - 48 66 - - 151

Location SSW 10
 Site Description MURAY ISLAND



NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS Time Above dBA (Minutes)		
	Aircraft Noise Levels	Quiet Day Ambient	85 dBA	65 dBA	55 dBA

CURRENT PROCEDURES
 Annual Average Day
 South Flow Day (Rwy 16)
 North Flow day (Rwy 34)

51.4	40-45	0	8	43
54.1		0	12	61
40.7		0	1	11

4-POST PROCEDURES
 Annual Average Day
 South Flow Day (Rwy 16)
 North Flow day (Rwy 34)

47.2		0	2	25
48.3		0	3	31
42.4		0	0	11

SINGLE EVENT DATA	CURRENT PROCEDURES			
	South Flow		North Flow	
	D16	A16	D34	A34

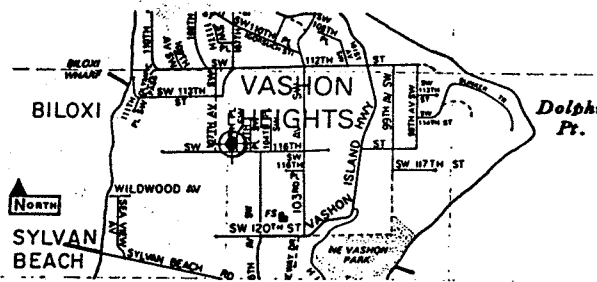
**** 727 AIRCRAFT ****
 Energy Average SEL 87 66
 Average Peak Sound Level 73 57
 Avg. Time Above 55 dBA 59

OPERATIONAL DATA ****JETS****	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow		North Flow		South Flow		North Flow	
	D16	A16	D34	A34	D16	A16	D34	A34

Number of Aircraft 24 151 - 48 - 151 - 48

310

Location SSW 13
 Site Description Vashon Island



INTRODUCTION

The purpose of the proposed modifications to the FAA 4 Post Plan is an attempt to combine the proposed needs of the FAA and the noise mitigation desires of the surrounding communities.

The FAA proposal has been analyzed from a noise impact and overflight annoyance standpoint. Several of the proposed modifications were developed as an attempt to remove some aircraft operations where new exposures will occur due to the 4 Post Plan. An example would be an area currently exposed to departures but not arrivals will be subject to arrival noise when the 4 Post Plan is implemented. Where possible, a modification to the FAA Plan has been developed to remove some of the departures or re-define the FAA proposed arrival route to limit the added exposure to the effected area. This "trade off" concept was applied to several FAA flight track situations. If the arrival procedures proposed by FAA in fact allow for idle-thrust approaches, those operations should be less bothersome than departures. Therefore, re-routing departure flows is very essential to a balanced noise exposure plan.

NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS		
	Aircraft Noise Levels	Quiet Day Ambient	Time Above dBA (Minutes)		
			85 dBA	65 dBA	55 dBA

CURRENT PROCEDURES					
Annual Average Day	46.2	40-45	0	1	38
South Flow Day (Rwy 16)	45.4		0	0	32
North Flow day (Rwy 34)	47.2		0	1	49
4-POST PROCEDURES					
Annual Average Day	45.5		0	1	32
South Flow Day (Rwy 16)	43.9		0	0	21
North Flow day (Rwy 34)	47.5		0	1	52

SINGLE EVENT DATA **** 727 AIRCRAFT ****	CURRENT PROCEDURES			
	South Flow		North Flow	
	D16	A16	D34	A34
Energy Average SEL	78	70	69	67
Average Peak Sound Level	57	63	53	60

OPERATIONAL DATA **** JETS ****	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow		North Flow		South Flow		North Flow	
	D16	A16	D34	A34	D16	A16	D34	A34
Number of Aircraft	24	151	74	48	-	151	74	48

111

**PROPOSED MODIFICATIONS TO THE
FAA 4 POST PLAN**

A. MODIFIED 4 POST DURING NON-PEAK PERIODS.

DESCRIPTION. This modification is designed to provide flexibility in the proposed 4 Post plan by taking advantage of lower traffic periods. When hourly landing operations are 18 or less a modified 4 post that resembles the current flow could be used. During a south flow, traffic from the southeast post could be vectored to the west side and blended into the traffic from the southwest post. Traffic from the northeast post could be vectored north of the Seattle area and blended into the traffic flow from the northwest post. Traffic could be sequenced for arrival from over the Elliott Bay area. When hourly traffic increases to the point that the proposed 4 post plan is required, aircraft could proceed from their arrival routes into the 4 Post plan with very little coordination between air traffic facilities and virtually no impact on the flight crews. This procedure would not require the Air Route Traffic Control Center to alter arrival/departure routes. Instead, inter-facility coordination could be accomplished where aircraft would be vectored from the arrival post into this modified flow into the terminal area.

GOAL. The goal of this modified 4 Post plan is to keep traffic flows generally the way they are now (i.e., Elliott Bay), yet allow FAA to transition into the 4 Post concept when capacity would be constrained if traffic flows were not changed during the heavier periods.

IMPLEMENTATION FEASIBILITY. This procedure would require the FAA to develop several interfacility agreements to completely outline the parameters required to use this procedure. Close coordination and monitoring of the hourly traffic flows and estimates of traffic increases would be essential to the success of this procedure.

BENEFIT / DIS-BENEFIT. The benefit of this procedure would be that only during heavier traffic periods would the full 4 Post plan be utilized. During the less busy periods traffic flows would be similar to the flow currently being used. Dis-benefits would include considerably more work on the part of the controllers. As traffic periods peak or decline, very timely and precise coordination is necessary to transition in or out of the modified 4 Post procedure.

W
R

B. DOWNWIND LEG EAST SIDE OF THE AIRPORT SHIFTED FURTHER EAST.

DESCRIPTION. This modification is a widening of the eastside arrival path to the airport. During heavy departure periods the west side of the path would be used. During light traffic periods the east side of the arrival path would be used. This method of reducing constant overflight situations was developed after extensive analysis of attempting to move the whole downwind leg further east than proposed by the FAA. Simply relocating the track east over the mountains causes severe constraints on departures. Departures must tunnel arrival tracks to ensure that separation between aircraft is maintained.

Tunneling is best described as follows. The arrival aircraft is descending to an assigned altitude on a predetermined track or lane when approaching the airport. Departing aircraft that will cross that arrival track must be assigned an altitude at least 1000 feet below the altitude assigned the arrival. The departure must remain at that restricted altitude until clear of the arrival track. In some situations flight tracks can be as much as five miles wide. East departures would be required to remain at low altitudes for an unacceptable distance. This proposed modification was developed to provide flexibility to flight tracks when departure operations are not impacted by arriving aircraft. Using the west side during heavy departure periods will reduce the need to keep departures at low altitude over residential areas due to the tunneling required between arrivals and departures. When departures volumes are less on the east side, arrivals would be allowed to remain further east of the residential areas at higher altitudes.

GOAL. The goal of this modification is to reduce the number of overflights and subsequent noise over high density residential areas to the east of the airport.

IMPLEMENTATION FEASIBILITY. This procedure could be implemented by ATC. Controllers could be instructed by a Facility Order when and how to use the corridor to its maximum potential.

BENEFIT / DIS-BENEFIT. The benefit is a reduction of noise and overflights in residential areas. A dis-benefit is that some opportunities to capitalize on available landing spaces may not be realized due to the aircraft being further away from the airport at high altitude. Therefore, some potential loss of capacity could be experienced.

C. USE OF INTERSTATE 5 AS AN ARRIVAL ROUTE.

DESCRIPTION. This modification is designed to define an arrival flight track to be used in visual weather conditions that keeps the aircraft over I-5 and the more commercial / industrial developments that border the freeway. This route could be used by all straight in or east side arrivals as west side arrivals utilize the Elliott Bay.

GOAL. This type of modification to the FAA 4 Post plan would reduce overflights of high density areas as much as possible, resulting in a lesser noise impact on the community.

IMPLEMENTATION FEASIBILITY. This modification may not be acceptable to either FAA Flight Standards or Airline Pilot Safety Groups. It would require pilots added ground tracking of I-5 in addition to all the other cockpit duties required during a landing approach.

BENEFIT / DIS-BENEFIT. The benefit of this procedure would be that during south flow good weather conditions arrivals would use the Elliott Bay I-5 corridors to the maximum extent possible resulting in less overflights in noise sensitive areas. Dis-benefits include added workload on both pilot and controller. Pilots might have difficulty in following I-5 as they must align with the runway centerline when preparing to land.

D. SHIFT SOME SOUTHBOUND DEPARTURES TO ELLIOTT BAY DURING NORTH FLOW OPERATIONS.

DESCRIPTION. This modification would shift some southbound departures to make left turns over the Elliott Bay departing on course from the west side of the airport.

GOAL. The goal is to balance the number of operations over residential areas east and west of Seattle Tacoma Airport during north flow periods.

IMPLEMENTATION FEASIBILITY. It could be implemented by ATC. Procedures to separate westside arrivals from the departures would have to be developed. This could be similar to the eastside arrival/departure procedures proposed.

BENEFIT / DIS-BENEFIT. The benefits of this modification is a more even balance of operations to the west and east of the airport. The dis-benefits are the problems of separating arrival and departure tracks west of the airport. Some increase in noise in new areas may occur because aircraft must fly back to the departure corridor.

E. SHIFT SOME STAGE II DEPARTURES TO ELLIOTT BAY DURING NORTH FLOW OPERATIONS

DESCRIPTION. During north flow operations ATC shift some Stage II departures to overfly the Duwamish Corridor and use the Puget Sound area for departure regardless of destination. This could be in terms of the time of day or destination.

GOAL. The goal of this modification is to limit the number of noisy aircraft over populated areas during the first phase of departure. Aircraft that depart out the Corridor and commence their climb over the water will be at higher altitudes by the time they overfly the more populated areas and making less noise due to their added height.

IMPLEMENTATION FEASIBILITY. This modification is feasible but possibly for a small number of operations but not totally implementable until the fleet mix has changed to include more Stage III aircraft serving the airport. However, implementing this modification now even if only on a limited basis could become an incentive to the airlines to speed up their time table for phasing out Stage II aircraft at Seattle Tacoma Airport.

BENEFIT / DIS-BENEFIT. The benefits of this modification include reducing noise in residential areas, overflights at higher altitudes over residential areas, and a possible incentive for a quicker fleet change to Stage III aircraft. Dis-benefits are a more complex ATC system if all current Stage II aircraft were required to follow this departure procedure. Some aircraft will not depart on course as quickly as they do now, resulting in some additional flight time and fuel costs.

F. EARLY RIGHT TURNS FOR STAGE III EAST DEPARTURES

DESCRIPTION. The object of this procedure is to have the quieter aircraft who are southbound make right turns prior to Boeing Field thereby reducing the number of aircraft that proceed north and east over high density areas. This type of departure track could be developed where it normally remained to the south of Mercer Island. The other type aircraft during a north flow would use the normal departure routes north of Mercer Island.

GOAL. The goal of this modification is to reduce the number of departures over north and east portions of the community.

IMPLEMENTATION FEASIBILITY. This could be implemented by FAA after determining what minimum altitude could be used as the starting point for the turn. Involved coordination with Boeing Field would be necessary because the Seattle Departures would be operating in the Boeing Field Airport Traffic Area during the climb out.

BENEFITS / DIS-BENEFITS. The benefits include a reduction of overflights north and east of the airport which should result in less noise in those areas. Dis-benefits are numerous. Coordination with Boeing Field would be necessary prior to each departure being released. Aircraft would be overflying the Renton area at lower altitudes than normal. This type of departure track could impact the TCA plan by having air carrier aircraft at low altitude in areas that might be used by general aviation aircraft.

N
F

1/29/90

AEA* 332

Rec'd. ANM-500
Date: FEB 1 1990

Dear Mr Johnson
THE F.A.A.'S STATEMENT THAT THE
TIGHT RIGHT TURNS AND NORTH
TAKEOFFS AT SEATAC IS TO SAVE
THE AIRLINES MONEY IS "BULLCRAP"

THE TIGHT RT TURNS ARE HAVING
PROBABLY VALUES \neq CREATING A
ROAR NOISE HAZARD FOR THOSE
UNDER THESE PATTERNS.

WHY NOT SETBACK THE COST BY
HAVING THE NO. TAKEOFFS CURB
TO A HIGHER ALTITUDE BEFORE
TURNING EAST. AT LEAST HAVE
THE 727'S CLIMB OUT THROUGH
OR TURN WEST!

WHY DON'T YOU SHOW THE "PEOPLE"
THAT THE GOVERNMENT CAN
USE COMMON SENSE INSTEAD OF
GOING AROUND WITH IT'S "HEAD
UP & LOCKED" MOST OF THE TIME?

YOURS TRULY
WM HUNTER (la)

cc Rep Rod
Chandler

cc Senator Brock Adams & Rep John
Miller
cc Senator Gorton

MS

FEB 1 1990

J.W. Claypool
1643 - 94th Ave. N.E.
Bellevue, WA 98004

January 19, 1990

Temple Johnson
Manager, Air Traffic Division FAA
Northwest Mountain Region
17900 Pacific Highway South
PO Box 68966
Seattle, WA 98168

AEA* 333

RE: EAST TURN CONTROVERSY

Dear Sir:

Briefly, my husband and I support spreading out departing flights into THREE PATHWAYS over the Eastside in order to equitably disperse the inevitable increase in noise levels over residential neighborhoods when the East Turn is in effect.

Since we are already subjected to a currently unacceptable noise level from the East Turn, it seems totally ridiculous to ask that we prepare for an INEQUITABLE INCREASE in noise due to an increase in the desired number of flights in and out of SeaTac.

If the FAA is TELLING US rather than ASKING US about increasing flights at SeaTac, why then is the FAA not prepared to objectively analyze the noise problem and select the solution that most equitably scatters the noise? While we can appreciate other residential areas not wanting noise increases, it is simply blatantly unjust not to spread the burden around as fairly as possible.

Furthermore, we understand that there are rumblings about eliminating the current curfew on departures between 10:00 pm and 6:00 am. This is TOTALLY UNACCEPTABLE.

In summary, if increases in noise levels on the Eastside become inevitable, we support the position of Bob Rudolf, President of ECAAN. We hope that a solution to equitable dispersion of aircraft noise will be arrived at without paying undue attention to those who holler loudly that they do not wish to accept their fair share of the burden.

Sincerely,

James and Weanna
Claypool

cc: file
Bob Rudolph, ECAAN
SENATOR SLADE GORTON
THE HONORABLE JOHN MILLER
SENATOR BROCK ADAMS
THE HONORABLE ROD CHANDLER

JANUARY 30, 1990

DEAR MR. JOHNSON:

AEA 334

Rec'd. ANM-500

Date: FEB 1 1990


I'M WRITING IN REGARD TO THE AIRCRAFT NOISE WHICH HAS BEEN BOMBARDING MY MEDINA HOME FOR THE PAST THREE YEARS. IT IS NOW TIME FOR THE REST OF THE GREATER SEATTLE POPULATION TO SHARE THE NOISE AND I, THEREFORE, ASK YOUR SUPPORT FOR THE MOST RECENT FAA PROPOSAL TO DISPERSE THE JET FLIGHT DEPARTURES ON THE EAST TURN OUT OF SEATAC.

January 22, 1990

THANK YOU VERY MUCH FOR YOUR CONSIDERATION OF THIS MATTER.

SINCERELY,

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168


NANCY C. CALLAGHAN
631 84TH AVENUE N.E.
BELLEVUE, WASHINGTON 98004

Dear Mr. Johnson,

AEA # 335

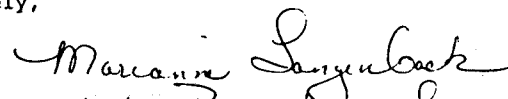
The East Turn was moved north three years ago and noise of aircraft departing from Sea-Tac has been severely impacting the communities of Medina, Clyde Hill, and Bellevue since that change.

The severe noise is totally unacceptable. We should not be asked to bear such a heavy burden of noise so far from the airport. This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a conversation due to the noise of the planes.

It is not essential that these planes fly over this area. The FAA has indicated its willingness to consider other flight tracks as well as splitting the flights into as many as three tracks. Political influences are preventing these changes.

This noise must be stopped. Please do what you can to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Take the lead in fighting this injustice. Please let me know what you are able to do and if there is anything else I can do to stop these planes from flying over.

Sincerely,


1659 Rambling Lane
Bellevue, WA 98004

316

REC'D. ANM-500
FEB 1 1990
Date:

January 14, 1990

AEA# 336

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

Your help is needed to relieve a terrible problem, which is disastrously affecting the lives of the residents of Medina, Clyde Hill, and Bellevue.

The noise which comes from the planes on the "East Turn" is very disruptive and a severe intrusion on our lives. While out in the yard on those beautiful days with a north wind here come the planes - one right after another - so loud one can hardly think. It is often impossible to carry on a conversation due to the noise of the planes overhead.

This noise must be stopped. Use whatever influence you have to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. I hope to see some evidence of your concern for our plight.

Sincerely,

317

G.Y. Johnson

1441 - 86th Avenue N.E.
Bellevue, Washington 98004

PNEUMAN ENGINEERING, INC.

2616 - 79TH AVE. N.E./BELLEVUE, WA 98004-1818

(206) 453-8088

TIMBER ENGINEERING - RESEARCH & DEVELOPMENT - STRUCTURAL WOOD INVESTIGATIONS

REC'D. ANM-500
Date: FEB 1 1990

January 29, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P. O. Box C-68966
Seattle, WA 98168

AEA# 337

Dear Mr. Johnson:

This letter is in regard to the cancellation of the possible split departure corridor which would have been divided over Mercer Island and the communities of Medina, Clyde Hill, and Bellevue.

Please be advised that we feel that all involved communities should share the noise, including Mercer Island. We are in support of dispersing flights on the East Turn.

We will appreciate your efforts on behalf of our area to institute the split departure corridor on the East Turn thereby giving some relief to the communities that have borne the brunt of the noise pollution for the past several years.

Thank you again for your efforts.

Sincerely yours,

Frederick C. Pneuman, P. E.
Structural Engineer

cc: Senator Slade Gorton
Honorable John Miller
Senator Brock Adams
Honorable Rod Chandler

FCP/jcd
LETTERS/O:26951



Rec'd. ANM-500

Date: FEB 1 1990

January 31, 1990

Mr. Temple Johnson, Jr.
Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
Seattle, WA 98168

AEA # 338

Dear Mr. Johnson:

I am writing in behalf of the Eastside Citizens Against Aircraft Noise in support of dispersing flights on the East Turn. I am a resident of Medina, and wish to state my concerns on this issue.

Medina, Clyde Hill, and Bellevue have borne the brunt of the East Turn departures for the last three years since the corridor was moved north. The resultant noise pollution is unacceptable and has severely damaged the quality of life in these residential communities.

The number of departing planes overflying these communities must be decreased. An equitable distribution of departures should be instituted so no one area is saddled with an undue share of the noise.

I hope that with enough support this situation will be corrected.

Sincerely,

STELLAR INTERNATIONAL

A handwritten signature in cursive script, reading "Laurie McDonald-Jonsson".

Laurie McDonald-Jonsson
President & CEO

LMJ:bls

Rec'd. ANM-500

Date: FEB 1 1990

January 30, 1990

Mr. Richard Prang
FAA Regional Offices
17900 Pacific Highway South
C-68966
Seattle, WA 98168

AEA # 339

Dear Sirs:

Turbojets had been flying over our community of Saltair Hills at a rate of 28,169 per year in 1964. In 1989 the yearly total was 91,231. If we get the 32,850 yearly additions that were estimated for Dash Point, the minimum would be 124,081 jets for 1990. That is way too many for one community to absorb!

We have been looking on with great interest at the debate pertaining to the four post plan for landing patterns the FAA is considering.

As residents of Saltair Hills, a suburb of Kent due south of the airport at 250th street, we have been assured that this will not affect our area which is directly under the southern runways.

Our concerns are: (1) if the plan is not implemented, these additional planes would be routed over our homes in addition to the huge already existing air traffic. (2) if the plan is implemented and if 90 additional aircraft per day will be flying over Dash Point, as we are due north of Dash Point, we would be affected by the new plan also.

We are very concerned and join the other groups in calling for a complete EIS with a thorough study of the flight paths before their implementation.

Respectfully submitted,

A handwritten signature in cursive script, reading "Mrs. Karen Waalkes".

Mrs. Karen Waalkes
Saltair Hills Coordinator
24918 24th Place South
Kent, WA 98032

Stanley G. Fleischmann
1615 90th N.E.
Bellevue, Washington 98004

ANM-500
FEB 1 1990

January 23, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
NORTHWEST Mountain Region
17900 Pacific Highway South
P.O. Box C-68966
Seattle, Washington 98168

AEA #340

Dear Mr. Johnson,

My wife and I seriously support the dispersing flights on the East Turn. With the additional noise we have sustained, the mornings are absolutely unbearable with the loud jets coming overhead at least every two minutes. We are in our later years; have worked hard for a decent homelife; pay plenty of taxes to live on lovely Clyde Hill.

The resultant noise pollution is unacceptable, and we strongly urge you to make an equitable distribution of departures so that no one area is saddled with an undue share of the noise. The number of departing planes flying over our community must be decreased.

We strongly urge you to consider our plea for dispersing the jet flight departures on the East Turn as the FAA had recently proposed to do.

Most sincerely,

Stanley G. Fleischmann
Stanley Fleischmann

c/c: Senator Slade Gorton
Senator Brock Adams
The Honorable John Miller
The Honorable Rod Chandler

January 24, 1990

Rec'd. ANM-500 507
Date: JAN 31 1990

REC'D ANM-1

JAN 30 90

Federal Aviation Administration
17900 Pacific Highway South
Mail c-68966
Seattle, WA 98168

AEA #341

ANM-1
ACTION: 304
INFO: 124

RE: Rerouting Of Flights Over Seattle. Need for an EIS

Dear FAA:

We are writing to express our concern over the process presently being utilized to determine the rerouting of flights in and out of Seattle. We are concerned about the resultant noise and air quality impacts, and strongly request that your agency prepare and Environmental Impact Statement (EIS). Your decision-making process will affect the health, safety, welfare, quality of life, and environment of hundreds of thousands of citizens living in this area. Preparation of an EIS is the only way alternatives can be properly evaluated and impacts mitigated.

We are concerned about the impacts this rerouting will have on all the potentially affected residents in our metropolitan area, not just within our neighborhood. It is very important that an EIS be prepared so that ALL feasible alternatives are evaluated and discussed fairly and evenly, and mitigations identified. A properly prepared EIS is the only mechanism available to efficiently collate all of the technical and environmental information necessary to resolve this issue. Only then can you responsibly select a preferred alternative, in the spirit of the National Environmental Policy Act (NEPA). To do so otherwise would be contrary to the letter and intent of NEPA. Your responsibility under NEPA and to the citizens of this area cannot be taken lightly.

Thank you in advance for your consideration of these comments. We would like to receive, in writing, a letter outlining your decision on this matter.

Sincerely,

Erik Stockdale

Erik & Dianna Stockdale
6232 - 27th Avenue Northeast
Seattle, WA 98115
524-6858

es:faaroute.doc

cc: Sen. Brock Adams
Hon. Slade Gorton
Hon. John Miller
Hon. Jim McDermott

319

CAPT. JOHN R. MIDDLETON USN (Ret.)
1637 SEVENTY-SEVENTH AVENUE NORTHEAST
BELLEVUE, WASHINGTON 98004-2312
27 January 1990

Rec'd. ANM-500

Date: FEB 1 1990

Mr. Temple JOHNSON Jr.
Manager Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P O Box C-68966
Seattle, Washington 98168

AEA # 342

Dear Mr. JOHNSON,

I am a resident of Medina, Washington and my home is being subjected to an excessive amount of jet aircraft noise.

Approximately three years ago the flight path for jet aircraft departing from Sea-Tac to the northward and turning eastward was adjusted so that the communities of Medina, Clyde Hill and Bellevue became recipients of an excessive amount of aircraft noise.

I am well aware of the fact that jet aircraft produce high noise levels particularly when they are taking off and gaining altitude. However, that noise should be distributed as evenly as possible over the communities making up the Seattle Metropolitan Area.

Therefore, it is suggested and requested that an equitable distribution of departures be established so that no one area is subjected to more than its equitable share of the noise associated with those departures.

Please take any necessary action required to ensure that equitable distribution of that noise.

Sincerely yours,

330
CC: Senator Slade Gorton
Senator Brock Adams
The Honorable John Miller



January 31, 1990
Mr. & Mrs. J. C. Starksen and Family
1940 104th S. E.
Bellevue, Washington 98004

Date: FEB 1 1990

Mr. Temple Johnson Jr.
Air Traffic Division
N. W. Mountain Region
17900 Pacific Highway S.
P. O. Box C-68966
Seattle, Washington 98168

AEA # 343

Dear Mr. Johnson,

This letter will be as brief as possible, as I have just found an address, yours, at which, I'm told, some solutions to a problem which has jeopardized peoples health; and has cost people a great deal financially for approximately 7 years, might be solved, or at least tempered.

The problem is the Commercial Aircraft noise which we have received directly over our area and our home. You might note from the address that the area is not near an Airport! It is, in fact, in one of the few areas left where the inhabitants have respect for the environment of Washington State. We here have managed, not without some difficulty, to keep the area natural with native trees, ferns etc., and have also managed to keep an "Old Fashioned" neighborhood. This neighborhood enfolds four schools (ranging from Pre-School to High School), 5 small parks and 2 Churches within walking distance. Not an area one would suspect to be deluged with Aircraft noise, or indeed Aircraft, if the F.A.A. were concerned with safety.

However, during the "Gas Shortage", probably due to a mere line drawn on a map, one day, it was designated as a "flight pattern" to be used temporarily. We are now an area, not unlike that of an area being strafed by "enemy aircraft" in War times (this is, actually, a description from a neighbor who was a War Veteran, who experienced the agony at eh time, and said that what we are now experiencing, is just the same, and as damaging healthwise). Please note we have suffered this for over seven years!!!

During this time. residents have tried to contact people who would recognize the problem and could be helpful in attaining some degree of relief. So far, those who seemed to have some influence, have only been able to establish and ever growing chain of committees and sub-committees, which have become larger and larger, printing "Glossy" pamphlets on Aircraft noise, post cards to "thank" a person for calling a complaint "Hot Line" (as if a person would want to be tortured enough to be forced to have to call in the first place!!), news notes on progress (or lack of) etc..etc.. The number of employees required to accomplish this must be interesting to note...Secretaries, clerks, Administrators, people to man the "Hot Line", people to maintain the offices and salaries. Then of course there would be the expense of the premises...Office machines, computers, typewriters, phone lines, electricity, insurance, office furniture, heat, etc..etc..

Date: FEB 1 1990

1635 21st Avenue East
Seattle, Washington 98112

January 31, 1990

Could all this, be costing the Tax payers more than it would to concede that the Aircraft noise is extremely damaging, and just give the Commercial Airlines the sum the committees are now spending in studies etc. for fuel to fly at a higher altitude and cut back on their engines while flying over peoples homes rather than flying low and accelerating the engines, as they are doing now?

It is most difficult to be brief, as stated earlier, considering the suffering people have endured, but I realize that your time is limited, so I will now just relate a few situations that I have heard of and leave it to you to weigh the value of "Human Life" against greed and commercialism...(often referred to as "Progress").

There are people here who have jobs requiring them to have to sleep past 6:00 A.M.; there are Students, who must study at night and need to have some sleep during the day; there are people who have experienced health problems who need some quietude in their own homes..(these would include people recovering from Strokes, Heart Attacks and Chronic Illness). There are the elderly, Mothers of children, and in short, just normal persons. There are also those who work at home, who under present conditions, are unable to do so when an Aircraft passes over, approximately every 3 minutes, which is loud enough to obstruct telephone conversation, conversation between persons in the home, listening to any Audio device, concentrating to write, or just plain concentrate.

Now, lest you think I am personally over-reacting, let me relate one small example of how loud and fierce the vibration can be in this area - Please note this is only one of many. On one occasion, as one of the numerous Aircraft passed over, causing the usual "Hell" of vibration and unendurable noise, the Tract Lighting in our ceiling was dislodged by the vibration.. The exposed wires touched, arced, and shorted out the Electricity. Somehow, this episode seems to symbolize the problem and the severity of the problem for those experiencing Aircraft noise in a area which is not near an Airport.

Also, should the current fad of "attacking the victim" be taking place at this very moment, let me say that the person writing this letter was a U. S. Marine Corps Pilots wife, who was stationed in Pensacola Florida, ("The home of the Blue Angels" and training site for the Navel and Marine Aviators) and in El Toro California, before and after the Vietnam War. Thus I have an obvious affiliation with Aircraft. However, in those areas mentioned, severe penalties were given those Pilots, who while flying, disturbed the civilian community. NOW these pilots were working and risking their lives in "defense of our country"... I ask you, IF they were not allowed to cause distress to the populace for Aircraft noise, WHY should a Commercial Airlines be allowed to do so??? A reasonable question; and one to be answered honestly and with great moral implications. Can You ??

Mr. Richard Prang
Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, Washington 98168

AEA 344

Re: FAA Proposed Change in Air Traffic
Patterns over North Seattle

Dear Mr. Prang:

I am a resident of a neighborhood in the northeast section of Capitol Hill in Seattle (on 21st Avenue between Crescent and Interlaken). I am writing to express my deep concern about any increase in the number of flights over this area as a result of air traffic at Seattle-Tacoma International Airport.

In light of current conditions in Seattle, noise control must be a high priority, one which should be given more weight than capacity and efficiency when the FAA considers flight pattern changes in Seattle. I can personally attest to the adverse noise impact of the planes under the current traffic patterns, which is why I am very concerned about any increase in air traffic over this neighborhood.

I moved into my home on North Capitol Hill four years ago. During that time, the noise from planes has been considerable and, in my opinion, has had an adverse impact on the quality of life in the neighborhood. In any weather situation where the planes are flying directly over the neighborhood (most typically, on cloudy or rainy days where the planes are landing to the south), the noise from overhead flights is very pronounced. As we frequently have this type of weather in Seattle, the neighborhood already experiences far more than its fair share of Seattle air traffic noise. For example, with the poor weather this past weekend, the noise from planes flying directly overhead was very loud -- sufficiently loud enough to require raised voices on occasion or music systems or televisions to be adjusted to a higher volume. At times, when the planes are coming in one after another, the noise is virtually continuous.

In addition, last summer, even in perfect weather, noise from airplanes adversely impacted the neighborhood. The planes in question appeared to be taking off to the north and turning to

M. A. Starksen

M. A. Starksen

the east just south of the North Capitol Hill neighborhood. Although the planes were not flying directly over the neighborhood, as they do in poor weather, the noise from planes was clearly heard and was a nuisance.

More attention needs to be given to other solutions, such as more equitably distributing plane noise throughout the Puget Sound region. Another top priority should be technology and regulations to reduce the noise produced by planes. Increasing airplane noise over neighborhoods already adversely impacted by plane noise is simply not an equitable solution. The noise level from planes is already too high. Please do not increase air traffic over North Capitol Hill in Seattle.

Sincerely,

Helen A. Harvey
Helen A. Harvey

January 25, 1990

Mr. Richard Prang
Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

Lynda Wiltse
Thomas Worcester
10705 NE 42nd Pl.
Kirkland, WA 98033

AEA# 345

Dear Mr. Prang,

We are writing in regard to the FAA's proposed rerouting of flights into SEATAC airport.

Due to illness, we were unable to attend the public hearing at Cleveland High School on January 24. However, we have followed the issue of rerouting inbound flights to SEATAC, and subsequently increasing the number of those flights, with keen interest.

Our understanding is that the FAA proposes to reroute and increase the flights into SEATAC in response to a need, expressed by some segments of the community, for a more intensive utilization of the existing airport facility. However, the FAA proposal creates other issues or needs that to date have not adequately been addressed by the FAA. These issues are listed below:

- (1) SAFETY -- Shifting existing pathways from open water to some of the most densely populated areas of the county dramatically increases the risk of injury and death from downed planes or falling debris.
- (2) NOISE POLLUTION -- Shifting the flightpaths to new areas and increasing the number of flights over existing pathways subjects many more residents to high decibel sound levels. At an increasing rate, all levels of government are recognizing that noise can be as potent a source of urban pollution as any other, and they are taking legal steps to restrict the sources of noise or mitigate its effects.
- (3) INFRASTRUCTURE IMPACT -- The aspect of the FAA proposal which allows for increased utilization of SEATAC in terms of more flights will add to the infrastructure burden in support of SEATAC, most notably as an increased traffic load on surrounding arterial roadways. Questions arise regarding how great the increased load will be and the ability of existing roads to handle the increase. If additional road capacity is

Rec'd. ANM-500

Date: FEB 1 1990

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required, questions arise regarding how much additional capacity is needed, who or what entity will pay for it, and to what degree must construction be completed before the cause of the impact, in this case the increased flights, can be allowed to be operational. As anyone might recognize, these questions are similar to those surrounding any major land- or water-based growth proposal and from which air-oriented proposals cannot be exempt.

(4) FINANCIAL CONFISCATION -- Placing new flightpaths over existing residential areas and increasing flights over current flightpaths introduce negative safety and noise pollution concerns into the considerations of potential purchasers of those residential properties. Over time this will cause a real and demonstrable loss of financial value to owners of the affected properties. It is conceivable that future land use decisions, such as proposals for higher density residential construction, will be swayed negatively due to these considerations. Questions arise regarding the extent of these financial losses and how the Federal government, with the FAA acting as its agent, will reimburse landowners for what is essentially a confiscation of financial resources for purposes of the general public.


Until the FAA addresses these issues in an acceptable manner, we urge you in the strongest terms to desist from implementing the flightpath changes which cause them or to pursue other proposals which do not cause such serious concerns.

We must also comment on an aspect of the process which is being followed to evaluate and judge this proposal. We feel that those landowners and residents who would be most directly affected by this proposed change are not being adequately informed as to the details and timing of the changes, the real impacts to their interests, and their rights and responsibilities in the process. As the proposer, it is the obligation of the FAA to communicate this information directly to those affected. We feel that news media coverage and a single public hearing are inadequate means of communication.

We have informed our elected officials of these views and have provided them copies of this letter.

Sincerely,


Lynda Wiltse


Thomas Worcester

c: President George Bush
Senator Brock Adams

Senator Slade Gorton
Congressman John Miller

LEONARD D. MADSEN
7223 28TH N.E.
Seattle, Washington 98115

Rec'd. ANM-500

Date: FEB 1 1990

January 28, 1990

AEA #346

Mr. Richard Prang
Federal Aeronautics Administration
17900 Pacific Highway South
MS C - 68966
Seattle, Washington 98168

RE: Sea-Tac Airport Flight Patterns

The intent of this letter is to register my dismay at a recent announcement that the FAA intends to take a major action to significantly alter flight patterns to Sea-Tac International Airport.

It is irresponsible that such an action would be taken without the benefit of a full environmental impact statement to evaluate potential alternatives which may mitigate adverse affects on our community.

Enclosed is a map which illustrates forecasted 2000 household densities in the Puget Sound area. Areas impacted by the changes in flight patterns are the densest in the region. Aside from the psychological impacts that aircraft noise will have on these communities, the revised flight patterns will increase flyover frequencies and increase risk and potential for accident to these residents.

I suggest that a range of alternatives be fully evaluated. Altering of night/weekend flight patterns to avoid overflights in occupied areas where housing is most concentrated must be considered.

In order to pursue this matter further, I am requesting a copy of the existing environmental assessment and that I be notified of future public meetings and decisions on this matter. Again, you are urged to provide our community with a full opportunity to be involved in this decision making process, including review of the draft environmental impact statement.

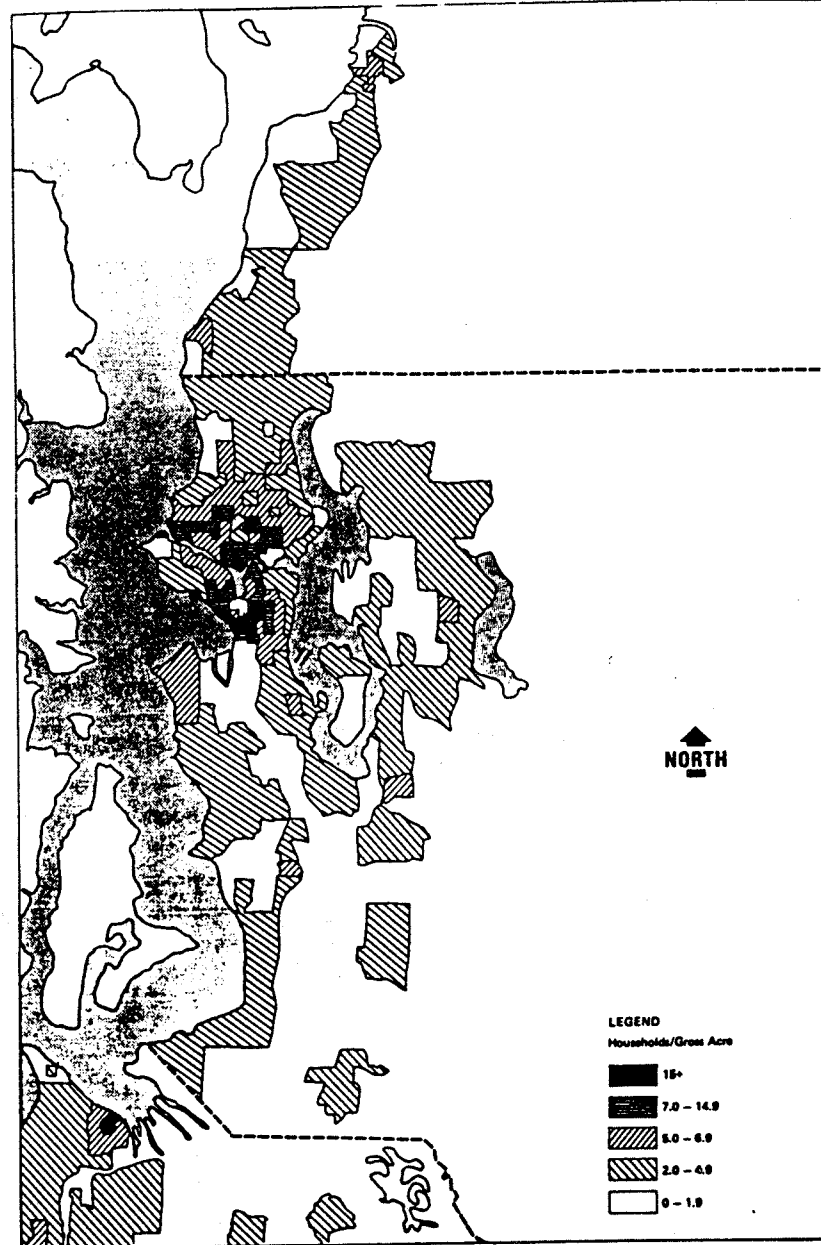
Sincerely,


Leonard D. Madsen

cc: Honorable Brock Adams, Senator

Enclosure

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Year 2000
Public Transportation Plan

FIGURE 12 - YEAR 2000 HOUSEHOLD
DENSITIES (Source: PSCOG TAZ Forecasts,
June 88)

Dear Mr. Johnson
Please read how we feel about this
issue. Please disperse the aircraft
noise on the East Turn. We should not
get all the noise.

1848 77th Ave NE
Medina, Wa 98004
January 24, 1989

The Honorable Rod Chandler
Congress of the United States
House of Representatives
3326 - 160th Avenue SE #105
Bellevue, Washington 98008

AEA* 347

Regarding: Jet Aircraft Noise

Dear Congressman Chandler:

I am writing you once again on the subject of aircraft noise. In June 1988 I wrote explaining the greatly increased noise resulting from east turning airplanes turning over Medina & Clide Hill. To refresh your memory, in the fall of 1987, with no notification to the public, the FAA decided to have almost all east bound and LA basin flights out of Sea-Tac (on north takeoff days) turn in a narrow corridor over Medina, Clyde Hill and Bellevue. You wrote back explaining that you were aware of the problem and that the situation was being studied. Well, not only has the FAA successfully stonewalled us but recent proposals would substantially increase the traffic.

Why are they so special?

As I said in my letter in 1988, the planes have to turn somewhere and we are willing to take our share. Our region is experiencing explosive business growth which means increased flights and that benefits all. However, other communities in the area, namely Mercer Island and Kirkland, are not only not sharing the burden now but are refusing to do so in the future. Unfortunately, the local FAA, while saying they don't have to ask anybody's permission to make these kinds of decisions, appear once again to be bowing to those who yell the loudest. Evidence of this is the change of pattern after the scatter test of summer 1987 which prompted my first letter.

Mercer Island was included in this test. However, they were organized, called the hotline with abandon, wrote letters and called on their most influential citizens to get involved. Low an behold, no flights over the island -and guess what, the new plan leaves the island unscathed again.

You must live there

I personally have great respect and confidence in the FAA. I flew in excess of 100,000 miles in 1989 and expect 1990 to be no different. They do a great job and I have never felt safer flying than I do today. However, to be fair often takes courage. I don't see fair here, and I don't see courage. I see the FAA taking the path of least resistance and quite frankly little more than lip service from our elected officials.

We need a little reason here and I urge you to give us a hand.

Very truly yours,

E. Pillitteri
Edward M. Pillitteri

copies: Representative John Miller
Senator Slade Gordon
Senator Brock Adams
Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA

335

Rec'd. ANM-000

Date: JAN 30 1990

To: FAA, Port of Seattle

DATE: 25-Jan-1990

Subject: Noise from Jet Aircraft Flight Path Change

Dear

AEA#348

We are writing today to express our concern over the proposed changes in jet aircraft flight paths. The proposed changes, as we understand them, would greatly increase the number of jets routed over the Eastside, particularly Cougar and Squawk mountains. The reason we live here is to have peace from the bustle and noise of the urban area. We are not alone. The demand for housing in our area is one of the highest in the nation; as proof, housing costs escalated 42% in 1989 alone!!! How can one justify changing the flight paths to overfly the most desirable and beautiful area in the Seattle Metro area??? THAT is poor decisionmaking.

Additionally, Squawk mountain is 2000 ft and only 9 miles from Seatac! Even an alternate flight path over Squawk mountain is dangerous; an accident waiting to happen. And Cougar and Squawk are 80% privately owned residences, not wilderness!!! Instrument failure or pilot error could easily lead to a collision. Visibility is poor in this area over 60% of the time, especially during the colder and wetter months. We recognize that the current flights over this property are due to weather clarity, because we are not in the normal approach/take-off pattern.

We would also like to formally complain, because in the past 2 years, the number of jet flights over our residence has increased ten fold. We also understand there may be a lift on the night flight ban over our area. We are strongly opposed to lifting the night ban.

Distributing the noise among more neighborhoods is dumb; all it accomplishes is angering a large amount of people. Keeping it minimized as in the past is the best choice. Why can't we reduce the need to fly? Most business trips are a waste of energy, time, and fuel. This society is becoming too mobile; we are destroying our world in the greedy manner that defines the human race. If you had foresight, you would plan to limit the number of flights allowed in this region. How many more people must die before this happens? (and you know that there will be many major accidents in the near future). We agree that something needs to be done to improve the safety of the ingress/egress patterns to Seatac, but the proposed plan is merely a temporary band-aid. We are tired of this short sighted gutless approach. Why can't we follow other airports in this nation that have limited their use? What is the long term plan? Growth is not good; it is killing us faster than we realize. Plan to limit and

control it, or you will destroy one of the last decent major cities in the U.S. Get tough, or get out.

We urge you to reconsider the proposed flight path change. Other flight path approaches over less densely populated areas (over Tiger mountain 5 miles east) would be a much better choice. Since the noise pattern is not fully known, more intense study needs to be done to determine the path that effects the quality of life for the least amount of people.

Sincerely,

Kenneth A. Cobleigh

Stephanie J. Eldringhoff

Kenneth A. Cobleigh

Stephanie J. Eldringhoff

Residing at 19461 SE 118th Issaquah WA 98027
MAILING Address: 15012 206th SE Renton WA 98056

Date: JAN 31 1990

MARTHA E. ROST / 2306 32nd Avenue South / Seattle, WA 98144

January 29, 1990

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

AEA # 349

To whom it concerns:

I attended the Hearing on Draft Environmental Assessment on January 24th at Cleveland High School. Although I intended to speak at the hearing, it ran late and I had to leave before my number (74) was called. I am writing you this letter to summarize what I planned to say at the hearing.

I am a resident of the Mt. Baker neighborhood in Seattle. East-turning air traffic travels over my neighborhood. At current traffic levels, aircraft noise disrupts conversations in my house and outdoors, and it disrupts sleep during the night when there is supposed to be a curfew. Since moving to this neighborhood 3-1/2 years ago, the quality of life in my neighborhood has been degraded by the increasing levels of air traffic noise. Further increases as proposed by the FAA in already disruptive air traffic noise is unacceptable.

In-city Seattle neighborhoods are already burdened with problems of crime, drugs, and inferior schools. Adding air traffic noise could tip the scales for some residents that have worked hard to make Seattle's neighborhoods liveable, and force them to move to areas with less noise and fewer problems. It is vital to the health of the Puget Sound region to maintain liveable, attractive neighborhoods in Seattle.

I believe planes should be required to fly over Puget Sound until they make their eastern turn, or be routed in a traffic pattern that would scatter the noise more evenly over other Puget Sound communities. I encourage you to perform an environmental impact study that covers all areas impacted by increases in air traffic. Additionally, an effective program for quieter planes, stringent noise monitoring, and enforcement of guidelines would help minimize noise impact on Seattle's neighborhoods.

Sincerely,

Martha E. Rost

Martha E. Rost

Rec'd. AEM-500

Date: JAN 30 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P.O. Box C-68966
Seattle, WA 98168

AEA # 350

January 23, 1990

Dear Mr. Johnson:

My wife and I live in Clyde Hill, at the intersection of 98th NE and 32nd NE. This is approximately a half mile due east of the Evergreen Point bridge, right where -- you guessed it -- those big turbo-fans turn and fly over. In fact, here comes a set now. We'll just have to wait un.....til they pass over.

I tell you, those thing are really loud. Don't know which shakes the place the most, the GE or the PW.? Of course, to old Beauregard it doesn't make a difference. He can't sleep through either one. Whereas Grandma could care less. She's 92 and hasn't heard a thing since one of her popovers exploded in '67.

We could tell you all the bad things for us that have happened since you told the pilots to turn east when they reach the Evergreen Point bridge. But, then, you probably know all about that, having gotten several ear.....fulls from all the citizens groups hereabouts. So we've been thinking hard about some good things about the jet engine noise so we might share them with you and make your day brighter.

One thing that comes to mind is how nicely the roar covers over the racket when our next door neighbor's middle son is practicing his drums. In this case, it's too bad the roar doesn't last a bit longer. The same kind of thing is true when our daughter-in-law has the ten-month-old grandson over, only in this case the roar stops the kid's bawling altogether! Maybe you could bottle that one and lower parking rates at SeaTac with the proceeds. We appreciate it too when the.....
.....747's run the (other) neighbor's two Labrador setters home, especially when they have run our Maine Coon cat up the Fuji flowering cherry. And then we have to admit it's kind of handy to have a Monday afternoon full of vibrations shake down all the maple leaves so I only have to rake once instead of going back to do a little each time.

The only other good thing, we guess, is that the increasing noise we get must be decreasing somebody else's. But both the wife and I think you should keep that in balance by spreading it all around a bit. Thanks..... a lot.

3201 98th NE
Bellevue, WA 98004

Jim and Joyce Tuggle
Jim & Joyce Tuggle

Rec'd. ANM-500

Date: JAN 30 1990

January 16, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The East Turn was moved north three years ago and noise of aircraft departing from Sea-Tac has had a devastating effect on the residents of Medina, Clyde Hill, and Bellevue since that change.

We should not be asked to bear such a heavy burden of noise so far from the airport. This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a conversation due to the noise of the planes. This severe noise is totally unacceptable.

It is not essential that these planes fly over this area. The FAA is willing to use other flight tracks and has suggested splitting the flights into as many as three tracks. Political influences are preventing these beneficial changes.

Do whatever you can to change the airport departure procedures. We must have some lessening of this noise. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take the lead in fighting this extreme injustice. Keep me informed about what you are able to do and if there is anything else I can do to stop these overflights.

Sincerely,



J. NORTON CARLSON
8740 NE 2ND PL.

Bellevue, WA 98004

Rec'd. ANM-500

Date: JAN 30 1990

January 16, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The East Turn was moved north three years ago and noise of aircraft departing from Sea-Tac has had a devastating effect on the residents of Medina, Clyde Hill, and Bellevue since that change.

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Sincerely,



8740 NE 2ND PL

Bellevue, WA 98004



WASHINGTON APPRAISAL SERVICES, INC.

10232 N.E. 10th STREET - BELLEVUE, WA. 98004-4289 - (206) 453-1456

January 29, 1990

Rec'd. ANM-500

Date: JAN 30 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P. O. Box C-68966
Seattle, Washington 98168

Re: Distribution of Eastside Aircraft Noise

AEA # 353

Dear Mr. Johnson:

As long term Medina residents, and over the last several years, we have been subjected to the relocation of aircraft passing over our property and the adjacent communities of Clyde Hill, Hunt's Point, Yarrow Point and Bellevue.

The results of this intrusion has resulted in the impacts of both sound and air pollution on these communities. These former quiet residential areas have been transformed and in time will be downgraded from their former "Very Desirable Living Status". It would seem that the FAA should be just as concerned in preserving the existing environment; economically as well as amenities, rather than to create more depreciation and resultant loss in property values as well as the local taxation base.

There are several ways that the FAA could improve the aircraft impact conditions that currently affect these communities. The most desirable and quickest solution would be for the FAA to provide a more equitable distribution of aircraft over the Eastside. Others might include the following: 1 - Start a little later than around 6:00 A.M., especially on weekends. 2 - Accelerate the Retrofit program for the older jets as well as their parameter hours for arrival and or takeoff. 3 - Consider the use of alternate civilian and or military fields for passenger as well as freight traffic. You may have some fields available in the near future.

Your attention to a more equitable distribution of aircraft noise and pollution over the Eastside would be greatly appreciated. Thanking you for your attention to this matter.

Very truly yours,

John F. Lietz & Rene L. Lietz
John F. Lietz & Rene L. Lietz
2460 Evergreen Point Road
Bellevue, WA. 98004

c.c. Senators: Brock Adams and Slade Gordon
Representatives: Rod Chandler and John Miller



Alki Community Council

Rec'd. ANM-500

Date: JAN 30 1990

January 26, 1990

Mr. Temple Johnson, Air Traffic Mgr.
FAA NW Mountain Region
17900 Pacific Highway S. C-68966, ANM 500
Seattle, Wa. 98168

AEA # 354

Dear Mr. Johnson:

I am more than a little concerned by the hysteria generated by the proposed four-post plan. Simply put, as I understand it, the FAA proposed it to alleviate congestion during peak times when Sea-Tac operations were in a South Flow with good visibility. This occurs about 18% of the time-- 60% South Flow, and good visibility about 30% of that 60%. That means approximately 82% of the time the plan doesn't apply.

This seemed pretty straight forward. But now resistance from north-enders and eastsiders has generated and unenforceable ordinance from the Seattle City Council as well as several proposed modifications to the four-post plan from a mediation committee.

One proposal would have more Stage II aircraft routed over Elliot Bay. Another would have more southbound North Flow take-offs turn west over Elliot Bay. This is unacceptable. As the residents of North Delridge, Admiral, Alki, and Magnolia can testify, flying over Elliot Bay is not the solution to the noise problem.

Residents of the Southwest District along with Magnolia already have more than their fair share of noise as well as unfairly getting stuck with all of the North Flow night time operations.

Ultimate solutions will require alternatives to an ever expanding Sea-Tac Airport. In the meantime our eastside and north end neighbors should share the noise burden with us.

Sincerely,

Alan Clasons

Alan Clasons, Chair
Alki Community Council
3615 60th Ave. SW
Seattle, Wa. 98116

cc: Mr. Richard Prang

Rec'd. ANM-500

Date: JAN 30 1990

January 14, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

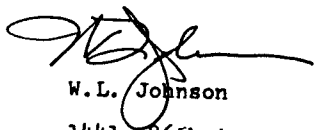
Dear Mr. Johnson,

Your help is needed to relieve a terrible problem, which is disastrously affecting the lives of the residents of Medina, Clyde Hill, and Bellevue.

The noise which comes from the planes on the "East Turn" is very disruptive and a severe intrusion on our lives. While out in the yard on those beautiful days with a north wind here come the planes - one right after another - so loud one can hardly think. It is often impossible to carry on a conversation due to the noise of the planes overhead.

This noise must be stopped. Use whatever influence you have to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. I hope to see some evidence of your concern for our plight.

Sincerely,



W.L. Johnson

1441 - 86th Avenue N.E.
Bellevue, Washington 98004

Rec'd. ANM-500

Date: JAN 30 1990

January 22, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

AEA* 356

Dear Mr. Johnson,

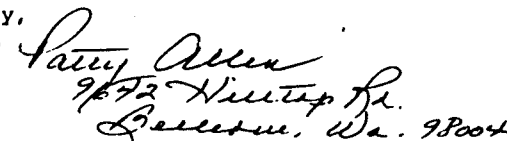
The East Turn was moved north three years ago and noise of aircraft departing from Sea-Tac has had a devastating effect on the residents of Medina, Clyde Hill, and Bellevue since that change.

We should not be asked to bear such a heavy burden of noise so far from the airport. This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a conversation due to the noise of the planes. This severe noise is totally unacceptable.

It is not essential that these planes fly over this area. The FAA is willing to use other flight tracks and has suggested splitting the flights into as many as three tracks. Political influences are preventing these beneficial changes.

Do whatever you can to change the airport departure procedures. We must have some lessening of this noise. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take the lead in fighting this extreme injustice. Keep me informed about what you are able to do and if there is anything else I can do to stop these overflights.

Sincerely,



Patty Allen
9672 Hilltop Dr.
Bellevue, Wa. 98004

Rec'd. ANM-500

JAN 30 1990

Date: _____

January 29, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway So.
P.O. Box C-68966
Seattle, WA 98168

AEA# 357

Medina, Clyde Hill, and Bellevue have borne the brunt of the East Turn departures from Sea Tac Airport for the last three years since the corridor was moved north. Last summer I counted 13 airline flights in one hour between 7 am and 8 am.

The resultant noise pollution is unacceptable and has severely damaged the quality of life in these residential communities. Having a conversation outside in the summer is impossible the majority of the time.

The number of departing planes overflying these communities must be decreased. An equitable distribution of departures should be instituted so no one area is saddled with an undue share of noise. Mercer Island, Kirkland, Bothell, Juanita should all share equally. Please consider our request to cover a larger area and spread the noise out.

Sincerely,

Rod & Carole Bindon

Rod & Carole Bindon
8424 N.E. 6th St.
Bellevue, WA 98004

Rec'd. ANM-500

Date: JAN 30 1990

January 22, 1990

AEA# 358

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The noise of aircraft departing from Sea-Tac on the East Turn is disastrously affecting the lives of the residents of Medina, Clyde Hill, and Bellevue.

The noise is very disruptive and a severe intrusion on our lives. Many times it is impossible to carry on a normal conversation due to the noise of the planes. No one living this far from the airport should be asked to bear such a heavy burden of noise from these planes as they climb and turn over us.

This noise must be stopped. Change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take a leading role in fighting this extreme injustice and let me know what else I can do to stop these planes from flying over.

Sincerely,

Luke Sifford

THE ABOVE IS A FORM LETTER PUT OUT BY THE EASTSIDE AIRCRAFT NOISE GROUP. I WOULD LIKE TO ADD A PERSONAL VIEW. SPECIFICALLY, WHY CAN'T TO'S AND LANDINGS TO AND FROM THE NORTH OF SEATTLE FLY IN AND OUT OVER THE PUGET SOUND AS BEFORE THE FUEL SHORTAGE. NO SHORTAGE NOW AND BESIDES IT IS SAFER THAN OVER POPULATED AREAS. I DO NOT THINK THAT THE PROPERTY OWNERS OR ANYONE ELSE SHOULD SUBSIDIZE THE AIRLINES BY TAKING ON ANYMORE NOISE THAN IS REQUIRED TO GET AIRCRAFT IN AND OUT OF SEATAC. WHAT'S THE BEEF IF IT COSTS A FEW 1,000 MORE POUNDS OF FUEL FOR AFEW MINUTES MORE AIR TIME ON THE SCHEDULE. THAT IS FAR LESS OF A PROBLEM THAN THE TIME AND FUEL USED HOLDING ALTITUDE SOMEWHERE AT THE OTHER END. IF IT WERE NECESSARY...SO BE IT, BUT HERE IN SEATTLE WE HAPPEN TO HAVE A NATURAL PATH FOR TRAFFIC THAT ONLY BOTHERS THE FISH.

Luke Sifford
8816 NE 2nd Place
Bellevue, Wa. 98004

RONALD J. SANTI
P.O. BOX 1058
MERCER ISLAND, WA 98040
832-6180

Rec'd. ANM-500
Date: JAN 30 1990

Rec'd. ANM-500
Date: JAN 30 1990

January 27, 1990

26 January 1990

Mr. Temple Johnson, Jr.
FAA Air Traffic Division
Northwest Mountain Region
17900 Pacific Highway South
P. O. Box C-68966
Seattle, Washington 98168

AEA# 359

Dear Mr. Johnson:


I recently moved to Medina from Mercer Island. I have the pleasure of being rumbled out of bed at 6:45 A.M. even if I have been working until 3:00 A.M. The jet noise situation is intolerable, verging on intentional infliction of emotional distress. The intermittent jolts cause extreme anxiety.

No one expects bureaucrats to make tough decisions. But it is not unreasonable to try to make fair ones. If the FAA cannot see its way to eliminate aircraft noise, at least be fair in administering the torture equitably over several victims so that none suffers mortal wounds.

This is to advise that I and all of my neighbors in Medina will do all that we can to defeat cowardly politicians who feel secure in rattling "a few" people in Medina rather than affecting additional communities. What happened to fair play and equal protection. Why do "leaders" acquiesce in sacrificing a few for political expediency. Don't we all have the same rights and responsibilities as citizens.

SeaTac is a regional asset with regional impacts. We should share the latter as we do the former.

Sincerely Irate,


Ronald J. Santi

332
cc: Senator Slade Corton
Honorable Job Miller
Senator Brock Adams
Honorable Rod Chandler

Mr. Temple Johnson, Jr., Manager
The Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
Seattle, WA 98168

AEA# 360

Dear Temple, (the "dear" is tentative!)

Sometime ago we discussed a multi-trace Eastturn departure procedure which would split the Eastturn flights above more communities than Clyde Hill, Medina, and parts of Bellevue. We also discussed rotating the use of these departure traces. You have agreed that this is possible.

Urge you to do this and to make the distance between the traces as great as possible. How about 3 traces & at least 5 miles between traces?

There has been an uneven response on your part to communities' complaints and requests. You have stated that you can do anything you want without anyone's permission. You have also been quoted as saying you will not make a change to the Eastturn trace without Mercer Island's approval. Yet changes have been made without Clyde Hill's and Medina's approval.

Fair is fair! Disperse the Eastturn flights in the above pattern which is more equitable.

Sincerely,
Marilyn Cop

Rec'd. ANM-500

Date: JAN 30 1990

January 22, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

The East Turn was moved north three years ago and noise of aircraft departing from Sea-Tac has had a devastating effect on the residents of Medina, Clyde Hill, and Bellevue since that change.

We should not be asked to bear such a heavy burden of noise so far from the airport. This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a conversation due to the noise of the planes. This severe noise is totally unacceptable.

It is not essential that these planes fly over this area. The FAA is willing to use other flight tracks and has suggested splitting the flights into as many as three tracks. Political influences are preventing these beneficial changes.

Do whatever you can to change the airport departure procedures. We must have some lessening of this noise. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Please take the lead in fighting this extreme injustice. Keep me informed about what you are able to do and if there is anything else I can do to stop these overflights.

Sincerely,

Anne H. H. Pyle

Rec'd. ANM-500

Date: JAN 30 1990

January 16, 1990

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

AEA# 362

Dear Mr. Johnson,

The East Turn was moved north three years ago and the noise of aircraft departing from Sea-Tac has had a devastating effect on the quality of life in Medina, Clyde Hill, and Bellevue since that change.

This area once had a quiet, rural nature, but the noise from these planes is threatening to turn it into an urban ghetto. It is often impossible to carry on a conversation due to the noise of the planes. We should not be asked to bear such a heavy burden of noise so far from the airport. This severe noise is totally unacceptable.

All these planes do not need to fly over this area. The FAA has suggested splitting the flights into as many as three tracks. Political influences are preventing these beneficial changes.

Please take the lead in fighting this extreme injustice. We must have some lessening of this noise. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. Let me know what you are able to do and if there is anything I can do to stop the burden of this noise.

Sincerely,

J. P. [Signature]

IF YOU MUST TURN EAST THEN MERCER ISLAND
AND OTHER COMMUNITIES SHOULD SHARE THE
NOISE !!

Rec'd. ANM-500

Date: JAN 30 1990

January 14, 1990

AEA# 363
Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

Dear Mr. Johnson,

Your help is needed to relieve a terrible problem, which is disastrously affecting the lives of the residents of Medina, Clyde Hill, and Bellevue.

The noise which comes from the planes on the "East Turn" is very disruptive and a severe intrusion on our lives. While out in the yard on those beautiful days with a north wind here come the planes - one right after another - so loud one can hardly think. It is often impossible to carry on a conversation due to the noise of the planes overhead.

This noise must be stopped. Use whatever influence you have to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. I hope to see some evidence of your concern for our plight.

Sincerely,

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Rec'd. ANM-500

JAN 30 1990

January 14, 1990

AEA# 364
Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA Northwest Mountain Region
17900 Pacific Highway South P.O. Box C-68966
Seattle, Washington 98168

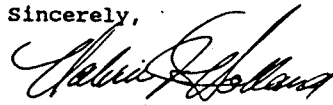
Dear Mr. Johnson,

Your help is needed to relieve a terrible problem, which is disastrously affecting the lives of the residents of Medina, Clyde Hill, and Bellevue.

The noise which comes from the planes on the "East Turn" is very disruptive and a severe intrusion on our lives. While out in the yard on those beautiful days with a north wind here come the planes - one right after another - so loud one can hardly think. It is often impossible to carry on a conversation due to the noise of the planes overhead.

This noise must be stopped. Use whatever influence you have to change the airport departure procedures. Stop the East Turn, move it back where it used to be, or at least spread it out so we don't get all the noise. I hope to see some evidence of your concern for our plight.

Sincerely,



rec'd. ANM-500
Date: JAN 30 1989

January 28, 1989

Mr. Temple Johnson Jr.
Mgr. Air Traffic Division FAA
Northwest Mountain Region
17900 Pacific Highway S.
P.O. Box C-68966
Seattle, Wa. 98168

AEA # 365

Dear Mr. Johnson:

Ref: Commercial Airline Traffic

My family and I have been residents of Bellevue for the last 5 years. During the last 3 years there seems to have been a dramatic increase in the number of commercial airlines flights over the location of our house. I am not only concerned about these flights but also efforts on your part to increase to an even greater extent the number of flights over our area.

One of the main reasons for purchasing a house in this area was to stay away from the airports and the flight patterns of these airports. We are now in a area of unacceptable noise pollution that is damaging the quality of life of my family and neighbors.

The number of departing planes on the East Turn must be decreased and there must be an equitable sharing of the noise so no one community bears an undue share of it.

Sincerely,

Ron Jackson
Ron Jackson

cc:
The Honorable John Miller
The Honorable Rod Chandler
Senator Slade Gorton
Senator Brock Adams

rec'd. ANM-500
Date: JAN 30 1989

Michael and Gail Cole
8509 N. E. 27th Place
Bellevue, WA. 98004

Mr. Temple Johnson, Jr., Manager
Air Traffic Division, FAA
Northwest Mountain Region
17900 Pacific Highway South
P. O. Box C-68966
Seattle, WA. 98168

AEA # 366

Dear Mr. Johnson,

We are writing to express our concern about aircraft noise over Eastside communities. We are in favor of the FAA proposal to disperse the jet flight departures on the East Turn, which are now concentrated over Medina, Clyde Hill and Bellevue. We would like to see the new departure corridor over Mercer Island, and would appreciate further consideration of the third pathway to the north.

We are opposed to the decision to drop the split departure corridors which would have meant a more equitable sharing of noise with Mercer Island. Medina, Clyde Hill and Bellevue have borne the brunt of the East Turn departures for the last three years since the corridor was moved north. The number of departing planes overflying these communities must be decreased. An equitable distribution of departures should be instituted, so no one area is burdened with an undue share of noise.

The noise pollution which has resulted from the increased number of departures over our community is unacceptable and has severely damaged the quality of life here. We ask that you consider our concerns and opinions in making decisions concerning departing flights from Sea-Tac.

Sincerely,

*Michael J. Cole
Gail Cole*

January 27, 1990

Federal Aviation Administration
17900 Pacific Highway South Rec'd. ANM-500
Mail C-68966
Seattle, WA. 98168

Date: JAN 30 1990

AEA # 367

Gentlemen:

In regards to the FAA's Plan for Increasing Overflights, I strongly request a thorough check of the necessity for all flights over populated areas. Not only the noise but more importantly the safety and health of the affected population concerns me.

We have for years been very disturbed that the FAA has ignored our plight from the continuous helicopter landings at Children's Hospital and Medical Center and the danger each in and out flight poses. Our roofs tremble, our dishes move, our sleep is disturbed from the vibration. With each flight we fear a crash might occur. In addition, air pollution is a fact.

Likewise, the vibration and possibility of crash and pollution are true of the jet planes. Please stop this reckless plan of flying more and more planes (often only half full) over densely populated areas.

Sincerely,

Helen Newman
Helen Newman
4252 N.E. 50th
Seattle, WA. 98105

525-4817

cc:

336

Rec'd. ANM-500

Date: JAN 30 1990

2522 31st Ave. S.
Seattle, Washington 98144
January 29, 1990

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, Washington 98168

~~AEA # 367~~ AEA # 368

To Whom it may concern:

I wish to comment on the rerouting of airplanes over the Seattle area, and on the F.A.A.'s draft environmental assessment.

I have called the Noise Abatement Hotline numerous times to register complaints about aircraft noise in my neighborhood. At times I am so shocked by the sudden noise, it seems as if we are about to be bombed. This sensation is very anxiety provoking. I have to continually remind myself that it is just a commercial airplane. Many times, conversations must be halted until the plane passes over. I can't conceive of coping with a more intensified situation.

I agree with the recommendations made by the Port of Seattle's noise consultant: the east turn curfew must be retained, and late night and early morning approaches should be made by way of Puget Sound and Elliott Bay. There must be an environmental impact study done that includes meaningful noise data, as well as quantitative data on air quality. An effective program requiring quieter airplanes must be implemented, along with stringent monitoring of noise. U-turns should be made further south over Lake Washington.

The F.A.A. has the authority to regulate schedules and request voluntary agreements from the airlines. I demand that that authority be exercised.

Sincerely,

Shelley Sutton
Shelley Sutton

cc Senator Brock Adams
Senator Slade Gorton
Congressman John Miller
Congressman Jim McDermott

Rec'd. ANM-500

Date: ~~JAN 27 1990~~
JAN 30 1990

January 28, 1990

5228 36th Ave NE
Seattle, WA 98105

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

AEA # 369

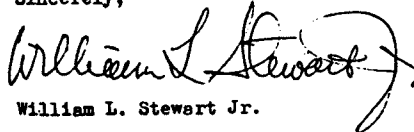
I am writing to state my opposition to the four post plan and its implementation without an environmental impact statement.

I live in Ravenna and was already concerned with the recent instrument approach increase in aircraft noise before hearing of the proposed new pattern. I now understand that the current traffic over our neighborhood is necessitated by the instrument approach pattern. I understand, but I am still upset about even the current noise levels. The increase in air traffic over our neighborhood with the proposed new pattern would impose greater noise burdens and would be quite disturbing.

People have expectations that noise levels will remain as they are when they move into a neighborhood. People who moved here anticipated a quiet neighborhood. If someone in this neighborhood has a barking dog, frequent loud parties, or late evening use of power tools, they are asked to stop and invariably comply. This neighborhood is our haven and refuge from the stress of the city and higher noise levels would have a definite adverse impact on our quality of life. The conclusion in the draft environmental assessment that there would be no change or significant impact is simply wrong.

My neighbors and I are also concerned about the safety aspects of overflight. The current routing over the Sound and the Duwamish industrial corridor would minimize potential crash exposure as well as noise exposure.

Sincerely,


William L. Stewart Jr.

Rec'd. ANM-500

Date: ~~JAN 20 1990~~

January 23, 1989
411 Shoreland Dr. SE
Bellevue WA 98004
206 454 8335

FAA
Attn: Richard Prang
17900 Pacific Highway S
C-68966
Seattle WA 98168

AEA # 370

Dear Mr. Prang:

What right does industry have spoiling an environment?

Please distribute this noise equally but keep it to a minimum.

In the summer with the wind from the north we cannot enjoy the out of doors the planes fly so low. Now you are going to destroy our peace and quiet the rest of the year.

I have had occasion to use many very early morning flights and they are seldom full or even half full. Let the airlines fully utilize the flights they have then talk about expansion.

Please give us some consideration in this matter.

Thank you,


Carol Webb

cc: Temple Johnson
17900 Pacific Hwy S.
Seattle WA 98168

George Bush, President
Washington DC.



SEATTLE COMMUNITY COUNCIL FEDERATION

31 January 1990

Certificate

State of Washington)
King County)
City of Seatac)

AEA # 371

I, Chas. H.W. Talbot, do hereby certify that I am of legal age & competent to be a witness to the facts set out in this certificate; I further certify that on this 31st day of January 1990, I personally delivered to & left at the office of Richard Prang, Federal Aviation Administration, 17900 Pacific Highway South, the original of the document on which this certificate appears.

Executed under the pains & penalties of perjury & pursuant to the laws of the State of Washington (most particularly RCW 9A.72.085) on 31 January 1990.

Chas. H.W. Talbot
Chas. H.W. Talbot

S T A T E M E N T

I. Introduction

A. Purpose & scope. This is the extended comment of the Board of Directors of Seattle Community Council Federation on the document "Draft Environmental Assessment for Proposed Changes to Air Traffic Arrival and Departure Routes at Seattle-Tacoma International Airport" ("DEA"), dated December 1989 & prepared by Federal Aviation Administration, Air Traffic Division, Seattle, Washington ("FAA"). This comment supplements & replaces the one-page statement lodged on behalf of this group on 24 January 1990 with Hon. Donald J. Horowitz, moderator of a public meeting convened by FAA on that date at Cleveland High School, Seattle, Washington. This comment does not cover all aspects of the DEA, but, rather, is focussed on five major points: (1) public involvement; (2) the peculiarities, not to say irregularities, in the process by which this DEA was issued & offered for comment, & is to be reviewed; (3) failure of the DEA & the local (or is it regional?) FAA authorities to give proper weight to the substantive requirements of the federal National Environmental Protection Act & regulations of general applicability that supplement that act; (4) failure of the DEA to address cumulative impacts of the proposed action; (5) the need for far more detailed & far more accurate data in critical subject-matter areas before changes in flight paths are made. The proposed re-routing plan is sometimes referred to herein as the 'four-poster' or 'four-post' plan.

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SEATTLE COMMUNITY COUNCIL FEDERATION

Federal Aviation Administration
Re: Draft Environmental Assessment,
'Four-poster' plan

31 January 1990

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B. Authority; preparers. The issuance & lodging of this statement has been authorized by the Board of Directors of Seattle Community Council Federation, meeting in regular monthly session on 25 January 1990. The principal author of this statement is Chas. H.W. Talbot, a member of that Board & of its Executive Committee, with assistance from materials prepared by & suggestions from John F. Barber, J. Beth Means, Brett Marck, Gloria Butts, & Mary Batie (all members of the Board), & others.

C. Identity of commenter. Seattle Community Council Federation ("Federation") is made up of 28 member & affiliate community clubs & councils, in all parts of Seattle. The organization was founded in 1946 (to assist Japanese-Americans returning to Seattle from internment camps & other forced-relocation sites) & over the years has evolved from a community council for the city's International District into a federated structure, whose members are neighborhood organizations throughout Seattle. A list of member groups & affiliates is attached as Exhibit 1. Each member group & affiliate selects delegates who, with certain at-large Directors, constitute our Board of Directors, the governing body of the Federation. A list of the members of our Board of Directors is attached as Exhibit 2. A reasonable estimate of the number of residents in the neighborhoods enjoying Federation membership is 198,100, on the basis of 1980 census data, or 40 per cent. of the entire population of the city.

In Seattle, the community club and council movement, & thus the Federation, is strongly committed to assisting & enabling ordinary citizens to participate in civic affairs in a full & equal manner, whether as individuals, specific-issue and ad hoc groups, or through established neighborhood organizations (this is sometimes called 'empowerment').

D. Interests of commenter. Matters of land use are, historically, of primary importance to established community clubs & councils. Closely related are issues of environmental quality (pollution & the like). For many Seattle residents, any problem in their neighborhoods that cannot be dealt with on an individual basis is to be taken up with their community council. Thus, our member groups are concerned about noise & other environmental problems caused by aircraft overflight. Members of the Federation Board served as individuals on the Joint Overflight Committee & now serve in the successor operation, the present Sea-Tac Noise Mediation Process. The Federation sponsors a citizens' noise-action coalition (R.O.A.R.) & publishes a newsletter on Sea-Tac noise issues. The Federation is also active in other noise issues.

II. General comment

The DEA is woefully inadequate & needs to be replaced by a full environmental impact statement. Our reviewers (including reviewers who have perused, & commented on, the DEA on behalf of individual member clubs & councils) uniformly advise us that the DEA is singularly defective in its environmental analysis, the very purpose for such a document. Several of our Board members attended the 24 January meeting referred to in I.A. above, & they report that numerous com-

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menters pointed out in detail significant inadequacies of the DEA, including failure to address: general noise issues; particular noise problems (such as the impact of noise at levels less than 65 Ldn, such as the impact of noise from single events); air pollution from jet exhausts; noise & pollution from other aircraft operations also under the control of the FAA; safety risks to the immense urban population & property developments under the proposed major air-traffic corridors; consequences of future traffic growth that would reasonably be expected to result from the increase in operations capacity that the DEA projects. Indeed, the document can only be called an environmental assessment by courtesy.

The DEA does not address reasonable alternatives. Indeed, it starts out by posing the wrong problem; it should ask how to lessen existing adverse impacts from commercial air traffic over the city of Seattle & surrounding communities, rather than how to increase that traffic & thus how to increase those impacts. The study does not consider limiting landings & take-offs, it does not consider moving operations to other facilities, it does not consider requiring airlines to consolidate their numerous under-utilized flights that now burden the air over the region.

III. Public involvement

A. General. As will be gathered from I.C. above, the Federation has a long history of interest in public involvement in decision-making. We are particularly aware of this aspect in reviewing proposed governmental actions. To date, the public involvement in the proposed re-routing discussed by the DEA has been inadequate & not in compliance even with applicable Federal statutes & regulations, weak as they are compared to law & tradition in this environmentally aware city, county & State.

B. Mis-statements in DEA as to solicitation of comments -- public & community groups. Applicable regulations call for diligent solicitation of comment from the public & from community organizations. 40 CFR §1506.6. FAA Order 1050.1D calls for consultation with local governments & public participation. ¶22. A listing of agencies & persons consulted is required to be included in the assessment. ¶37.

At p. 64 & seq., the DEA lists agencies & persons "contacted", whatever that means, including this commenter, Seattle Community Council Federation (first entry, p. 65). However, we were NOT consulted nor has FAA communicated with us other than through its general public announcements, as retailed to us through the news media. None of our officers, none of our directors in attendance at our 25 January meeting, have ever heard of, let alone from, any of the preparers of the DEA (as listed at p.62). The statement in the DEA is flatly wrong as to us. We also know that it is wrong as to our member groups, Mt Baker Community Club & Ravenna-Bryant Community Association (incorrectly referred to in the DEA as Ravenna-Bryant Community Council). In fact, we are

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not aware that any of our 28 members or affiliates were consulted or 'contacted'.

C. Shortcomings in public involvement. We note that the DEA was released on Friday, 22 December 1989, just before the start of a three-day holiday weekend, that a second three-day holiday week-end and a third three-day holiday weekend then intervened between the release date & the (first) announced deadline for submitting written comments.

We note that the notice of the public hearing on the DEA was published on 29 December 1989 (Seattle Times, p. C-6). Thus, less than 30 calendar days were allowed for preparation of testimony at the hearing, & in terms of working days, given the two intervening three-day holiday week-ends, only 16 days were allowed. On the evening of the hearing, a short extension (five more working days) was announced, but the announcement stipulated that the comments must be received by the deadline, rather than mailed.

We note that the first public announcement (as distinguished from publication) of the hearing date gave a different date (25 January).

We note that when one interested caller (involved in the preparation of this comment) telephoned the FAA's public-involvement office on 21 December, he was told that only two copies of the DEA would be distributed to the general citizenry of Seattle, & those would go to the two mediators of the North-Northwest Caucus. The caller's request for a copy was explicitly denied.

We note that originally only four copies of the DEA were supplied to the Seattle Public Library for distribution to its 25 different locations. More copies were later supplied, but late. E.g., the Broadview library received its copy on Wednesday, 17 January.

We note that news stories based on press releases from the FAA's PR spokesman Dick Meyer have consistently mis-stated what would be done at the hearing on 24 January, & how FAA intended to proceed, leading naive members of the public to believe that there would be dialogue with the FAA, & an explanation of the proposal, & that no action would be taken till the conclusion of the mediation process. Following are three examples from weekly (community) papers that happened to have come to the attention of the principal author. They are doubtless representative of a larger body of news stories & editorial comments inspired by misleading news releases from FAA.

* On 10 January, the University District Herald said editorially that the FAA has "postponed moving ahead with its rerouting plan ... has agreed to wait until a mediation process involving local citizens is completed by the Port of Seattle. The FAA will review the outcome of that group's work, as well as comments taken at public hearings ... and then decide whether to pursue further studies or possibly put the controversial system into effect." The FAA has not

SEATTLE COMMUNITY COUNCIL FEDERATION

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agreed to suspend implementation of the four-poster plan till after the mediation process is completed.

* On 3 January, the South District Journal reported, p. 1, referring to the FAA hearing on 24 January, "To avoid the flight noise, community members are being encouraged to attend a public hearing Jan. 24 at Cleveland High School and help work out an agreement with the Federal Aviation Administration, which controls the route changes." There was no dialogue at the hearing on the 24th. The FAA representatives did not utter one public word, nor were the public permitted to put questions to them directly. The principal decision-maker, Mr Temple Johnson, was conspicuous by his absence. "Working out an agreement" was not on the agenda.

* On 17 January, the South District Journal wrote that the hearing of 24 January "will give concerned residents an opportunity to voice their opinions on the proposed changes, and some explanation of the changes will be offered." No explanation was offered, & we have no doubt that there never was any intention to offer any, which was just as well in light of the very limited time allowed for public comments.

In fact, there has never been dialogue. The FAA has issued pronouncements, has threatened Seattle with even more overflight traffic if the City or citizens induce preparation of a full EIS has made general (& conflicting) statements about the details of the plan & its impacts, & has claimed that it would negotiate minor changes with affected communities (but has not done so) —but there has been no dialogue. Even inside the mediation process, FAA will permit only consideration of minor adjustments of the plan, 'tweaks'. Discussions of the plan on its over-all merits are not allowed. Some dialogue! Some consultation!

D. Failure to consult local governments. If 'consultation' means being invited to shape the decision, clearly FAA failed to 'consult' the local governments.

(1) Eastside cities not consulted. "Eastside" in local parlance means areas lying East of the easterly shore of Seattle: Bellevue, Kirkland, Redmond, Mercer Island, Issaquah, Carnation, North Bend, Bothell, Woodinville. Let us put of record here what Congressman Chandler is said to have told Mr Temple Johnson, chief architect of the re-routing, when Johnson claimed to have consulted the municipalities in eastern King County. Rep. Chandler had just held a private meeting on 28 November with mayors of Eastside cities. "If you think that you have consulted the Eastside communities, you have another think coming."

Four Eastside municipalities were sufficiently surprised & disturbed by the FAA's unilateral decision to impose the 'four-post' plan, by its refusal to consult with them, that they retained a leading East Coast specialist law firm (Cutler & Stanfield) to advise them on their options. These municipalities are Bellevue, Kirkland, Redmond, & Mercer Island. Bellevue is the second most populous city in the county, & fourth most populous in the State. The

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Mayor of Bellevue, Nan Campbell, said on 28 November 1989, that the Eastside mayors were "caught by surprise" by the FAA's proposed flight-pattern changes. "I'm feeling a little bit violated by a federal agency. I think it's unconscionable. It may be the best plan in the world, but until it is agreed to by the participants, I don't think it stands a chance." See Exhibit 3, P-1 story of November 1989.

The DEA does not even claim that the Eastside municipalities were 'contacted'.

Plainly, the Eastside communities were not consulted, though it is arguable that they, more than any other areas, would bear the brunt of the short-term increases in noise & air pollution to be expected from the re-routing.

(2) King County not consulted. The DEA does not list either the County Council, the County Executive, nor the County Health Department as among the agencies & persons "contacted". From the letter of 8 December 1989 from the County Executive, Hon. Tim Hill, to Temple Johnson, it is patent that as of that date the County Executive had not been consulted. Exhibit 4. The County Council was not consulted.

(3) City of Seattle not consulted. When the City Council of the City of Seattle expressed interest in the FAA's re-routing plan, the local FAA sent several officials to testify before the relevant Council committees. Instead of inviting consultation, they told the City to butt out. There was & has been no consultation with the City of Seattle. We know because we are very close to our Councilmembers & newly-elected Mayor. Two Councilmembers at the time had aides who were past presidents of community councils. The incoming Mayor is a past president of Mt Baker Community Club.

For the record, & for the advisement of higher officials in the U.S. Department of Transportation & possible reviewing judges in the U.S. Court of Appeals, Ninth Circuit, we note that the City of Seattle is the most populous city in the area encompassed by the DEA, with a population of just about 500,000, that it is the county seat of the most populous county (King County) in the area encompassed by the DEA, that King County has about 1.4 million population. Failure to consult with the City of Seattle seems to us a plain violation of FAA Order 1050.1D.

(4) PSCOG & Metro apparently not consulted. The DEA's list of agencies & persons 'contacted' does not include the Puget Sound Council of Governments (PSCOG), the Federally-mandated regional planning organization (even though it is common knowledge, discussed in the working papers of the Sea-Tac Noise Mediation Project that FAA participates in, that PSCOG & the Port of Seattle are working on a two-year study of physical expansion of Sea-Tac). Nor does the list include the Municipality of Metropolitan Seattle (Metro), the agency that treats sewage and other waste waters for all of King County. Metro has an

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obvious interest in exhaust fall-out, since much of it will end up at the Metro sewage treatment plants.

(5) State & regional pollution agencies apparently not consulted. The DEA's list of agencies & persons 'contacted' does not include the following State & regional agencies having an interest in pollution questions: Puget Sound Water Quality Authority, Suite 1100, 217 Pine, Seattle (206-464-7320); Department of Ecology, Olympia (with a branch office at 4350 150th Ave. N.E., Redmond (206-867-7000); Puget Sound Air Pollution Control Agency, Room 205, 200 Mercer, Seattle (206-296-7330). Each of these agencies has an obvious interest in air pollution, a subject that should have been addressed in the DEA.

(6) Other State officials apparently not consulted. We note also that the proposed action would take place in the State of Washington, & that the State of Washington has both a Transportation Commission and a Department of Transportation, each of which has statutory duties & responsibilities for aviation in our State. The DEA does not even make a pretence that FAA consulted the Commission or the Department, or the Governor, or the relevant legislative committees, or any other person, official, or agency at the State level.

E. Other failures to consult. It is interesting to observe that the authors of the DEA also did not 'contact' or consult the Seattle Chamber of Commerce or any Eastside chambers of commerce, or the Seattle Office of Neighborhoods, or the (Seattle) City Neighborhood Council. Also absent from the list of agencies & persons 'contacted' are the local chapters or offices of environmental groups. Such groups include:

- * American Lung Association
2625 Third Ave.
Seattle
- * Audobon Society
Room 619, Joshua Green Bldg.
Seattle
- * Clean Air Coalition
c/o Mr Preston Schiller, Co-ordinator
6502 106th N.E.
Kirkland
- * Friends of the Earth
4512 University Way N.E.
Seattle

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- * The Mountaineers
300 Third W.
Seattle
- * Sierra Club
1516 Melrose
Seattle
- * Washington Environmental Council
4526 University Way N.E.
Seattle

Persons experienced & knowledgeable in environmental work in this State would expect that those groups would be consulted as a matter of course. That these groups would be overlooked is a measure of how remote the preparers of the DEA (& their supervisors) are from the region, how insensitive the preparers, Mr Temple Johnson, & the FAA generally, are to local environmental concerns. Imagine, not even knowing of the existence of the Washington Environmental Council! It would be far, far better if this sort of work were done for the FAA by people with local environmental experience, with local credentials, so that they don't make obvious blunders. No wonder that the U.S. General Accounting Office has written that it has "reservations as to whether FAA has processes in place to make reasonable judgments about whether an air-space change will generate controversy and noise impact."

IV. Process Issues

A. Timing of the DEA. When was the DEA prepared? As of late November & early December, the local FAA authorities were adamantly proclaiming that they would certainly not do an environmental assessment. On 8 December, the Congressmen for the three affected districts wrote to the Secretary of the U.S. Department of Transportation, calling for an environmental assessment. On 14 December, FAA spokespersons (at a hearing of the Seattle City Council) first revealed that FAA would do an environmental assessment. Not that one already had been done. On the 21st, the public learned that the document would be released the next day. Thus, it inexorably follows that the DEA was written between 14 and 21 December. How much consultation could actually be done in those few days?

If the DEA was actually written at some other time, when? And why all the obfuscation as when it was written?

The Mayor of Mercer Island & the Mayor pro tem. testified on 24 January that the DEA was but a re-hash of an air-space study completed in November 1989. The comment of the North-East NDC contains a page-by-page comparison, Exhibit 6, showing that the DEA is taken almost word for word from

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the November 1989 document. So, when was the environmental assessment portion of the DEA done? And why the failure to disclose that there was almost nothing new in the DEA? And when was there any consultation?

B. Review. The first steps in review of the DEA are public comments, both oral (hearing) & written. Why was only one hearing scheduled? Why was there no hearing in the affected area on the Eastside? Why was there no hearing on Baingbridge Island? Why was there no hearing in the Tacoma area? (We know that that area will be affected.) At the hearing on 24 January, 106 people signed up to speak (A.D. "Skip" Knox being the 106th), & the FAA representatives who handed out the sign-up cards actively discouraged many others from signing up. Less than 70 people were permitted to speak. Obviously, the hearing should have been continued to another date. Why was the moderator not given the means of cutting off the microphone when speakers went over the (unrealistic) three-minute limit? Why was there no opportunity to ask questions of FAA personnel?

The original cut-off date for written comments was improperly set, as we understand the rules: we are advised that a minimum of 30 days should have been allowed from the date of official notice (29 December). An oral announcement on 24 January of an extension to the close of day on 31 January is not the same thing as proper, legal original notice. And one may note that while the moderator was announcing the extension, television news reporters (presumably relying on FAA media hand-outs) were announcing that the written comment period had already closed. Given the complex & technical nature of the problems & the obvious shortcomings in the DEA, a reasonable comment period would have been at least 60 days.

Temple Johnson has announced that he, the principal proponent of the four-post plan, & the only person in the world with authority to implement it, will also be the only person to review the DEA. This is like putting a travelling salesman in charge of your purchasing department. And he has said he ~~will~~ can probably complete his review in two weeks from the date of the hearing. (Mediation Ground Rules Subcommittee, 9 January 1990) When will he find time to give do this work? Or should the public infer, as many will suspect, that the proponent of the plan &, one suspects the eminence grise behind the DEA, has already made up his mind? If we are to take Mr Johnson's public pronouncements at face value, he did not even believe that an assessment was needed. Only after the Congressmen put the heat on the Secretary of Transportation did Mr Johnson reverse himself to allow an assessment to be issued. Has he really seen the environmental light?

A more realistic process for review would be to erect a 'Chinese Wall' between Mr Johnson & other 'four-poster' advocates & to have the review conducted by more dispassionate reviewers. An outside panel would be appropriate, perhaps from some reputable source such as SRI, Batelle, or the like -- maybe from the EPA? maybe with participation of knowledgeable authorities from other countries, such as Australia and Canada?

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After Mr Johnson issues his declaration of no significant impact (FONSI), the next step, we are told, is to seek judicial review -- in the Court of Appeals, an appellate court, not a trial court. So, there will be no new evidence to be presented to the court. The judicial record is made before there is a lawsuit, litigators, or counsel. How odd. And the record has in it NO legal evidence. Not one word of testimony under oath. The assertions in the DEA are to be weighed by the appellate court against the assertions made by citizens. The public has had no opportunity for cross-examination, no opportunity to test the veracity or validity of the DEA, no pre-trial discovery. Nor has the FAA or the Port or the airlines (the parties on the other side of this controversy) the opportunity to test the assertions of citizens. If Mr Johnson issues some justification for the FONSI, how will the Court know whether there is anything to it?

Such a bizarre -- one is tempted to write, Un-American -- procedure should give responsible authorities in the FAA, people at higher levels, pause. They should insist on a better record, a better review process. A FONSI issued under these conditions can command no respect.

V. Failure To Give Weight to NEPA

We note in the assessment & in the numerous public statements of spokesperson for the originating office a tone that environmental considerations are much less important than accomodation of supposed wishes of operators of scheduled airlines. This approach, subordinating environmental concerns to commercial convenience, is directly violative of the stated policy of the federal Environmental Policy Act, especially 42 USC §4331(a). A reviewing office that does not acknowledge the force of NEPA should recuse itself from the review process, & the same applies to individual officials.

VI. Failure To Give Weight to Cumulative Impacts

The assessment fails to discuss cumulative impacts of aircraft noises from numerous sources, all subject to FAA control; we hear monthly at our Board meetings from citizens & neighborhoods who experience increasing aircraft overflight noise. This assessment seems to operate on the assumption that only flights from Sea-Tac should be considered in terms of noise. Wrong! See 40 CFR §1508.7. There are intrusive overflights from Boeing Field International and Renton Municipal, each located within a few miles of Sea-Tac. There are float-plane operations on Lake Union (within the city limits of the City of Seattle) & on Lake Washington, which is divided among numerous municipalities. There are helicopter flights, some scheduled, at all hours of day & night at barely roof-top level in many residential areas of Seattle. There is general aviation traffic from airports all over. And of course there is military traffic. All of this is in the air over our city, but no trace of it is to be found in the DEA.

The aircraft noise is of course cumulative to auto traffic noise (sometimes very intense in this metropolitan area), & noise from many other sources. One

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would never know from this DEA that there is such noise. This is a major deficiency.

VII. Need for More & Better Data

As the local Congressmen pointed out in their letter to Secretary Skinner, there is a need for extensive, on-the-ground monitoring. The data relied on by the DEA are scant to non-existent. In particular, attention needs to be paid to single-event noise. The Ldn technique, to the extent that we understand it, is a sham. One single event can render a person permanently deaf. But averaged out over a long enough period, the statistician will say that there was no noise at all! It is no comfort to the heirs of a victim of the guillotine to be told that the average depth of the cut, taken on a whole-body basis, was no deeper than a minor scratch.

A top priority of the North-Northwest Citizens' Caucus in the mediation process is reduction of single-event noise. An overly-loud average can certainly be detrimental, & we do not wish to be understood as downplaying the risks of sustained noise. But it is not average noise that wakes us up in the wee morning hours or makes telephone conversations impossible or induces people to jam the noise hotline for hours on end. It is one single event — usually followed by another too-loud event, followed by another, followed

Likewise, the data on traffic need considerable expansion & explanation. There appears to be puffery in the figures for operations, making it seem that Sea-Tac is far busier than it actually is. Worse yet, there appears to be active misrepresentation as to delays in the air. Mr Johnson bases the whole four-poster on three ATYPICAL summer 1989 months, & claims that the figures from those months demonstrate that the airport is now the fifth most congested in the country. Here is an appropriate occasion for averaging. Also, fifth most congested, or fifth worst record for delays, may or may not be meaningful. Are the differences from airport to airport meaningful? Is it 13 minutes average delay here, 11 minutes average delay there, & a difference of 10 or 20 places in the roster? If so, that's a difference that's essentially meaningless. And how important is delay in the air, compared with other delays?

And, what happens when the Sea-Tac delays are 'fixed', per the four-post plan? One suspects that the planes will arrive here on time but take just as long to get on the ground at their next crowded destination. Our perception, & we ask that the final EIS address this point, is that the entire system is near, or at, overload. What then?

It would seem appropriate to take the occasion of this proposed re-routing to do a dry run on Sea-Tac data, for much more adequate data will assuredly be needed for the inevitable environmental impact statement on the ultimate proposals emanating from the mediation process. (State environmental law will require an EIS even if the weaker Federal law does not.) FAA should be the source of

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much of these data, & obviously it is not now geared up to providing them. Mediation's end is not far off; FAA needs to be getting on with its statistical work now. Re-routing affords a good opportunity to practice.

VIII. Conclusion

This plan is directly contrary to the goals of the Sea-Tac noise mediation process. It fails to consider alternatives. It gives inadequate consideration to established Federal environmental policy. It rests on insufficient data. It is flawed by the lack of genuine consultation with the affected citizens & their governmental & voluntary organizations, particularly necessary with a plan so highly controversial as this one.

A full environmental impact statement should be prepared & circulated, & the proposed re-routing should not take place until the EIS process is complete. The draft environmental assessment is inadequate in numerous particulars. Indeed, it can only be called an environmental assessment by courtesy, for it simply does not address obvious environmental issues, as other commenters have said & will say.

SEATTLE COMMUNITY COUNCIL FEDERATION

By:


Chas. H.W. Talbot
Member, Board of Directors

WD174: S.0251 - S.0256

SEATTLE COMMUNITY COUNCIL FEDERATION

SEATTLE COMMUNITY COUNCIL FEDERATION
509 10th East
Seattle, Washington 98122
23 January 1990



Member & affiliate groups
(as of 31 January 1990)

- Alki Community Council
- Broadview Community Council
- Capitol Hill Community Council
- Delridge Community Association
- Denny Regrade Community Council
- Eastlake Community Council
- Floating Homes Association
- Friends of Lincoln Park
- Harrison Community Council
- Judkins/Rejected Community Council
- Laurelhurst Community Club
- Lakewood/Seward Park Community Club
- Leschi Improvement Council
- Madrona Community Council
- Maple Leaf Community Council
- Montlake Community Club
- Mt Baker Community Club
- North Beacon Hill Coalition
- Portage Bay/Roanoke Park Community Council
- Queen Anne Community Council
- Ravenna-Bryant Community Association
- South Atlantic Community Council
- Squire Park Community Council
- Sunset Hill Community Club
- University District Community Council
- University Park Community Club
- Wallingford Community Council
- Wedgewood Community Council

MEMBERS OF THE BOARD OF DIRECTORS, SEATTLE COMMUNITY COUNCIL FEDERATION

Name	Club/Council	Street address	ZIP	Phone
Chap Alvord *	Harrison	303 36th E.	98112	325-8471
Jorgen G. Bader	Ravenna-Bryant	6536 29th N.E.	98115	525-9070 684-8238
John F. Barber	Leschi	3421 E. Superior	98144	324-1548 442-5298
Glover W. Barnes †	Mt Baker	3415 So. McClellan	98144	722-1497 543-3584
Mary Batie *	Broadview	117 N. 136th	98133	365-4530
Richard Baum *	University Park	1507 N.E. Ravenna Blvd.	98105	522-3980 682-8770
Earl Bell	University Park	1808 Ravenna Blvd. N.E.	98105	522-0929
Mary M. Bennett	Capitol Hill	1219 16th E.	98112	322-4643
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Bruce Boyle	§ South Atlantic	1704 22nd So.	98144	322-7822
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Doris Baxter Burns †	Montlake	2511 W. Montlake Pl.E.	98112	324-1311 n/r
Gloria Butts	Broadview	12,009 1st N.W.	98177	363-7295
Sus Carlson	Broadview	13,065 12th N.W.	98177	365-7673
Alan Claessens *	Alki	3615 60th S.W.	98116	935-2011
Gerald Conley	Portage Bay/Roanoke Park	2636 10th Ave. E.	98102	322-0427
Ms Lee Corrigan	Portage Bay/Roanoke Park	1102 E. Shelby	98102	323-5498
Paul Byron Crane *	Judkins/Rejected	910 Davis Pl. So.	98144	323-4064 323-4565
Michael J. DeFranco	Lakewood/Seward Park	4027 48th So.	98118	725-2569 721-2622
Clarissa Easton *	Montlake	2510 E. McGraw	98102	325-7620
Scott Espy *	Maple Leaf	Box 75,595	98125	525-9411
Ms Carol Eychaner	Eastlake	2348 Franklin E.	98102	324-1716
Anita M. Francis	Laurelhurst	5003 45th N.E.	98105	524-9340
Rick Graves *	Wallingford	4649 Sunnyside N.	98103-6900	523-3340
Sherry D. Harris	Maple Leaf	Box 75,595	98125	527-4166 345-2255
Kate Hemer	Laurelhurst	4537 55th N.E.	98105	523-2329
Neva L. Karrick	Lakewood/Seward Park	4926 52nd So.	98118	722-7342 n/r
William Kessler *	Floating Homes	2037-A Fairview E.	98102	325-8017 325-1132
Bob Klug *	Laurelhurst	4326 N.E. 42nd St.	98105	527-4892
Mr Chris Leman *	Eastlake	85 E. Roanoke	98102	322-5463 545-2054
Marty Liebowitz	Madrona	1625 39th	98122	325-1124
Ms Pat Logan *	Friends of Lincoln Park	7045 Beach Drive S.W.	98136	938-3129
Craig Lorch *	North Beacon Hill	3308 19th So.	98144	722-8357 623-2991
Vivian McLean	Delridge	3814 20th S.W.	98106	932-9169
Brett Marck	Mt Baker	2330 32nd So.	98144	723-9755 764-2992
J. Beth Means †	Floating Homes	3125 "E" Fairview E.	98102	325-5139 n/r
Lawrence A. Montgomery	Lakewood/Seward Park	4627 45th So.	98118	722-1787
Ann Neal	Portage Bay/Roanoke Park	2706 11th E.	98102	324-6028
Tim O'Brian	Queen Anne	206 Highland Dr.	98109	283-6133
Ms Joyce Otto	Madrona	1508 35th	98122	324-1609
Joan F. Paulson	Ravenna-Bryant	6282 20th N.E.	98115	526-0224
Roger D. Pence	Denny Regrade	#26, 1907 First	98101	448-1951 789-7533
Ms Brooke Quigley	Wallingford	1626 N. 47th	98103	547-1321 728-5707
Kirk W. Robbins *	Leschi	170 Lake Dell Ave.	98122	323-2304
Vicky Schiantarelli * †	Queen Anne	#12, 1306 Queen Anne N.	98109	284-1742 296-4797
Stan Sinex *	Squire Park	541 19th Ave.	98122	325-4127 464-6625
Carl A. Slater	Portage Bay/Roanoke Park	2611 Broadway E.	98102	323-4239 325-8400
Mr Leigh Stevens *	Wallingford	4127 Burke N.	98103	547-1331 773-2437
Barbara Szekais	§ Wedgewood	8009 43rd N.E.	98115	524-5529
Chas. H.W. Talbot †	Sunset Hill	3421 N.W. 64th	98117	784-0919
Dan Werchow	At Large	3930 So. Ferdinand	98118-1740	722-4261 n/r
Bob Wayrick *	Capitol Hill	428 24th E.	98112	325-7400
Earl Wheatley	Denny Regrade	2421 First Ave.	98101	441-7700
Joan Whaley	Montlake	2008 E. Louisa St.	98112	323-4555 n/r
	University District	5823 17th N.E.	98105	522-5426 443-1932
				543-9012
Michael White	University Park	5632 20th N.E.	98105	525-6079 525-5900
Ms Carol Wood	Mt Baker	2211 33rd So.	98144	725-4615

* President or chairperson of group
† Member, Federation Executive Committee

§ Affiliate group
• Observer

hhs



King County Executive
TIM HILL

400 King County Courthouse
516 Third Avenue
Seattle, Washington 98104
(206) 296-4040

December 8, 1989

Temple Johnson, Chief
Federal Aviation Administration
Regional Air Traffic Division
17000 Pacific Highway South
Seattle, WA 98108

RE: Air Traffic Routes

Dear Mr. Johnson:

I have recently received a number of complaints from citizens in King County regarding the Federal Aviation Administration's (FAA) plan to change the flight routes of aircraft landing and departing from Seattle-Tacoma Airport (Sea-Tac). I urge you to reconsider this decision. There is currently a formal review and mediation process occurring in King County which is addressing the problem of aircraft noise at Sea-Tac. Aircraft flight routes are a major topic of these discussions.

It is important that the FAA cooperate with King County, the City of Seattle and the various other cities and communities engaged in this process. If there are considerations impacting King County important to the FAA outside the issue of noise, King County would also wish to know of these. An environmental review of FAA's planned route changes would be the minimum I would accept.

I would appreciate your comments on this matter.

Sincerely,

Tim Hill
King County Executive

TH:BN:mw

cc: Director, Seattle-Tacoma International Airport
Mayor-elect Norm Rice, City of Seattle
Weslin Consulting Services
ATTN: Sheri Ehrgott
Bud Nicola, M.D., Director, Seattle-King County Department
of Public Health

ATTN: Chuck Kleeberg, Director of Environmental Health
Curt Horner, Coordinator, Noise Abatement Program

Exhibit 4

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Wednesday, November 29, 1989
Seattle Post-Intelligencer

Region

Eastside cities hit FAA flight-path plan

By Mike Merritt

A Federal Aviation Administration plan to reroute airline traffic over the Eastside has hit some serious turbulence, and on the Eastside city officials called on the FAA to reconsider the plan. The FAA flight-path plan, which was announced last week, would reroute flights over the Eastside and South Seattle. They said the agency's proposal threatens airports, property and the environment. They also said the plan would increase noise and air pollution over the Eastside and South Seattle.

Chandler said he will meet soon with other Seattle-area airport officials to discuss the plan. He said he's convinced flight-path changes similar to those sought by the FAA are inevitable to relieve congestion and potential safety hazards in Seattle. City Councilwoman Jeanette Williams expressed a resolution yesterday opposing the flight-path plan. She said the plan would increase noise and air pollution over the Eastside and South Seattle. She said she'll introduce legislation to require the FAA to conduct an environmental review of the plan. The FAA has proposed adding a second runway at Sea-Tac. The plan would reroute flights from the existing runway to the new one. The FAA said the plan would increase noise and air pollution over the Eastside and South Seattle. She said she'll introduce legislation to require the FAA to conduct an environmental review of the plan. The FAA has proposed adding a second runway at Sea-Tac. The plan would reroute flights from the existing runway to the new one.

Under the changes, about 120 planes a day arriving from the West and North Seattle will be rerouted to approach over the Eastside. The FAA said the plan would increase noise and air pollution over the Eastside and South Seattle. She said she'll introduce legislation to require the FAA to conduct an environmental review of the plan. The FAA has proposed adding a second runway at Sea-Tac. The plan would reroute flights from the existing runway to the new one.

Individual citizens can generate a lot of noise. The FAA said the plan would increase noise and air pollution over the Eastside and South Seattle. She said she'll introduce legislation to require the FAA to conduct an environmental review of the plan. The FAA has proposed adding a second runway at Sea-Tac. The plan would reroute flights from the existing runway to the new one.

world, but until it is agreed to by the participants, I don't think it's fair to say that the FAA is the one that's causing the problem. The FAA said the plan would increase noise and air pollution over the Eastside and South Seattle. She said she'll introduce legislation to require the FAA to conduct an environmental review of the plan. The FAA has proposed adding a second runway at Sea-Tac. The plan would reroute flights from the existing runway to the new one.

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EXHIBIT 3

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1-30-90

To: FAA
 From: Sonja Ridett AEM # 372
 827 17 Ave
 Seattle 98122 200 6842717

Re: over flight noise

The current paths for both landing & take off causes many flights to go over my home. All instrument landing also go over my home. I no longer need an alarm clock most days (inc. Sat & Sun when I don't need an alarm!) due to over flight noise. The so called "IS corridor" directs flights over me, if not the most densely populated, residential corridors of Seattle not, as the name implies, a strip of 15 with no homes underneath -

N
F
S I know some air noise will have to be accepted BUT I protest any increase use of the so called IS corridor for any additional overflights - in our three other parts of Seattle need to take a less share of noise.

Also do "East Turn" cause extremely noise over our area (even over Providence Hospital). This East Turn make so much noise now with all windows closed I hate to think how it will be in the winter months!

Right now my kitchen is rumbling with

noise, as has my home since 6:30 AM today - there can be one flight or after 6 over 1 mi 45 comes at times -

This noise needs to be reduced not in any way added to!

The FAA has then apparently to see that no more noise is added by any method that is safe & spreads the noise more fairly through out the city and surrounding areas.

Sonja Ridett

P.S. There is also a question of safety -!

the IS corridor send flights over

- TT minor Elm school
- O. George Gatzert Elm school
- Melana Middle school
- Seattle Academy of Art & Music
- Mountlake Elm school
- Seattle Prep
- St. Joseph school
- Bedou Hill Elm school
- Providence Hospital
- Pacific Health Hospital
- to Group Health

The FAA should really look at what this flight goes over & how what it does cause accidents or Fall m.o.s!

Question for the Federal Aviation Administration.

AEA # ~~373~~ 373

A comparison of the location of the communities in Seattle that are predominantly or largely non-white, minorities to the Sea-Tac flight track sample for north flow (6am to 10pm) appears to indicate that the areas heaviest hit by direct overflight noise are the predominantly minority areas, and that specifically, the areas of the turns, west or east, are over the neighborhoods with the highest proportion of minorities in the County. See attached color-coded map of minority concentrations in Seattle.

Could you look into this and report back?

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John Barber,
Member, Negotiating Team
North/Northwest Caucus
3421 E. Superior St.
Seattle, WA. 98112

March 11, 1989

3421 East Superior Street
Seattle, Washington 98122
January 30, 1990

Regional Administrator
Attention: Richard Prang
Federal Aviation Administration
17900 Pacific Highway South
Seattle, Washington 98168

To the Regional Administrator:

Subject: Continuation of Comments to the Draft Environmental Assessment for Proposed Changes to Air Traffic Arrival and Departure Routes at Seattle-Tacoma International Airport

I am writing to follow-up my letter of January 22, 1990, and to make comments that I was unable to make at the Hearing on January 24, 1990, due to the inadequate time established to hear all persons who signed up to be heard.

Even with the one week extension of time for written comments, there is scarcely enough time to analyze and respond to the Draft Environmental Assessment.

I will comment here on the following topics:

Impact of the proposed changes on minority populations;

Lack of attention to over-impacted areas;

Public involvement process.

Rationale for early implementation of 4-Post Plan

On March 11, 1989, John Musgrave of the North/Northwest Citizens Sub-caucus gave Temple Johnson, representative of your agency, a written inquiry about the disproportionate impact of noise from direct overflights above the predominantly minority areas of Seattle (a copy is enclosed, "A").

Did Mr. Johnson do anything to follow-up the information provided?

This issue is even more urgent now that the proposed changes would further burden the minority areas with additional overflights. Rerouting traffic away from industrial and water areas towards a concentration over residential areas heavily populated by minorities would appear to strain an already overstressed area with aircraft noise, fuel-dumping, exhaust fumes, and threat of airplane crashes. What analysis was made by your Agency concerning these effects on minority communities?

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The area of the "East Turn" in Seattle has been doubly impacted. Historically, this area, about 10 to 12 nautical miles from Sea-Tac, has suffered perhaps the largest impact of overflight impact growth, due to the confluence of flight path conditions and the sharp right-hand turn of departing craft -- an increase which grew from less than a half dozen daily overflights in the early 1970s to over 130 direct turning overflights daily during North Flow conditions now.

Under the proposed changes, not only are the East Turn overflights continuing in concentrated form, South Flow landings are increasing by over 40%, and small, commuter craft are flying over the area between the two Lake Washington bridges. Note: This is a confluence of three noisy flight tracks on an already heavily impacted residential area. These changes

were implemented prior to release of your Environmental Assessment. Have you measured or estimated the increase in noise in the Leschi/Mann/Atlantic neighborhoods?

It is noted that in July 1987 your agency rerouted Los Angeles bound commercial airflights to travel the "East Turn" without issuing an Environmental Impact Statement.

There is a cumulative effect of FAA decisions that has become abundantly apparent.

There are a number of observations I want to offer concerning public involvement.

First, the FAA's handling of the Hearing only served to confirm my previous comments that the FAA is just going through the motions without seriously attempting to obtain meaningful public involvement.

There was no sign-up register, as is provided for nearly every hearing I have ever attended. The function of the register is to provide the agency with a listing of interested citizens, who should be kept informed of developments or new documents and information.

The acoustics of the auditorium, combined with poor amplification, made it extremely difficult for the audience to hear unless sitting in the first few rows.

The moderator and agency representatives on-stage appeared uninterested, if downright antagonistic. The incident reported by the media underscored the inept handling of the hearing. There was no timekeeper to assist the moderator.

And, there was no additional hearing scheduled for the more than 40 citizens who signed up to speak but could not because the allotted time ran out. You will certainly not hear from some of them because of personal time commitments which do not fit your compressed comment time period.

Second, there has been a public involvement program underway to discuss Sea-Tac aircraft noise, sponsored by the Port of Seattle. Although the public involvement sub-committee has been meeting for six months now and our existence has been well known to the FAA, no FAA official has ever attended any of the sub-committee meetings. It is noted that the FAA has a substantial handbook devoted to public involvement.

Copies of the public involvement plan and a schedule of public forums for the months of February and March are enclosed ("B" and "C"). Also enclosed is a copy of the Port of Seattle's "Noise Abatement Report" ("D").

Third, the Port of Seattle subsidized an airport consulting firms, Mestre Greve Associates, Barnard Dunkelberg & Company, and G. Bogan & Associates, to analyze the proposed 4-Post Plan and to suggest alternative options. Without vouching for the accuracy of the results due at least partly to the lack of precision of FAA data, I am enclosing a copy of these documents for the record, as follows:

- E. Preliminary Noise Analysis of the Proposed FAA 4 Post Plan.
- F. Maps.
- G. Section 2.0 Assumptions in Analyzing the FAA 4-Post Plan.
- H. Summary of the Acoustical Analysis of FAA's Airspace Changes.
- I. Map -- Example of Three East Turns.

Finally, the presumed crisis calling for implementation of the 4-Post Plan has to do with the high level of delays this summer. On the top, this is a preposterous assumption. Last summer was filled with sunny weather, and the North Flow predominated. How could the delays be caused by congestion in

the South Flow?

I am enclosing a copy of the Christian Science Monitor article ("J") that I referred to in my January 22, 1990, letter which showed that by September, 1990, Sea-Tac was the sixth best among the 30 busiest U.S. airports in on-time arrivals.

Also, as of this writing, my Congressman has not been able to provide me with the last year's copies of the "Air Travel Consumer Report"; in fact, not until some time in February, so I am much delayed in analyzing your rationale. (As I wrote previously, the U.S. Department of Transportation has repeatedly over the last two years refused to send copies of this Report to the Seattle Public Library.

To sum up, the reasons I suggested in my January 22, 1990, to set the comment period back and hold additional public hearings no earlier than March 15, 1990, are that it will take time for your agency to assemble the needed additional information and environmental analysis, distribute same, and give ample time for members of the public to digest it. March 15, at this writing looks like an understatement. If it takes two months to revise and amend the Environmental Assessment, and another two months to distribute and allow time for the citizens to study it, a better estimate would be June 15, 1990.

Sincerely yours,


John F. Barber

Cc: same as previous letter

b7c

SEA-TAC NOISE MEDIATION PROJECT

PUBLIC INVOLVEMENT PLAN

The overall program for the public involvement in the Seattle-Tacoma International Airport Noise Abatement Mediation Committee has the following goals:

- o First, to raise general awareness of the project, the mediation process, and how individuals can participate.
- o Second, to gain public and jurisdictional support and acceptance for the process and the resulting solutions.
- o Third, to develop a public education program about aircraft generated noise and options available for solutions.

The specific objectives of the public information program are:

- o To reach general and specific audiences
- o To be visible, creative and understandable
- o To focus on building constituencies for the recommendations
- o To provide a balance in information provided to the public by the Mediation Committee
- o To provide a variety and range of opportunities to become involved or comment on the process

It is important to gain public support and ownership of the mediation process. Providing a variety and range of techniques for public involvement such as newspaper articles, other media, newsletter inserts and fact sheets, and targeted community meetings, will give the public opportunities for participation and ultimately, support of the consensus recommendations.

During the next several months the Seattle-Tacoma International Noise Abatement Mediation Committee will be carrying out intensive public involvement efforts, working with the caucuses and subcaucuses to produce options, alternatives, and finally consensus recommendations.

The goal of the public involvement program is to generate a broad array of ideas for the options and to develop public support for the ultimate consensus recommendations. The process should be built upon the representatives seated at the mediation table, carrying and receiving ideas from the broader public.

The plan is grouped into 3 categories of public involvement techniques - informational materials, briefings, meetings. Informational materials are materials for getting information to the public about the process (informational letter, flyer, news media, inserts for county wide distribution). Briefings are presentations to existing organizations and elected officials. Meetings are Mediation Committee sponsored events to invite public comment about issues under review by the Committee.

cl/n/pubplan

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SEATTLE-TACOMA INTERNATIONAL AIRPORT NOISE ABATEMENT MEDIATION COMMITTEE
PUBLIC INVOLVEMENT PLAN

Draft 10/20/89

INFORMATIONAL MATERIALS

<u>Technique</u>	<u>Message</u>	<u>Methodology</u>	<u>Timeline</u>		<u>See-Tac Forum Newsletter</u>	<u>Message</u>	<u>Methodology</u>	<u>Timeline</u>
Informational Letter	Information about process	Single page double-sided introduction to the mediation process to mail to elected officials	Mailed out July, 1989 COMPLETED	=	See-Tac Forum Newsletter	Articles or special inserts included in See-Tac Forum newsletter with distribution of 40,000		Monthly
News Media	Ongoing information about the process	Information will be developed for press-background information about mediation process and topics. Print media (articles, editorial boards), radio (talk shows), television • Press releases • Press briefings	Organize materials to be available at Mediation Committee meetings and Port Commission briefings - Summer, Fall, 1989 Monthly Occasional		King County Council Newsletters	Information about mediation process and how to get involved	An article or insert to be included as part of mailings from King County Council	Timeline
Flyers or insert	Information about process on specific topics	Short, ready to print insert for newsletter editors to add in existing newsletters also distribute via caucuses. Possible topics include options and draft alternatives.	Bulletin #1 - July - August 1989 - COMPLETED Bulletin #2 - Technical Studies November, 1989 Bulletin #3 Options - January 1990		Telephone Message Line	Information about Mediation Committee meetings	Telephone line at See-Tac Airport where people can call for meeting information on a recorded message	Ongoing
					Display	Information about process	Display board describing the mediation process for use at meetings	January, February
				II. BRIEFINGS	Elected official briefings	Information about mediation process and how to provide comments	Briefings for elected officials King County (cities, county, state legislators and Congressmen) will be scheduled at two points - at the beginning and before final recommendations. A briefing opportunity will also be provided for Washington State elected officials.	November and ongoing

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Speakers Bureau

Information
about mediation
process

Brief, 15 minute presentation
about mediation process and
issues and how members of
organizations can be involved.
Common slides and speech will be
developed and training program
for Mediation Committee members

Technique

Port Commission
briefings

Message

Report on
Process

Methodology

Periodic Briefings of Port
Commission about Mediation
Committee progress

Timing

Ongoing

III. MEETINGS

Forums or Open
Houses

Information
about mediation
issues and
options

Held in several locations (4)
either as an expansion of the
subcaucus meetings to educate
about issues and hear comments
from citizens beyond Mediation
Committee and negotiating teams
about options. Sponsored by
Mediation Committee at 2 points,
to discuss options and then to
discuss recommendations

January 1990

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Schedule for
Community Forums
Seattle-Tacoma International Airport
Noise Mediation Project

DATE	AREA	LOCATION	TIME
Mon. 2/26	Kitsap	Bainbridge High School L.G.I. (Theater) 9330 NE Highschool Road Bainbridge Is.	5:00-8:30pm
Tues. 2/27	S/SW	Thomas Jefferson High School Cafeteria 4248 South 288th Street Federal Way	5:00-8:30pm
Wed. 2/28	N/NW	Mountaineers Club Rhododendron Room 300 3rd Avenue West Seattle	5:00-8:30pm
Thur. 3/1	Eastside	Lake Washington High School Cafeteria 12033 NE 80th Kirkland	5:00-8:30pm
Mon. 3/5	Vashon	Vashon Island High School Commons Room 20120 Vashon Hwy SW Vashon Is.	5:00-8:30pm
Tues. 3/6	Part 150 Close-In	Maywood School/Noise Remedy Office 1410 South 200th Sea-Tac	3:00-8:00pm
Wed. 3/7	Eastside	Bellevue Community College Theater Complex 3000 Landerholm Circle SE Bellevue	5:00-8:30pm
Thurs. 3/8	N/NW	Mercer Middle School Auditorium & Lobby 1600 South Columbian Way Seattle	5:00-8:30pm

NOISE ABATEMENT REPORT

JANUARY - SEPTEMBER, 1989

Noise Mediation Project

NOISE NEWS

The first three quarters of 1989 showed a steady increase in hotline complaints with a total of 8,890. Calls increased 32% in the first nine months of 1989 over the same period last year. Some factors affecting the level of noise you hear are:

TAKE-OFFS AND LANDINGS:

During the first three quarters of 1989, air carrier operations increased 2.5% as compared to the same period last year. Commuter aircraft operations increased 10.5% compared to 1988. The total amount of operations increased 4.9% during the first nine months of 1989 compared to the same period in 1988.

FLEET MIX: Stage III (quieter, new generation jets) operations, which comprise 47% of Sea-Tac's fleet, increased 12.2% during the first three quarters of 1989 compared to 1988 figures. Stage II (old jets, such as the 727) operations decreased 7.6%.

WEATHER: Weather has a significant influence on how noise travels. Wind direction is the major determining factor in the direction aircraft are routed for take-offs and landings because, generally, aircraft take-off and land into the wind. From January - September, 1989, south flow operations (departures to the south, arrivals from the north) occurred 60% of the time. This compares to 61% over the same period last year. September, 1989 statistics were very unusual. During the month, North flow conditions occurred 77% of the time compared to 41% in September, 1988.

(The Noise Mediation Project, funded by the Port of Seattle, is the focus of intense efforts by noise impacted residents, the airlines, Federal Aviation Administration, Port of Seattle, Air Line Pilots Association and airport users to reach agreements on new noise abatement programs for Seattle-Tacoma International Airport. All these parties are represented on the Mediation Committee. On-going information about mediation is carried in the monthly Sea-Tac Forum Newsletter.)

The Noise Mediation Project officially began at the end of 1988 with the Mediation Committee's first meeting in November. During the first nine months of 1989, the Mediation Committee formed a number of subcommittees to complete necessary organizational and educational tasks. The subcommittees' major accomplishments during this period include:

- *Selection of two professional mediators;
- *Selection of a community coordinator with experience working with residents on complex public issues;
- *Development of ground rules for all members of the mediation process;
- *Creation and initiation of a public information plan;
- *Design and implementation of an educational program, including presentations by experts on many legal and technical issues related to noise and aviation;
- *Creation of a plan for categorizing and analyzing the noise abatement options identified by the Committee;
- *Selection of airport noise abatement experts to perform the technical analysis;
- *Initiation of the technical analysis work.

The Mediation Committee also developed a preliminary schedule that specifies certain times for the Committee to assess its progress and decide whether or not to proceed. On June 24, the mediation participants decided to proceed, but many urged that the Committee should move more quickly into studying the technical issues.

With the June determination to proceed, work began on obtaining a team of noise abatement experts to assist the Mediation Committee in evaluating and selecting the best noise abatement options for Sea-Tac. The firm of Mestre Greve Associates was selected in August, 1989.

For information on mediation, including how to contact a representative from your area, call Diane Summerhays, the Airport's Noise Abatement Officer, at 433-5216.

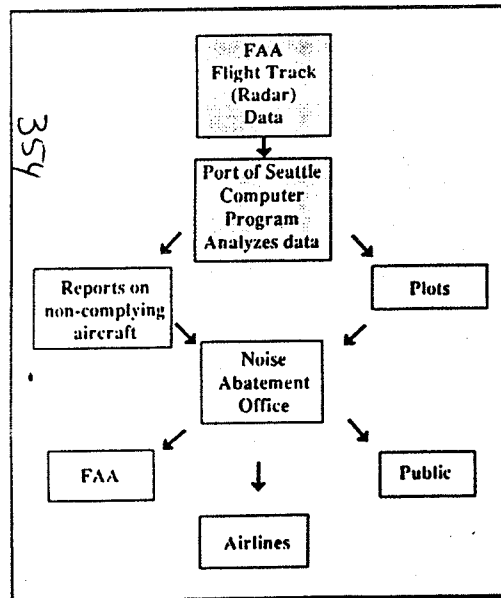
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FLIGHT TRACK MONITORING PROGRAM

In 1984, the Port of Seattle in conjunction with a citizen advisory group called the Joint Committee on Aircraft Overflights, developed an aircraft tracking program that plots actual Sea-Tac aircraft flight patterns and measures aircraft adherence to specific flight procedures on a sample basis. The program allows the Noise Abatement Office to monitor aircraft compliance with current noise abatement procedures.

The Flight Track Monitoring Program is managed by the Port and is coordinated with the Federal Aviation Administration's (FAA) Air Traffic Control Facility at Sea-Tac. Data for the program is acquired from the FAA's automated radar terminal systems (ARTS) computer on a sample basis. Generally, two or three samples are taken per month on a random basis.

Plots are obtained by transferring data from the FAA's system onto a computer tape. The data is then converted through a number of different steps to a form that can be used by the Port's computer.



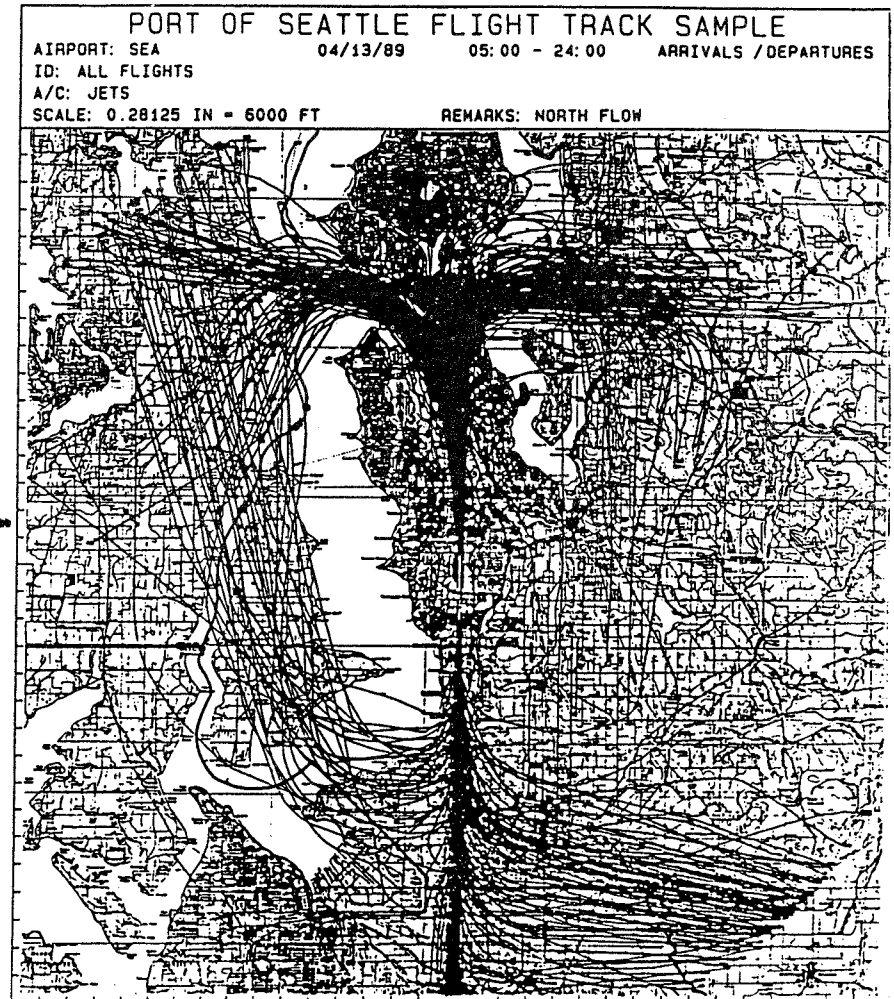
Once the data is in a useable format, the computer program is able to create flight tracks (as seen in the sample on the preceding page) and to identify trends of non-compliance with established flight track procedures. Although the information gained from the program is very useful, the process of acquiring it is complex.

Due to air traffic increases, public concern for airport noise abatement has also increased. This concern has resulted in more requests from residents for specific information on individual flights. The upswing in interest is occurring at the same time that the technology for acquiring the data is improving and at a time when the FAA has expressed an interest in finding a way to provide information faster to people.

IMPROVEMENTS ARE BEING MADE

The Noise Abatement staff is currently working with the FAA air traffic officials to develop an enhanced flight track monitoring program that will give us information on *any* flight in a much more timely manner. Our goal is to have a program that enables the Port to monitor compliance to the noise abatement procedures of *every* aircraft arriving and departing Sea-Tac International Airport instead of only those observed in random samples. This important feature would allow the Noise Abatement Office to be more effective in investigating unusual incidences and in working with the FAA and airlines about problems with specific flights.

The encouraging aspect to the challenge of upgrading the program is that the Port has the software in place and is using it, albeit on a limited basis. Until we can expand the program, the Noise Abatement Office will continue to use the existing flight track sampling procedures. The Noise Abatement Office urges you to keep calling us at 433-5393 or 1-800-826-1147 when you want information on flight operations at Sea-Tac. We will do our best to research your questions and get you an answer.



provided pilot education through newsletters and pilot briefings. As described in the accompanying article on the Airport's flight track monitoring program in this publication, the Noise Abatement Office also takes random radar samples of aircraft departures to check on compliance to this procedure. But more needs to be done. The Noise Abatement staff recently met with the chief pilots of airlines serving Sea-Tac. They were informed

that the airlines will begin receiving notices from the Port whenever the flight track monitoring program identifies an aircraft outside the departure corridor. This will be an interim measure while improvements to our flight track monitoring and enforcement programs are being developed (see accompanying article on the Flight Track Monitoring Program).

FROM THE HOTLINE
433-5393
1-800-826-1147

The following information was gathered from 1989 data maintained by the Noise Abatement Office.

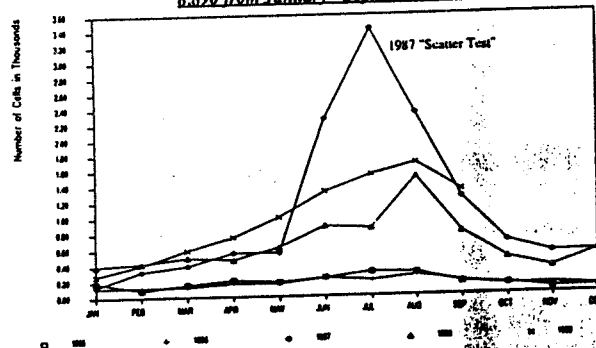
Total number of calls from January - September, 1989: 8,890

Number of individual callers: 2,504

Busiest day: Thursday, August 3, 1989 with 155 calls. (North flow, fair weather all day)

During the first 3 quarters of 1989, the largest number of calls (63.4%) were prompted by north flow departures of commercial jet aircraft.

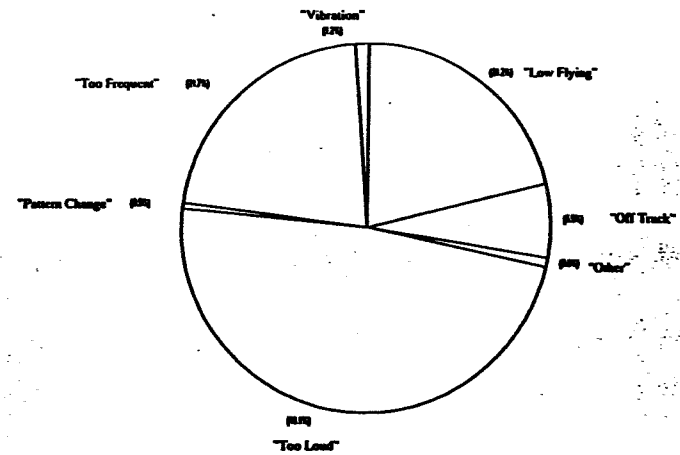
1985 - 1989 Sea-Tac Noise Hotline Calls
8,890 from January - September, 1989



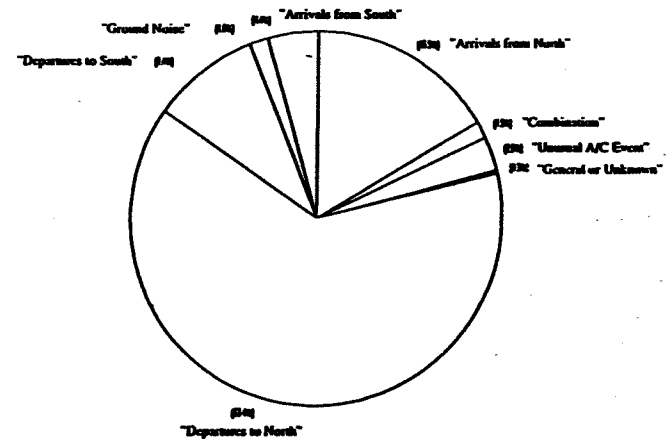
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The Noise Hotline serves as an important link between neighborhood residents and FAA air traffic officials, Port of Seattle Commissioners and the airlines. Noise complaints represent a reaction to aircraft operations and do not necessarily represent the noisiness of any given neighborhood. The hotline helps identify problems and the number of calls for various areas are not weighed or judged against each other.

Complaints received on Sea-Tac Hotline



January - September, 1989
Percentage of Complaints per Operation



PRELIMINARY NOISE ANALYSIS OF
THE PROPOSED FAA 4 POST PLAN

NOISE MEDIATION

OPTIONS SUBCOMMITTEE

JANUARY 4, 1990

Content

Current Conditions

- Exhibit 1 - Flight Track Map - Jets (South Flow)
- Exhibit 2 - Flight Track Map - Jets (North Flow)
- Exhibit 3 - Flight Track Map - Props (South Flow)
- Exhibit 4 - Flight Track Map - Props (North Flow)
- Exhibit 5 - 1989 Ldn Noise Contours (Annual Average)
- Exhibit 6 - 1989 Ldn Noise Contours (North Flow)
- Exhibit 7 - 1989 Ldn Noise Contours (South Flow)

Proposed 4-Post Conditions

- Exhibit 8 - Flight Track Map - Jets (South Flow)
- Exhibit 9 - Flight Track Map - Jets (North Flow)
- Exhibit 10 - Flight Track Map - Props (South Flow)
- Exhibit 11 - Flight Track Map - Props (North Flow)
- Exhibit 12 - 1989 Ldn Noise Contours (Annual Average)
- Exhibit 13 - 1989 Ldn Noise Contours (North Flow)
- Exhibit 14 - 1989 Ldn Noise Contours (South Flow)

Representative Receptor Analysis

- Exhibit 15 - Noise Measurement Locations
- Exhibits 16 - 28 Representative Receptor Analysis

Modifications to 4-Post Plan

- A. Modified 4-Post During Non-Peak Periods
- B. Downwind Leg East Side of the Airport Shifted Further East
- C. Use of Interstate 5 as an arrival route
- D. Shift some Southbound Departures to Elliott Bay During North Flow Operations
- E. Shift some Stage II Departures to Elliott Bay during North Flow Operations
- F. Early Right Turns for Stage III Southbound Departures

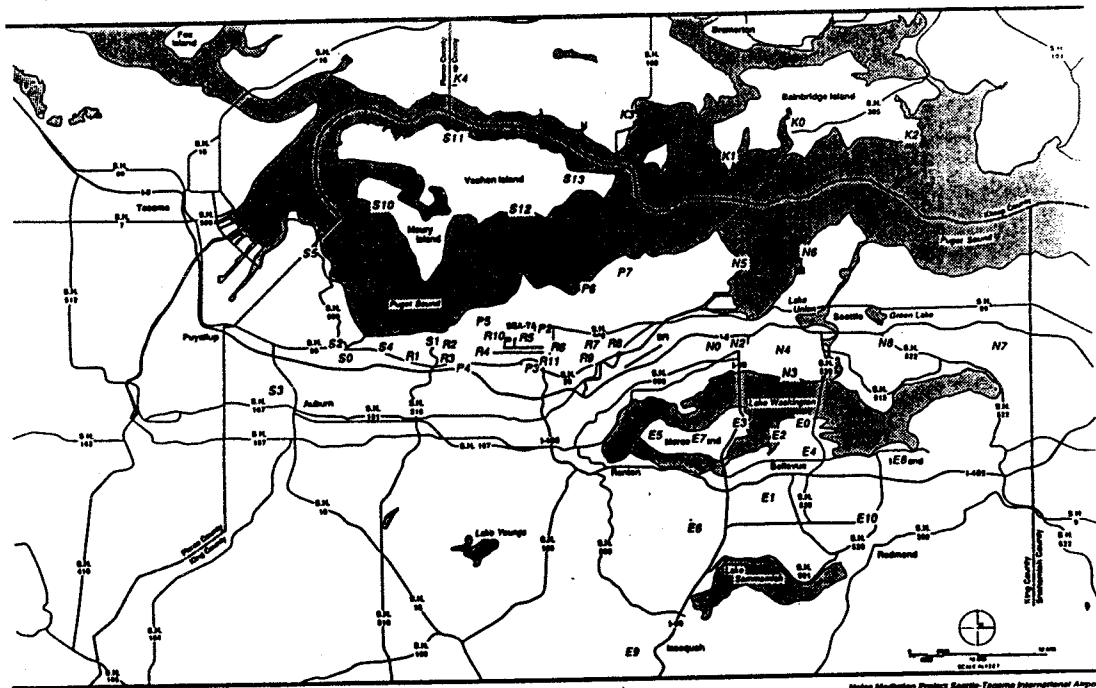
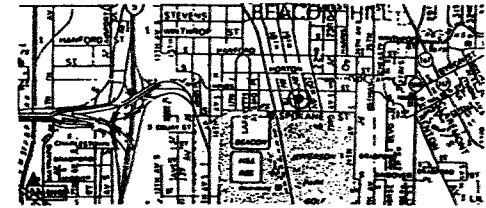


Exhibit 15
Measurement Locations



Location: N/W/O
Site Description: BEACON HILL

NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS		
	Aircraft Noise Levels	Quiet Day Ambient	Time Above dBA (Minutes)		
			65 dBA	65 dBA	65 dBA

CURRENT PROCEDURES					
Annual Average Day	63.0	50	1	49	128
South flow Day (Day 14)	59.1		0	37	99
North flow day (Day 34)	66.2		3	73	178
4-PORT PROCEDURES					
Annual Average Day	63.0		1	49	130
South flow Day (Day 14)	59.2		0	37	104
North flow day (Day 34)	66.2		3	73	178

SINGLE EVENT DATA *** 727 AIRCRAFT ***	CURRENT PROCEDURES			
	South Flow D16	A16	North Flow D34	A34

Energy Average SEL	84	91		
Average Peak Sound Level	70	75		

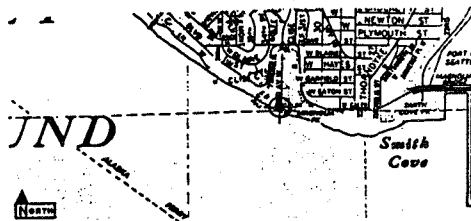
OPERATIONAL DATA *** 727 ***	CURRENT PROCEDURES				PROPOSED 4-PORT PROCEDURES			
	South Flow D16	A16	North Flow D34	A34	South Flow D16	A16	North Flow D34	A34

Number of Aircraft	-	270	270	-	-	270	270	-
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Location
Site Description

NNW/6
MAGNOLIA/
QUEEN ANN



NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS		
	Aircraft Noise Levels	Quiet Day Ambient	Time Above dBA (Minutes)	65 dBA	66 dBA

CURRENT PROCEDURES
Annual Average Day
South Flow Day (Rwy 16)
North Flow day (Rwy 34)

Annual Average Day	62.1	50	0	10	42
South Flow Day (Rwy 16)	47.7		0	4	31
North Flow day (Rwy 34)	55.5		0	21	62

4-POST PROCEDURES
Annual Average Day
South Flow Day (Rwy 16)
North Flow day (Rwy 34)

Annual Average Day	51.4		0	8	31
South Flow Day (Rwy 16)	43.2		0	1	15
North Flow day (Rwy 34)	55.5		0	21	62

SINGLE EVENT DATA	CURRENT PROCEDURES			
	South Flow D16	A16	North Flow D34	A34

**** 727 AIRCRAFT ****
Energy Average SEL
Average Peak Sound Level

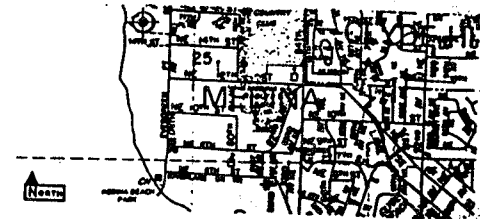
Energy Average SEL	80	87		
Average Peak Sound Level	69	72		

OPERATIONAL DATA	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow D16	A16	North Flow D34	A34	South Flow D16	A16	North Flow D34	A34

Number of Aircraft

Number of Aircraft	270	98			151	98		
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Location E/O
Site Description MEDNA



NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS		
	Aircraft Noise Levels	Quiet Day Ambient	Time Above dBA (Minutes)	65 dBA	66 dBA

CURRENT PROCEDURES
Annual Average Day
South Flow Day (Rwy 16)
North Flow day (Rwy 34)

Annual Average Day	61.7	45-50	0	9	30
South Flow Day (Rwy 16)	40.1		0	1	4
North Flow day (Rwy 34)	56.1		0	25	79

4-POST PROCEDURES
Annual Average Day
South Flow Day (Rwy 16)
North Flow day (Rwy 34)

Annual Average Day	61.9		0	9	32
South Flow Day (Rwy 16)	41.6		0	1	7
North Flow day (Rwy 34)	56.1		0	25	79

SINGLE EVENT DATA	CURRENT PROCEDURES			
	South Flow D16	A16	North Flow D34	A34

**** 727 AIRCRAFT ****
Energy Average SEL
Average Peak Sound Level

Energy Average SEL	-	-	85	-
Average Peak Sound Level	-	-	67	-

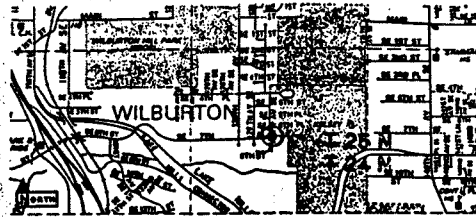
OPERATIONAL DATA	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow D16	A16	North Flow D34	A34	South Flow D16	A16	North Flow D34	A34

Number of Aircraft

Number of Aircraft	-	-	148	-	-	-	148	-
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Location E/1
 Site Description BELLEVUE



NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS		
	Aircraft Noise Levels	Quiet Day Ambient	Time Above dBA (Minutes)		
			55 dBA	65 dBA	68 dBA

CURRENT PROCEDURES
 Annual Average Day
 South Flow Day (Qty 14)
 North Flow day (Qty 34)

49.0	45-50	0	6	25
41.4		0	1	6
53.0		0	15	61

4-POST PROCEDURES
 Annual Average Day
 South Flow Day (Qty 14)
 North Flow day (Qty 34)

49.5		0	6	28
43.2		0	1	12
52.9		0	15	60

SINGLE EVENT DATA	CURRENT PROCEDURES			
	South Flow D16	A16	North Flow D34	A34

**** 727 AIRCRAFT ****
 Energy Average SEL
 Average Peak Sound Level

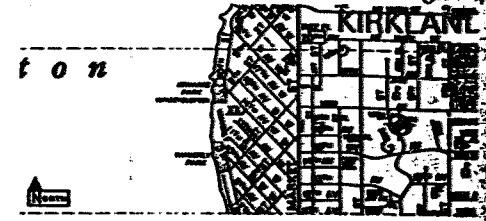
-	-	84	-
-	-	69	-

OPERATIONAL DATA	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow D16	A16	North Flow D34	A34	South Flow D16	A16	North Flow D34	A34

Number of Aircraft

148	-	-	69	148	-	-	-	-
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Location E/8
 Site Description KIRKLAND



NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS		
	Aircraft Noise Levels	Quiet Day Ambient	Time Above dBA (Minutes)		
			55 dBA	65 dBA	68 dBA

CURRENT PROCEDURES
 Annual Average Day
 South Flow Day (Qty 14)
 North Flow day (Qty 34)

42.6	45-50	0	1	12
39.3		0	0	7
45.4		0	3	20

4-POST PROCEDURES
 Annual Average Day
 South Flow Day (Qty 14)
 North Flow day (Qty 34)

43.5		0	1	15
43.9		0	1	11
45.0		0	3	20

SINGLE EVENT DATA	CURRENT PROCEDURES			
	South Flow D16	A16	North Flow D34	A34

Energy Average SEL
 Average Peak Sound Level

-	60	63	-
-	54	66	-

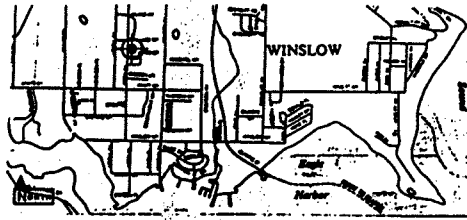
OPERATIONAL DATA	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow D16	A16	North Flow D34	A34	South Flow D16	A16	North Flow D34	A34

Number of Aircraft

-	-	6	-	-	119	3	-	-
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Location K/O
 Site Description WINSLOW



NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS		
	Aircraft Noise Levels	Quiet Day Ambient	Time Above dBA (Minutes)		
			55 dBA	65 dBA	65 dBA

CURRENT PROCEDURES
 Annual Average Day
 South Flow Day (Qty 14)
 North Flow day (Qty 34)

51.0	40-45	0	4	14
35.4		0	0	1
53.5		0	11	38

4-POST PROCEDURES
 Annual Average Day
 South Flow Day (Qty 14)
 North Flow day (Qty 34)

51.0		0	4	14
35.4		0	0	1
53.5		0	11	37

SINGLE EVENT DATA **** 727 AIRCRAFT ****	CURRENT PROCEDURES			
	South Flow		North Flow	
	D16	A16	D34	A34

Energy Average SEL
 Average Peak Sound Level

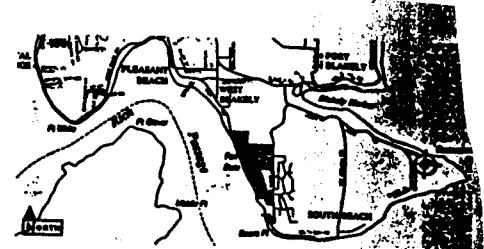
65	67
59	73

OPERATIONAL DATA ****EIS****	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow		North Flow		South Flow		North Flow	
	D16	A16	D34	A34	D16	A16	D34	A34

Number of Aircraft

-	48	24	48	-	48	24	48
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Location K/1
 Site Description RESTORATION PL.
 KITSAP COUNTY



NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS		
	Aircraft Noise Levels	Quiet Day Ambient	Time Above dBA (Minutes)		
			55 dBA	65 dBA	65 dBA

CURRENT PROCEDURES
 Annual Average Day
 South Flow Day (Qty 14)
 North Flow day (Qty 34)

29.4	40-45	0	5	35
45.4		0	1	24
53.2		0	12	55

4-POST PROCEDURES
 Annual Average Day
 South Flow Day (Qty 14)
 North Flow day (Qty 34)

49.0		0	5	28
42.3		0	1	13
53.3		0	12	55

SINGLE EVENT DATA **** 727 AIRCRAFT ****	CURRENT PROCEDURES			
	South Flow		North Flow	
	D16	A16	D34	A34

Energy Average SEL
 Average Peak Sound Level

73	82
59	66

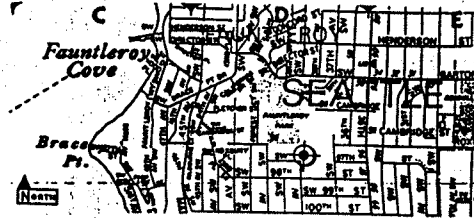
OPERATIONAL DATA ****EIS****	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow		North Flow		South Flow		North Flow	
	D16	A16	D34	A34	D16	A16	D34	A34

Number of Aircraft

-	270	74	48	-	151	24	48
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360

Location P150/7
 Site Description FAUNTLEROY



NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS		
	Aircraft Noise Levels	Quiet Day Ambient	Time Above dBA (minutes)		
			55 dBA	65 dBA	65 dBA

CURRENT PROCEDURES					
Annual Average Day	48.3	50	0	11	60
South Flow Day (rwy 14)	42.3		0	3	25
North Flow day (rwy 34)	51.9		0	25	125
4-POST PROCEDURES					
Annual Average Day	48.2		0	11	58
South Flow Day (rwy 14)	42.1		0	3	24
North Flow day (rwy 34)	51.7		0	25	120

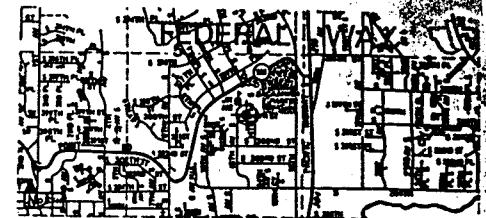
SINGLE EVENT DATA	CURRENT PROCEDURES			
	South Flow D16	A16	North Flow D34	A34

**** 727 AIRCRAFT ****				
Energy Average SEL			72	
Average Peak Sound Level			58	

**** PROP ****				
Energy Average SEL		70	72	
Average Peak Sound Level		57	61	

OPERATIONAL DATA ****ETS****	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow D16	A16	North Flow D34	A34	South Flow D16	A16	North Flow D34	A34

Location SSW 2
 Site Description FEDERAL WAY



NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS		
	Aircraft Noise Levels	Quiet Day Ambient	Time Above dBA (minutes)		
			65 dBA	65 dBA	65 dBA

CURRENT PROCEDURES					
Annual Average Day	63.0	45-50	1	48	129
South Flow Day (rwy 14)	64.5		1	58	141
North Flow day (rwy 34)	58.8		0	30	109
4-POST PROCEDURES					
Annual Average Day	63.2		1	49	131
South Flow Day (rwy 14)	64.5		1	58	141
North Flow day (rwy 34)	59.5		0	34	114

SINGLE EVENT DATA	CURRENT PROCEDURES			
	South Flow D16	A16	North Flow D34	A34

**** 727 AIRCRAFT ****				
Energy Average SEL			94	
Average Peak Sound Level			80	

OPERATIONAL DATA ****ETS****	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow D16	A16	North Flow D34	A34	South Flow D16	A16	North Flow D34	A34

Number of Aircraft	270				270	270		
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Location SSW/5
 Site Description DASH POINT

NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS		
	Aircraft Noise Levels	Quiet Day Ambient	Time Above dBA (Minutes)		
			65 dBA	66 dBA	68 dBA

CURRENT PROCEDURES

Annual Average Day	65.1	45-50	0	16	82
South Flow Day (Qty 14)	66.5		0	22	76
North Flow day (Qty 34)	42.1		0	3	14

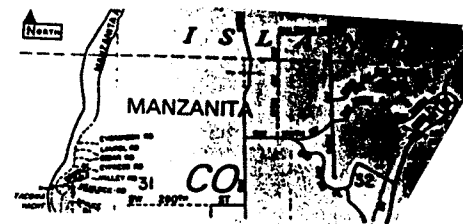
4-POST PROCEDURES

Annual Average Day	66.2		0	25	85
South Flow Day (Qty 14)	67.5		0	31	98
North Flow day (Qty 34)	43.5		0	3	20

OPERATIONAL DATA ****E173****	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow D16	A16	North Flow D34	A34	South Flow D16	A16	North Flow D34	A34

Number of Aircraft 74 - - 48 66 - - 151

Location SSW 10
 Site Description MURAY ISLAND



NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS		
	Aircraft Noise Levels	Quiet Day Ambient	Time Above dBA (Minutes)		
			65 dBA	66 dBA	68 dBA

CURRENT PROCEDURES

Annual Average Day	61.4	40-45	0	8	43
South Flow Day (Qty 14)	64.1		0	12	61
North Flow day (Qty 34)	40.7		0	1	11

4-POST PROCEDURES

Annual Average Day	47.2		0	2	26
South Flow Day (Qty 14)	48.3		0	3	31
North Flow day (Qty 34)	42.4		0	0	11

SINGLE EVENT DATA	CURRENT PROCEDURES			
	South Flow D16	A16	North Flow D34	A34

**** 727 AIRCRAFT ****

Energy Average SEL	67		66	
Average Peak Sound Level	73		67	
Avg. Time Above 65 dBA	89			

OPERATIONAL DATA ****E173****	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow D16	A16	North Flow D34	A34	South Flow D16	A16	North Flow D34	A34

Number of Aircraft 24 151 - 48 - 151 - 48

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Location SSW 13
Site Description Vashon Island



NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS		
	Aircraft Noise Levels	Quiet Day Ambient	Time Above dBA (Minutes)		
			65 dBA	66 dBA	68 dBA

CURRENT PROCEDURES
Annual Average Day
South Flow Day (Twy 14)
North Flow day (Twy 34)

46.2	40-45	0	1	36
45.4		0	0	32
47.2		0	1	49

4-POST PROCEDURES
Annual Average Day
South Flow Day (Twy 14)
North Flow day (Twy 34)

45.5		0	1	32
43.9		0	0	21
47.5		0	1	52

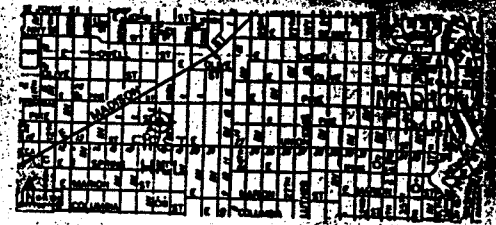
SINGLE EVENT DATA **** 727 AIRCRAFT ****	CURRENT PROCEDURES			
	South Flow D16	A16	North Flow D34	A34

Energy Average SEL	78	70	69	67
Average Peak Sound Level	57	63	53	60

OPERATIONAL DATA **** JETS ****	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow D16	A16	North Flow D34	A34	South Flow D16	A16	North Flow D34	A34

Number of Aircraft	24	151	74	48	-	151	74	48
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Location NW 4
Site Description CAPITAL HILL



NOISE LEVEL DATA	LDN NOISE LEVELS		TIME ABOVE NOISE LEVELS		
	Aircraft Noise Levels	Quiet Day Ambient	Time Above dBA (Minutes)		
			65 dBA	66 dBA	68 dBA

CURRENT PROCEDURES
Annual Average Day
South Flow Day (Twy 14)
North Flow day (Twy 34)

54.9	50	0	14	59
51.8		0	7	35
57.8		0	32	100

4-POST PROCEDURES
Annual Average Day
South Flow Day (Twy 14)
North Flow day (Twy 34)

56.2		0	20	73
55.0		0	14	59
57.8		0	32	100

SINGLE EVENT DATA	CURRENT PROCEDURES			
	South Flow D16	A16	North Flow D34	A34

**** 727 AIRCRAFT ****
Energy Average SEL
Average Peak Sound Level

-	81	88	-	-
-	69	-	-	-

OPERATIONAL DATA **** JETS ****	CURRENT PROCEDURES				PROPOSED 4-POST PROCEDURES			
	South Flow D16	A16	North Flow D34	A34	South Flow D16	A16	North Flow D34	A34

Number of Aircraft	-	81	148	-	-	144	151	-
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**PROPOSED MODIFICATIONS TO THE
FAA 4 POST PLAN**

INTRODUCTION

The purpose of the proposed modifications to the FAA 4 Post Plan is an attempt to combine the proposed needs of the FAA and the noise mitigation desires of the surrounding communities.

The FAA proposal has been analyzed from a noise impact and overflight annoyance standpoint. Several of the proposed modifications were developed as an attempt to remove some aircraft operations where new exposures will occur due to the 4 Post Plan. An example would be an area currently exposed to departures but not arrivals will be subject to arrival noise when the 4 Post Plan is implemented. Where possible, a modification to the FAA Plan has been developed to remove some of the departures or re-define the FAA proposed arrival route to limit the added exposure to the effected area. This "trade off" concept was applied to several FAA flight track situations. If the arrival procedures proposed by FAA in fact allow for idle-thrust approaches, those operations should be less bothersome than departures. Therefore; re-routing departure flows is very essential to a balanced noise exposure plan.

A. MODIFIED 4 POST DURING NON-PEAK PERIODS.

DESCRIPTION. This modification is designed to provide flexibility in the proposed 4 Post plan by taking advantage of lower traffic periods. When hourly landing operations are 18 or less a modified 4 post that resembles the current flow could be used. During a south flow, traffic from the southeast post could be vectored to the west side and blended into the traffic from the southwest post. Traffic from the northeast post could be vectored north of the Seattle area and blended into the traffic flow from the northwest post. Traffic could be sequenced for arrival from over the Elliott Bay area. When hourly traffic increases to the point that the proposed 4 post plan is required, aircraft could proceed from their arrival routes into the 4 Post plan with very little coordination between air traffic facilities and virtually no impact on the flight crews. This procedure would not require the Air Route Traffic Control Center to alter arrival/departure routes. Instead, inter-facility coordination could be accomplished where aircraft would be vectored from the arrival post into this modified flow into the terminal area.

GOAL. The goal of this modified 4 Post plan is to keep traffic flows generally the way they are now (i.e., Elliott Bay), yet allow FAA to transition into the 4 Post concept when capacity would be constrained if traffic flows were not changed during the heavier periods.

IMPLEMENTATION FEASIBILITY. This procedure would require the FAA to develop several interfacility agreements to completely outline the parameters required to use this procedure. Close coordination and monitoring of the hourly traffic flows and estimates of traffic increases would be essential to the success of this procedure.

BENEFIT / DIS-BENEFIT. The benefit of this procedure would be that only during heavier traffic periods would the full 4 Post plan be utilized. During the less busy periods traffic flows would be similar to the flow currently being used. Dis-benefits would include considerably more work on the part of the controllers. As traffic periods peak or decline, very timely and precise coordination is necessary to transition in or out of the modified 4 Post procedure.

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B. DOWNWIND LEG EAST SIDE OF THE AIRPORT SHIFTED FURTHER EAST.

DESCRIPTION. This modification is a widening of the eastside arrival path to the airport. During heavy departure periods the west side of the path would be used. During light traffic periods the east side of the arrival path would be used. This method of reducing constant overflight situations was developed after extensive analysis of attempting to move the whole downwind leg further east than proposed by the FAA. Simply relocating the track east over the mountains causes severe constraints on departures. Departures must tunnel arrival tracks to ensure that separation between aircraft is maintained.

Tunneling is best described as follows. The arrival aircraft is descending to an assigned altitude on a predetermined track or lane when approaching the airport. Departing aircraft that will cross that arrival track must be assigned an altitude at least 1000 feet below the altitude assigned the arrival. The departure must remain at that restricted altitude until clear of the arrival track. In some situations flight tracks can be as much as five miles wide. East departures would be required to remain at low altitudes for an unacceptable distance. This proposed modification was developed to provide flexibility to flight tracks when departure operations are not impacted by arriving aircraft. Using the west side during heavy departure periods will reduce the need to keep departures at low altitude over residential areas due to the tunneling required between arrivals and departures. When departures volumes are less on the east side, arrivals would be allowed to remain further east of the residential areas at higher altitudes.

GOAL. The goal of this modification is to reduce the number of overflights and subsequent noise over high density residential areas to the east of the airport.

IMPLEMENTATION FEASIBILITY. This procedure could be implemented by ATC. Controllers could be instructed by a Facility Order when and how to use the corridor to its maximum potential.

BENEFIT / DIS-BENEFIT. The benefit is a reduction of noise and overflights in residential areas. A dis-benefit is that some opportunities to capitalize on available landing spaces may not be realized due to the aircraft being further away from the airport at high altitude. Therefore; some potential loss of capacity could be experienced.

C. USE OF INTERSTATE 5 AS AN ARRIVAL ROUTE.

DESCRIPTION. This modification is designed to define an arrival flight track to be used in visual weather conditions that keeps the aircraft over I-5 and the more commercial / industrial developments that border the freeway. This route could be used by all straight in or east side arrivals as west side arrivals utilize the Elliott Bay.

GOAL. This type of modification to the FAA 4 Post plan would reduce overflights of high density areas as much as possible, resulting in a lesser noise impact on the community.

IMPLEMENTATION FEASIBILITY. This modification may not be acceptable to either FAA Flight Standards or Airline Pilot Safety Groups. It would require pilots added ground tracking of I-5 in addition to all the other cockpit duties required during a landing approach.

BENEFIT / DIS-BENEFIT. The benefit of this procedure would be that during south flow good weather conditions arrivals would use the Elliott Bay I-5 corridors to the maximum extent possible resulting in less overflights in noise sensitive areas. Dis-benefits include added workload on both pilot and controller. Pilots might have difficulty in following I-5 as they must align with the runway centerline when preparing to land.

D. SHIFT SOME SOUTHBOUND DEPARTURES TO ELLIOTT BAY DURING NORTH FLOW OPERATIONS.

DESCRIPTION. This modification would shift some southbound departures to make left turns over the Elliott Bay departing on course from the west side of the airport.

GOAL. The goal is to balance the number of operations over residential areas east and west of Seattle Tacoma Airport during north flow periods.

IMPLEMENTATION FEASIBILITY. It could be implemented by ATC. Procedures to separate westside arrivals from the departures would have to be developed. This could be similar to the eastside arrival/departure procedures proposed.

BENEFIT / DIS-BENEFIT. The benefits of this modification is a more even balance of operations to the west and east of the airport. The dis-benefits are the problems of separating arrival and departure tracks west of the airport. Some increase in noise in new areas may occur because aircraft must fly back to the departure corridor.

E. SHIFT SOME STAGE II DEPARTURES TO ELLIOTT BAY DURING NORTH FLOW OPERATIONS

DESCRIPTION. During north flow operations ATC shift some Stage II departures to overfly the Duwamish Corridor and use the Puget Sound area for departure regardless of destination. This could be in terms of the time of day or destination.

GOAL. The goal of this modification is to limit the number of noisy aircraft over populated areas during the first phase of departure. Aircraft that depart out the Corridor and commence their climb over the water will be at higher altitudes by the time they overfly the more populated areas and making less noise due to their added height.

IMPLEMENTATION FEASIBILITY. This modification is feasible but possibly for a small number of operations but not totally implementable until the fleet mix has changed to include more Stage III aircraft serving the airport. However, implementing this modification now even if only on a limited basis could become an incentive to the airlines to speed up their time table for phasing out Stage II aircraft at Seattle Tacoma Airport.

BENEFIT / DIS-BENEFIT. The benefits of this modification include reducing noise in residential areas, overflights at higher altitudes over residential areas, and a possible incentive for a quicker fleet change to Stage III aircraft. Dis-benefits are a more complex ATC system if all current Stage II aircraft were required to follow this departure procedure. Some aircraft will not depart on course as quickly as they do now, resulting in some additional flight time and fuel costs.

Section 2.0

ASSUMPTIONS IN ANALYZING THE FAA 4-POST PLAN

F. EARLY RIGHT TURNS FOR STAGE III EAST DEPARTURES

DESCRIPTION. The object of this procedure is to have the quieter aircraft who are southbound make right turns prior to Boeing Field thereby reducing the number of aircraft that proceed north and east over high density areas. This type of departure track could be developed where it normally remained to the south of Mercer Island. The other type aircraft during a north flow would use the normal departure routes north of Mercer Island.

GOAL. The goal of this modification is to reduce the number of departures over north and east portions of the community.

IMPLEMENTATION FEASIBILITY. This could be implemented by FAA after determining what minimum altitude could be used as the starting point for the turn. Involved coordination with Boeing Field would be necessary because the Seattle Departures would be operating in the Boeing Field Airport Traffic Area during the climb out.

BENEFITS / DIS-BENEFITS. The benefits include a reduction of overflights north and east of the airport which should result in less noise in those areas. Dis-benefits are numerous. Coordination with Boeing Field would be necessary prior to each departure being released. Aircraft would be overflying the Renton area at lower altitudes than normal. This type of departure track could impact the TCA plan by having air carrier aircraft at low altitude in areas that might be used by general aviation aircraft.

3.1 Existing Flight Tracks

The existing ground tracks are presented for comparative purposes relative to the FAA's 4-Post Plan. The ground tracks for jets on south flow and north flow are shown in Exhibit 2-1 and Exhibit 2-2 respectively. The existing tracks for the propeller aircraft are shown for south flow in Exhibit 2-3 and north flow in Exhibit 2-4. These tracks represent a grouping of typical tracks, and by no means represent all of the tracks that are flown by the aircraft. This is especially true with the propeller aircraft, that show a much wider variation in the flight tracks. These flight tracks are presented to illustrate how flight tracks are developed for noise modeling purposes. Multiple tracks represent greater dispersion of the aircraft.

3.2 FAA's Environmental Assessment Description of the 4-Post Plan

The Environmental Assessment of the 4-Post plan, prepared by the FAA, contained a description of the procedures specified as part of the plan. These procedures are reproduced in the following paragraphs.

1. Seattle ARTCC shall make route and sector changes needed to eliminate high altitude crossings east of Ephrata, Washington, affecting Seattle arrivals and departures. As a minimum, these changes shall include:

a. **Turbojet Arrival Flows:** Fixed non-runway sensitive arrival flows will be over the Olympta VORTAC, the JAKSN Intersection (Seattle VORTAC 020 radial/40-mile DME fix), the RADDY Intersection (Seattle VORTAC 101 radial/39-mile DME fix), and JAWBN Intersection (Seattle VORTAC 307 radial/42-mile DME fix).

b. **Turbojet Departure Flows:** Fixed non-runway sensitive departure flows will be over the Paine VOR, the Tatoosh VORTAC, and along the Seattle VORTAC 069, 143, and 227 radials.

2. Seattle ATCT shall establish turbojet departure flows to join Seattle ARTCC departure flows over the Paine VOR, the Tatoosh VORTAC, and along the Seattle VORTAC 069, 143, and 227 radials. Departure procedures shall include, as a minimum:

a. **SOUTH FLOW:** Traffic permitting, Turbojet aircraft departing Runway 16, shall not be turned (radar vectored) until the aircraft is at or above 3,000 feet MSL and is at least 5 nautical miles south of the airport.

b. **NORTH FLOW:** Traffic permitting:

- 1). Turbojet aircraft departing runway 34 and making a right turn east or southeast bound shall be turned off the initial departure course, only after the aircraft is at or above 4,000 feet MSL and has reached the Seattle VORTAC 8-mile DME arc.
- 2). Maximize use of the Duwamish Industrial Corridor for noise mitigation by assuring that turbojet aircraft departing runway 34 and making a left turn northwest or southwest bound be turned off the initial departure course at Boeing Field/King County Airport and radar vectored over Elliott Bay then to join the appropriate departure route.

ACTION: Seattle ATCT shall implement arrival flows in accordance with procedures defined in Seattle Tower Airspace Study "Seattle Arrival and Departures Routes; Simulation, Analysis, Recommendations", under Alternative A (page 43). Turbojet Arrival Flows will be from over the Olympia VORTAC, the JAKSN Intersection (Seattle VORTAC 020 radial/40-mile DME fix), the RADDY Intersection (Seattle VORTAC 101 radial/39-mile DME fix), and the JAWBN Intersection (Seattle VORTAC 307 radial/42-mile DME fix). As a minimum, arrival procedures will include:

a. **North and South Flows:**

- 1). For the purpose of noise mitigation, arriving aircraft will be kept as high as possible consistent with optimum descent profiles and operational dictates.
- 2). To the extent possible, arriving turboprop aircraft will follow the same approximate flight tracks as turbojet aircraft, to reduce adverse noise effects of random routing at low altitudes.

b. **South Flow:**

- 1). During south flow visual approach conditions, when there is no conflicting traffic, turbojet arrivals from the Northwest and Southwest arrival fixes will be placed on a right-base leg over Elliott Bay to reduce adverse noise effects on Westside neighborhoods and assure maximum use of the Duwamish River industrial corridor.
- 2). During south flow operations, turbojet arrivals from the Northeast and Southeast arrival fixes will be positioned so as to be established on the Runway 16 final approach course, no closer to the airport than State Route 520 (11.0 nautical miles north) and no lower than 5,000 feet MSL, to assure a stabilized, low-power approach and minimize flight at low altitude.
- 3). Traffic permitting, turbojet aircraft on the "Long Leg" tracks, will be turned to a downwind leg at the Seattle VORTAC 101 radial/8-mile DME fix or the 8-mile DME fix on a direct course from the Olympia VORTAC to the Seattle VORTAC, at or above 11,000 feet MSL, as appropriate.

c. **North Flow:**

Traffic permitting, turbojet aircraft on the "Long Leg" tracks, will be turned to a downwind leg at the Seattle VORTAC 020 radial/8-mile DME fix or the Seattle VORTAC 307 radial/8-mile DME fix, at or above 11,000 feet MSL, as appropriate.

2.3 Modeling Assumptions

Based upon the procedures presented above, the flight tracks that may result from the 4-Post plan have been developed. Note, that this is only an estimate, and the actual tracks may be different than those presented here. Exhibits 2-5 and 2-6 present flight tracks for jets for south flow and north flow respectively. Exhibits 2-7 and 8 present the flight tracks for the propeller aircraft for south flow and north flow.

- The analysis assumes that aircraft arriving Sea-Tac during south flow conditions will utilize Elliott Bay at least to the level that occurs during current conditions. To present a worst case analysis, potential noise benefits from better utilization of the bay were not included in the modeling analysis. This benefit could reduce the projected LDN noise levels in the communities surrounding Elliott Bay by 1 to 4 dBA (for a south flow day).
- During south flow conditions, it is conservatively assumed that poor visibility weather occurs 30 % of the time and aircraft will utilize the ILS and not use Elliott Bay.
- The nighttime noise abatement procedures for north flow departures is assumed to continue (10 p.m. to 6 a.m.). If the nighttime noise abatement procedure is removed, the noise levels in North Seattle and the East side would be significantly greater than presented in this analysis. The LDN noise levels would increase by an additional 1 to 1.5 dBA. In combination with the other increases in noise that occur as part of the proposal, this would be a significant increase in noise.
- The analysis assumes that no tunneling of departures will be required under this plan.
- The analysis assumes that no other changes to the departure tracks will occur other than those shown on the attached flight track maps.
- To present a worst case analysis, the potential noise benefits from higher altitudes and reduced thrust on approach were not included in the estimates. This potential noise benefit could reduce the arrival noise levels by 3 to 5 dBA over what is presented in this analysis. This potential benefit would occur at locations greater than an estimated 5 nm from touchdown.
- The analysis assumes 63% south flow and 37 % north flow. This is assumed to remain unchanged as a result of this proposal.
- Commuter aircraft arrivals are assumed to be in the same arrival pattern as the turbo-jet aircraft at an altitude of 1000 feet lower. The analysis conservatively assumed that 50 percent of the commuter arrivals will still use existing arrival patterns.

• To measures to minimize the potential increases in noise have been analyzed and are included as part of this plan. These measures include: (1) modified 4-Post plan during non-peak hour periods, (2) shifting of some flights in order to balance out increases in noise and moving the East downwind further to the east during non peak hour periods. Each of these measures, and their effects on the noise contour are discussed in the following paragraphs.

- The assumptions include a modified 4-Post plan during non-peak. During non-peak periods during south flow, the aircraft will essentially revert back to the current arrival procedures through Elliott Bay. It is estimated that this can occur with arrivals are 18 or less. This was conservatively estimated to shift 50 percent of the night arrivals that would arrive over North Seattle now reverting to the old procedures. This measure reduces the increases in arrival LDN noise levels in the University area by approximately 1 dBA.

- The 4-Post plan proposed that during north flow conditions, those turbo jet aircraft with Billingham and Vancouver destinations will be directed straight north. Currently these aircraft depart northeast bound over Kirkland. This measure proposes to move these aircraft instead of straight north, out through Elliott Bay and to the north. This is a total of 9 turbojet aircraft per day. All of these aircraft are daytime operations. This reduces the LDN noise levels in the Capital Hill area to no increase in noise.

- Portland, San Francisco Bay area, Alaska and the Orient departures on south flow were more concentrated over the Dash Point area than occurs with current procedures. This measure proposed to disperse the flight tracks over a wider area, as occurs with current conditions, to minimize the increase in any one area. This reduces the increase in the Dash Point area, however, the noise levels will still increase in area further to the Southwest of Dash Point.

- Moving the east downwind further to the east during lower departure times is designed to reduce the number of overflights in the Bellevue area. It was assumed that 20 percent of the arrivals could be shifted to the east by this proposal. This reduces the LDN noise levels in these east side neighborhoods by approximately 0.5 dB

- The distribution of aircraft on the flight tracks is dependent upon the departure destination or the origin of the aircraft. The Official Airline Guide (OAG) was used to estimate the number of turbojet aircraft operating on the different tracks. This data is presented in Table 2-1.

Table 2-1
Operational Assumptions by Destination
(1989 Turbojet Aircraft)

Origin/Destination	Daily Departures	Total
Northeast	64	
Portland	30	
San Francisco Bay Area Airports	38	
So. California & South East	72	
Polar	3	
North Airports	9	
Alaska/Orient	32	248
Aircraft Diverted as a Result of Nighttime Noise Abatement Procedures		15

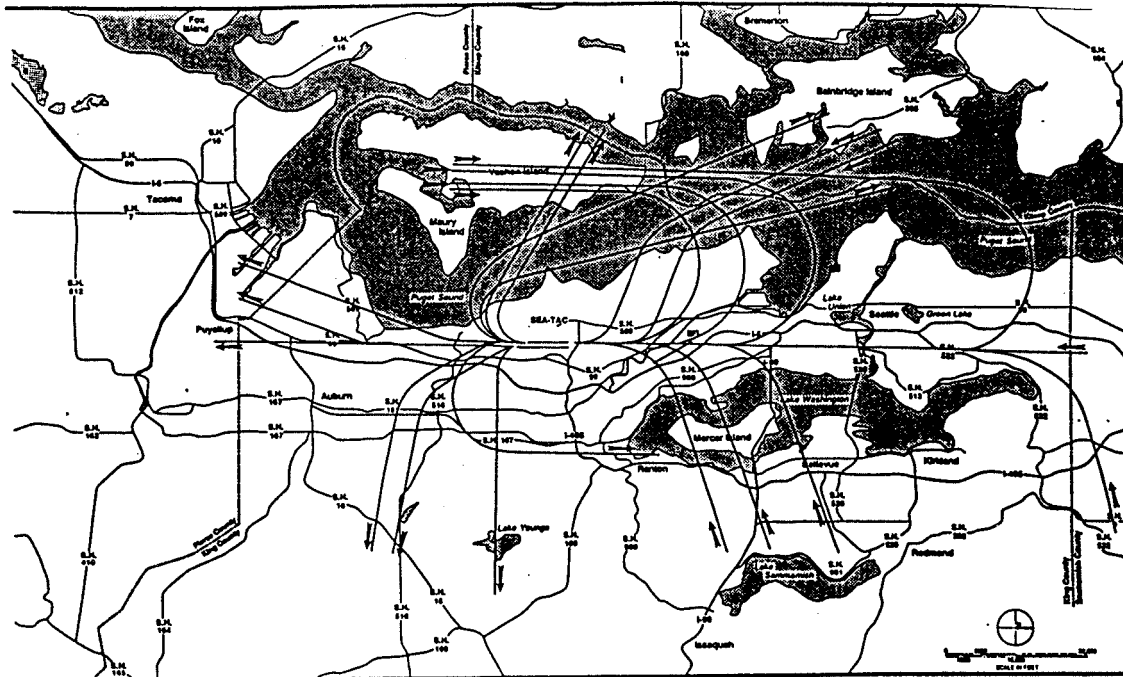


Exhibit 2-3
Flight Track Map - Props (South Flow)

Current Conditions

Noise Mitigation Project Seattle-Tacoma International AP
January 18, 1990

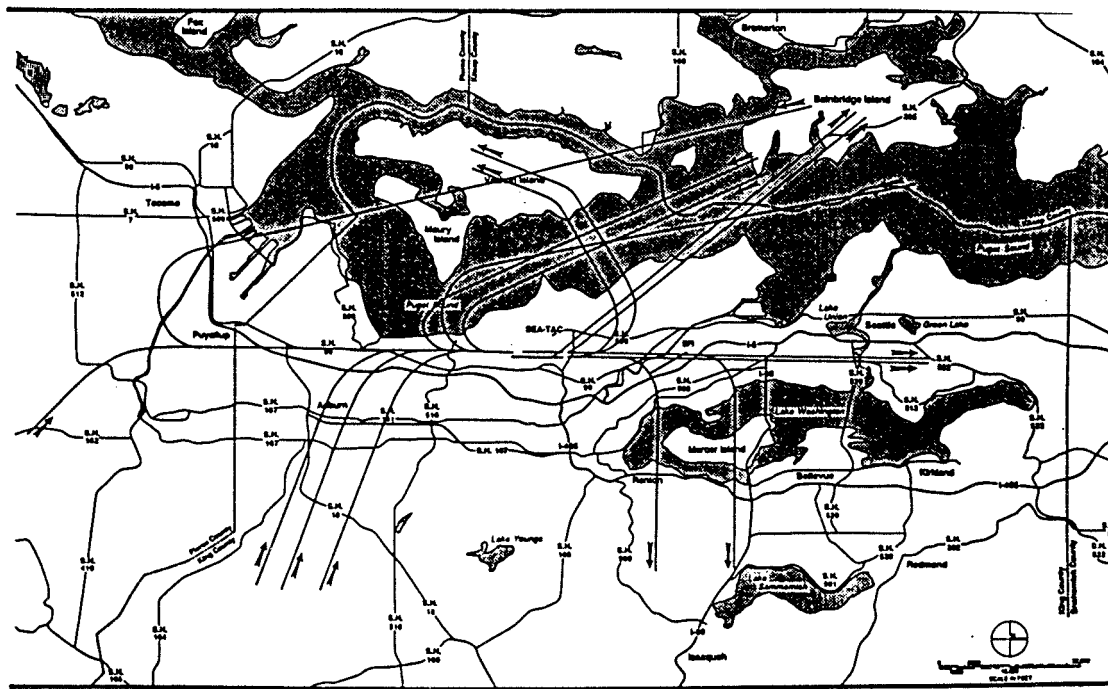


Exhibit 2-4
Flight Track Map - Props (North Flow)

Current Conditions

Noise Mitigation Project Seattle-Tacoma International AP
January 18, 1990

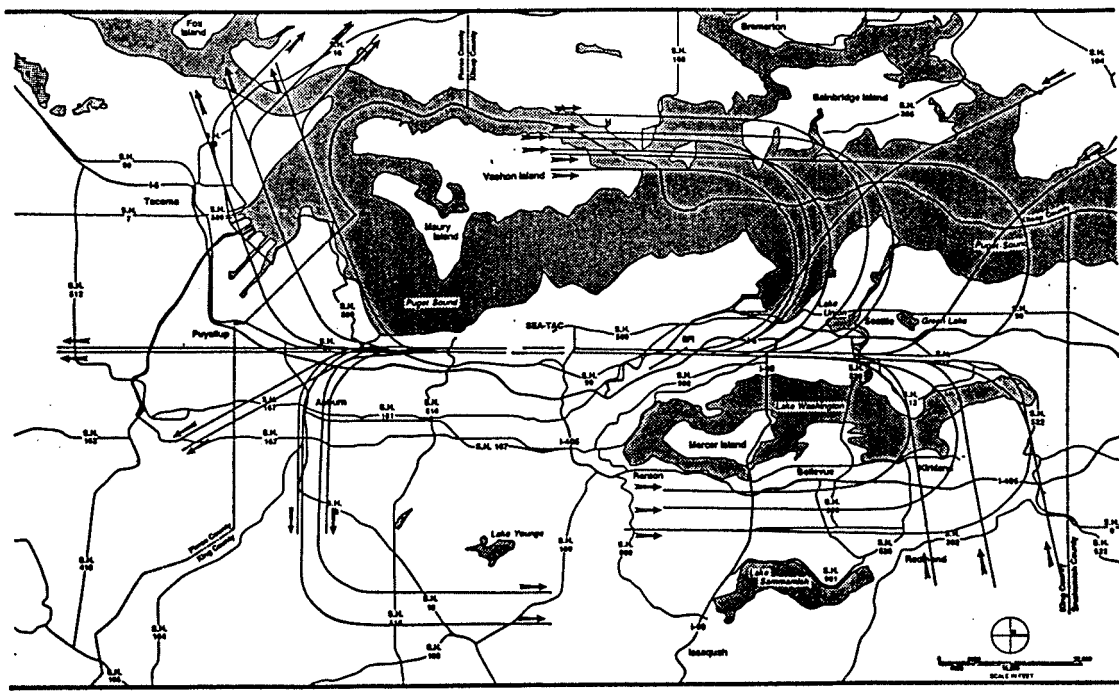


Exhibit 2-5
Flight Track Map - Jets (South Flow)

Proposed 4-Post Conditions

Northwest Airlines Project Seattle-Tacoma International Airport
January 18, 1990

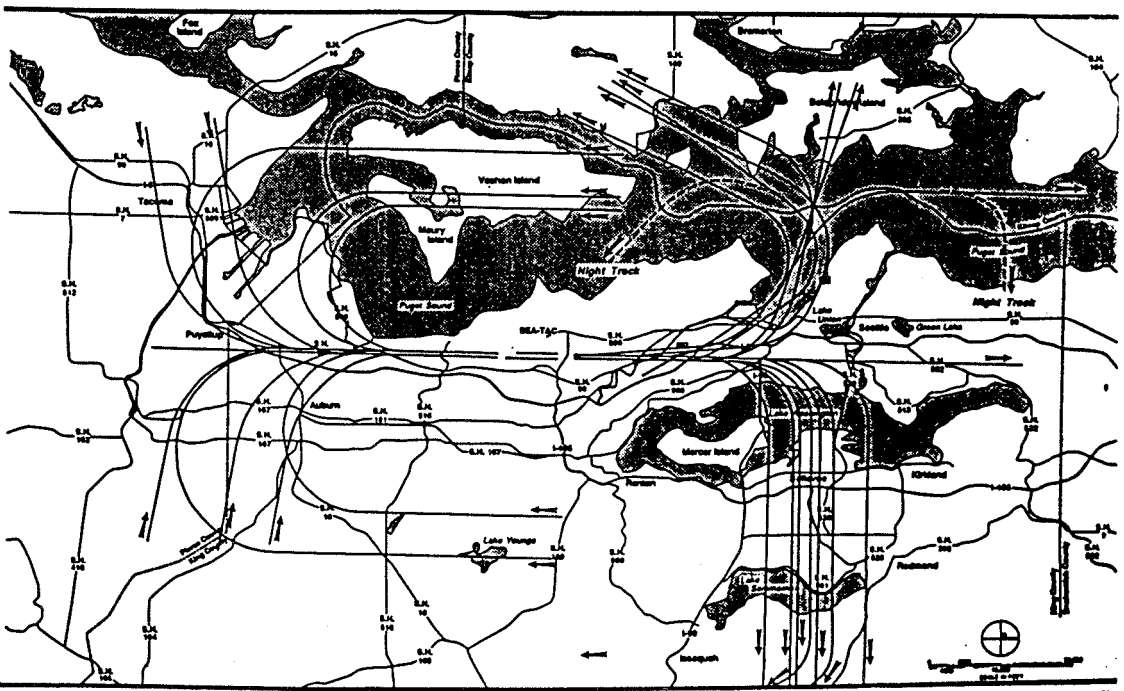


Exhibit 2-6
Flight Track Map - Jets (North Flow)

Proposed 4-Post Conditions

Northwest Airlines Project Seattle-Tacoma International Airport
January 18, 1990



Exhibit 2-7
Flight Track Map - Props (South Flow)

Proposed 4-Post Conditions

Metrolink Project Seattle-Tacoma International Airport
January 18, 1990

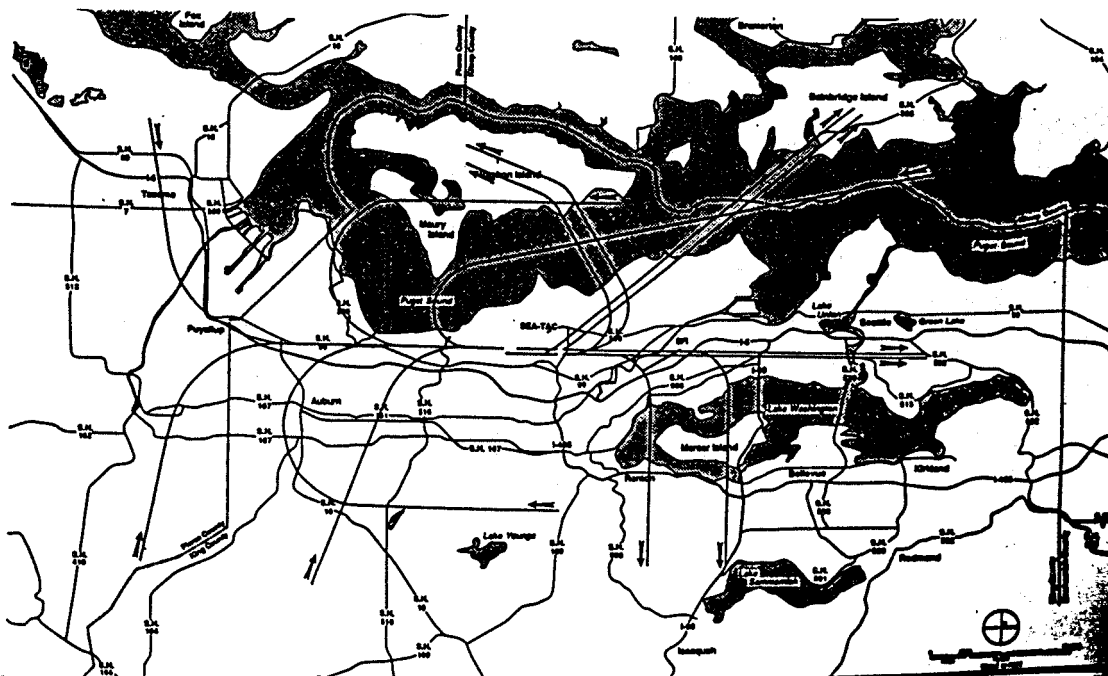


Exhibit 2-8
Flight Track Map - Props (North Flow)

Proposed 4-Post Conditions

Metrolink Project Seattle-Tacoma International Airport
January 18, 1990

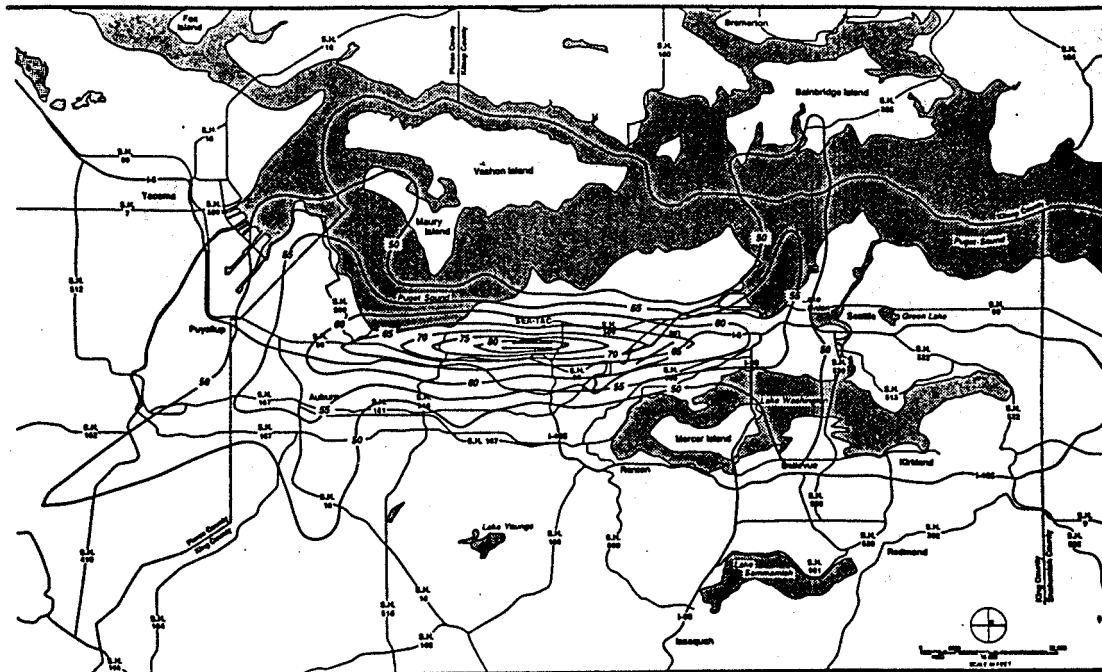


Exhibit 3-1
1989 Ldn Noise Contours (Annual Average)

Current Conditions

Noise Prediction Project Tazewell-Tennant International Airport
January 18, 1990



Exhibit 3-2
1989 Ldn Noise Contours (South Flow)

Current Conditions

Noise Prediction Project Tazewell-Tennant International Airport
January 18, 1990

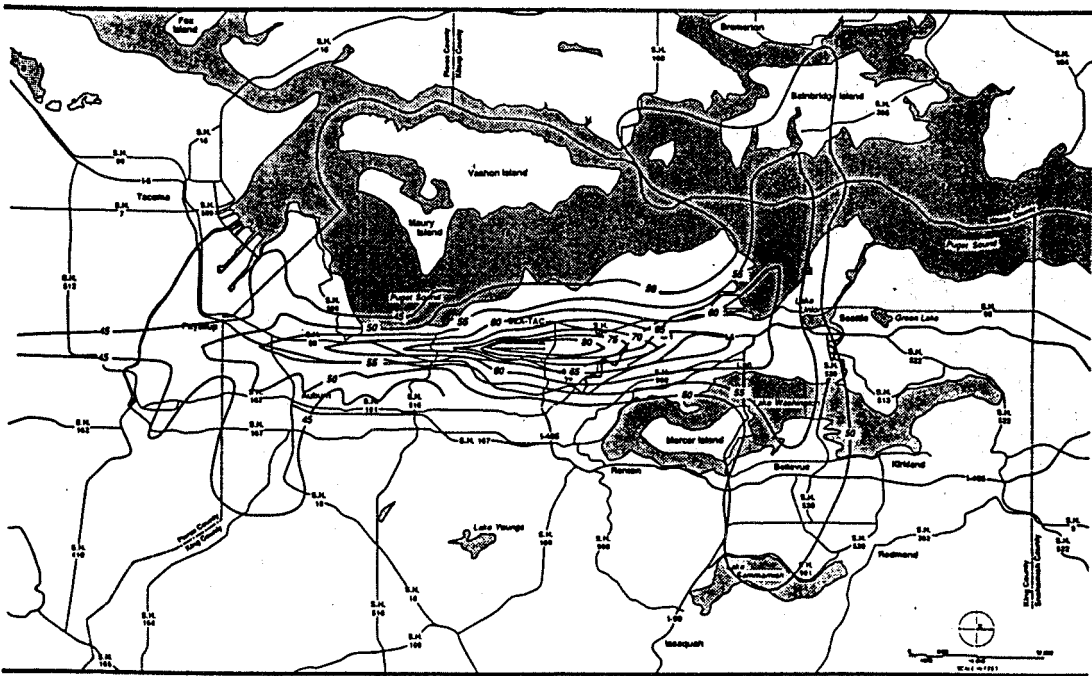


Exhibit 3-3
1989 Ldn Noise Contours (North Flow)

Current Conditions

Notes Aviation Project Seattle-Tacoma International Airport
January 18, 1990

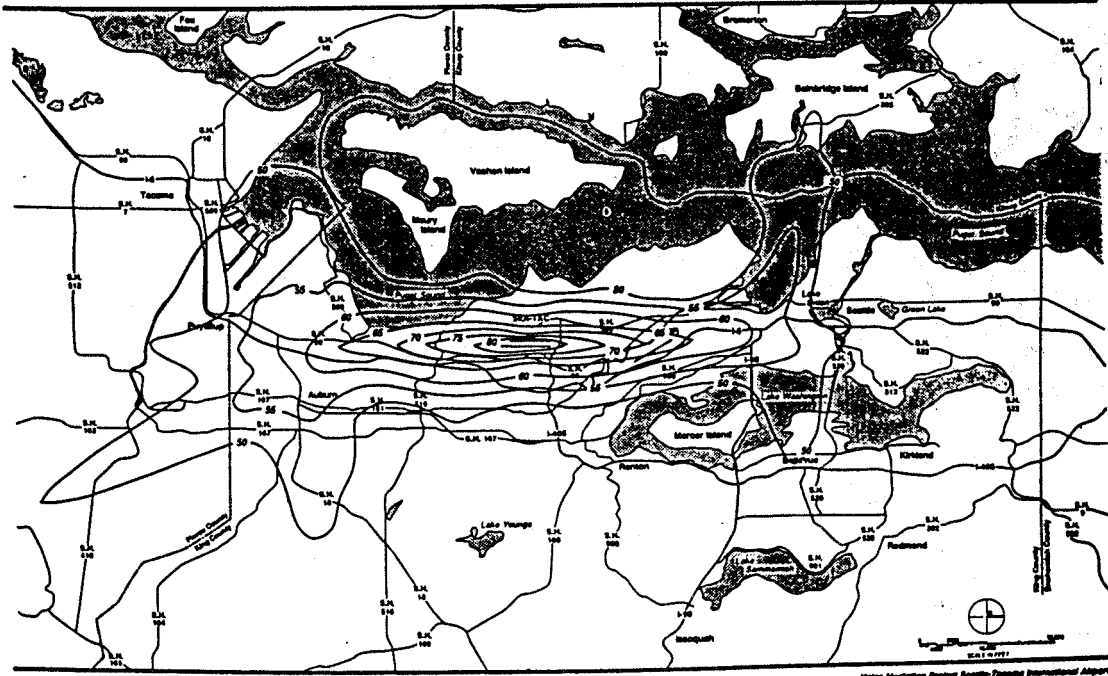


Exhibit 4-1
1989 Ldn Noise Contours (Annual Average)

Proposed 4-Post Conditions

Notes Aviation Project Seattle-Tacoma International Airport
January 18, 1990



Exhibit 4-2
1989 Ldn Noise Contours (South Flow)

Proposed 4-Post Conditions

Noise Modulation Project Seaside-Tosco International Airport
January 18, 1990

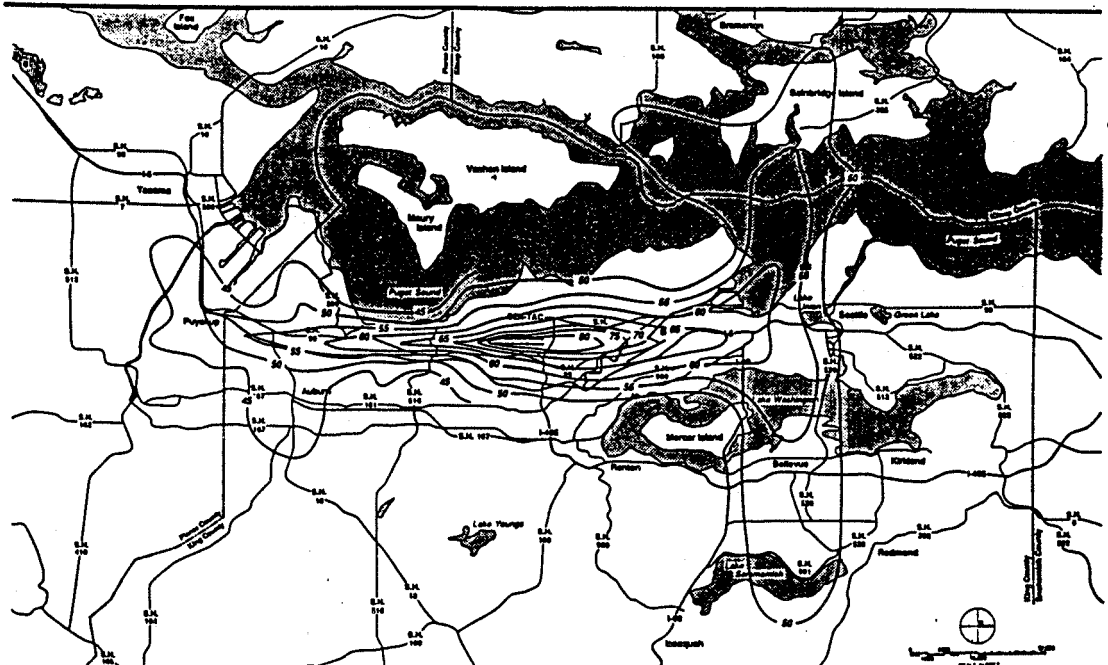
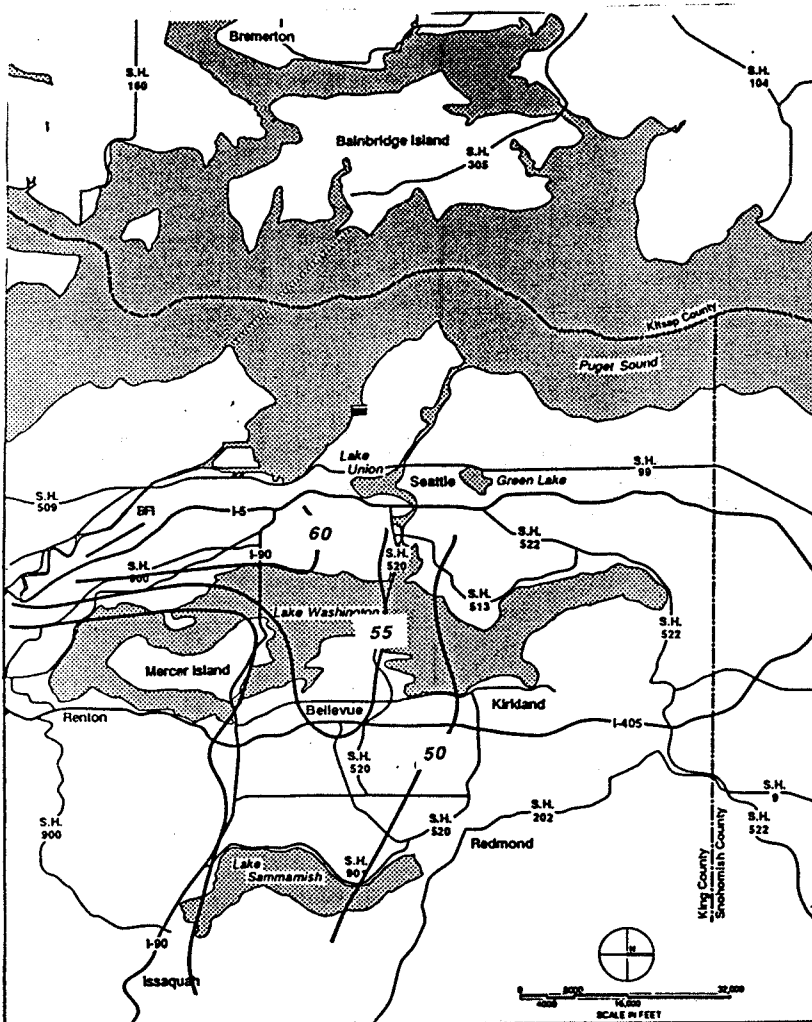


Exhibit 4-3
1989 Ldn Noise Contours (North Flow)

Proposed 4-Post Conditions

Noise Modulation Project Seaside-Tosco International Airport
January 18, 1990



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4-POST
1989 LDN NOISE LEVELS - NORTH FLOW
NO NIGHTTIME NOISE ABATEMENT

Noise Mediation Project Seattle-Tacoma International Airport

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Section 6.0

BACKGROUND INFORMATION ON ACOUSTICS

6.1 Introduction

The purpose of this chapter is to present background information on the characteristics of noise as it relates to the Seattle-Tacoma setting, and present various rating scales that are available to describe the noise. This includes a review of current and potential methods for assessing aircraft overflight. These methodologies include sound-rating scales used by the Federal Aviation Administration (FAA) for aircraft noise and land-use compatibility analysis as well as other less established metrics that are used in various types of acoustic analyses. This section is intended to give the readers a greater understanding of methodologies used to assess aircraft noise.

This chapter is divided into four sections. The first section presents: (1) properties of sound that are important for technically describing sound in the airport setting; (2) acoustic factors in human subjective response to a sound that affects its perception; (3) the potential human disturbances and health effects to sound; (4) various sound rating scales and how they may be applied to addressing aircraft operations; and (5) a summary of current noise assessment criteria that is used for quantifying the effects of aircraft noise.

6.2 Characteristics of Sound

Sound Level and Frequency. Sound can be technically described in terms of the sound pressure (amplitude) of the sound and frequency (similar to pitch) of the sound. The sound pressure is a direct measure of the magnitude of a sound without consideration for other factors that may influence its perception.

A standard unit of measurement of the sound is the Decibel (dB). The range of sound pressures that occur in the environment is so large that it is convenient to express these pressures as sound pressure levels on a logarithmic scale. The sound pressure level in decibels is the pressure of a sound relative to a reference pressure of 20 micropascals. The logarithmic scale compresses the wide range in sound pressures to a more usable range of number in a manner similar to the Richter scale for earthquakes.

The frequency of a sound is expressed as Hertz (Hz) or cycles per second. The normal audible frequency for young adults is 2 Hz to 16,000 Hz. The prominent frequency range for aircraft noise is between 50 Hz and 5,000 Hz. The human ear is not equally sensitive to all frequencies with some frequencies judged to be louder for a given signal than another. As a result of this, various methods of frequency weighting have been developed. The most common weighting is the A-weighted noise curve (dBA). The A-

weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear. In the A-weighted decibel, every day sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Most community noise analysis is based upon the A-weighted decibel. Examples of various sound levels in different environments are shown in Exhibit 6-1.

Sound levels decrease as a function of distance from the source as a result of wave divergence atmospheric absorption and ground attenuation. If sound is radiated from a source in a homogeneous and undisturbed manner, the sound travels as spherical waves. The sound wave form travels away from the source, the sound energy is dispersed over a greater area dispersing the sound power of the wave. Spherical spreading of the sound wave reduces the noise level at a rate of 6 dB per doubling of the distance.

Atmospheric absorption also influences the levels that are received by the observer. The greater the distance traveled, the greater the influence and the resultant fluctuations. Atmospheric absorption becomes important at distances of greater than 1000 feet. The degree of absorption is a function of the frequency of the sound as well as the humidity and temperature of the air. For example, atmospheric absorption is lowest at high humidity and higher temperatures. Sample atmospheric attenuation graphs are presented in Exhibit 6-2. Turbulence and gradients of wind, temperature and humidity also play a significant role in determining the degree of attenuation. Certain conditions, such as inversions, can also result in higher noise levels than would result from spherical spreading as a result of channeling the sound waves.

Absorption effects in the atmosphere vary with frequency. The higher frequencies are more readily absorbed than the lower frequencies. Over large distances, the lower frequencies become the dominate frequency as the higher frequencies have been attenuated. For example, the sound at ground level from the high altitude en route jets has a very strong low frequency component.

These factors are an important consideration for assessing flight track and ground noise in the Seattle-Tacoma area. Given the large distances between the noise source and receiver at many locations around Sea-Tac, atmospheric conditions will play a significant role in affecting the sound levels on a day to day basis and how these sounds are perceived.

Duration of Sound. The annoyance from a sound rises with increased durations. The "effective duration" of a sound is the time between when a sound rises above the background sound level until it drops back below the background level. Psychoacoustic studies have determined a relationship between duration and annoyance. Exhibit 6-3 presents the results from one such study (Kryter, 1968) that determined the amount a sound must be reduced to be judged equally annoying for increased duration. Duration is an important factor in describing the aircraft sound in the airport setting.

This exhibit also illustrates the equivalent energy principal of sound exposure. The dashed line corresponds to a reduction of 3 dB per doubling of duration. Reducing the acoustic energy of a sound by one half results in a 3 dB reduction. Doubling the duration of the sound increases the total energy of the event by 3 dB. This equivalent energy principal is based upon the premise that the potential for a noise to impact a person is dependent on the total acoustical energy content of the noise (EPA, 1974). LDN, LEQ and SEL are all based upon the equal energy principle.

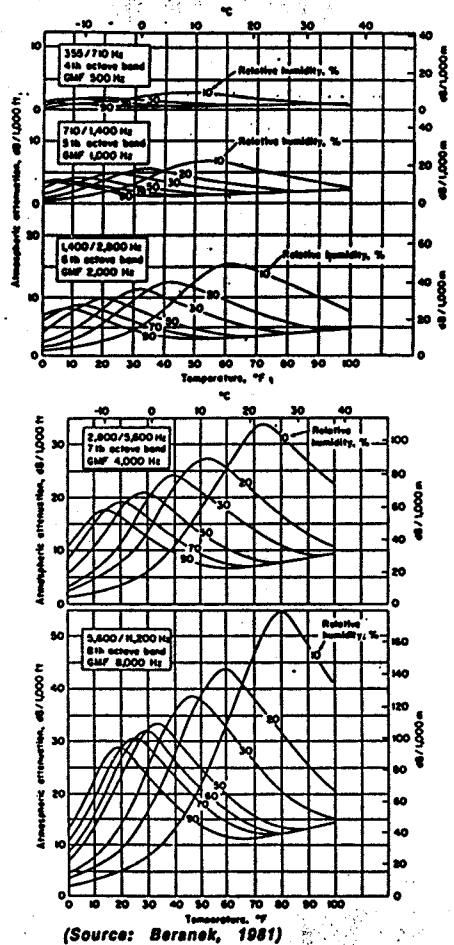
SOUND LEVELS AND LOUDNESS OF ILLUSTRATIVE NOISES IN INDOOR AND OUTDOOR ENVIRONMENTS
(A-Scale Weighted Sound Levels)

dB(A)	OVER-ALL LEVEL Sound Pressure Level Approx. SLMMS Meter	COMPLAINT (Status)	HOME OR INDUSTRY	LOUDNESS Human Judgment of Subjective Sound Level
130	UNCOMFORTABLE	Military Jet Aircraft Take-Off With After-burner From Aircraft Carrier @ 20 Ft. (130)	Copier Toner (130)	120 dB(A) 20 Times as Loud
120 110	LOUD	Take-Off Aircraft @ Take-Off Power @ 200 Ft. (90)	Blending Machine (110) Road-36-36 Road (90-110)	110 dB(A) 10 Times as Loud
100	VERY	In Flyover @ 1000 Ft. (100) Boeing 707, DC-8 @ 4000 Ft. Before Landing (100) Boeing 7-2A Helicopter @ 100 Ft. (100)		100 dB(A) 5 Times as Loud
90	LOUD	Power Mower (90) Boeing 737, DC-8 @ 4000 Ft. Before Landing (97) Motorcycle @ 25 Ft. (90)	Manager Press (97)	90 dB(A) 4 Times as Loud
80		Car Wash @ 20 Ft. (77) Pump, Airplane Flyover @ 1000 Ft. (84) Diesel Truck, 40 MPH @ 20 Ft. (84) Diesel Truck, 41 MPH @ 100 Ft. (81)	Food Blender (84) Milling Machine (84) Garbage Disposal (84)	80 dB(A) 3 Times as Loud
70	MODERATELY LOUD	High Urban Ambient Sound (90) Passenger Car, 60 MPH @ 25 Ft. (77) Passenger @ 20 Ft. From Recreational Barge, 1000 AM (76 - see - 6)	Living Room Music (90) TV-Audio, Vacuum Cleaner	70 dB(A)
60		Air Conditioning Unit @ 100 Ft. (60)	Cook Range @ 10 Ft. (65-70) Electric Typewriter @ 10 Ft. (64) Dishwasher (Blended) @ 10 Ft. (60) Conversation (60)	60 dB(A) 10 as Loud
50	QUIET	Large Transformer @ 100 Ft. (50)		50 dB(A) 10 as Loud
40		Bird Calls (40) Lower Limit Urban Ambient Sound (40)		40 dB(A) 10 as Loud
		JUST AUDIBLE (60(A) Scale Interrupted)		
10	THRESHOLD OF HEARING			

SOURCE: Reproduced from McVittie C. Brown and R. Dale Belsand, *Outdoor Noise in the Metropolitan Environment*,
Published by the City of Los Angeles, 1976, p.3.

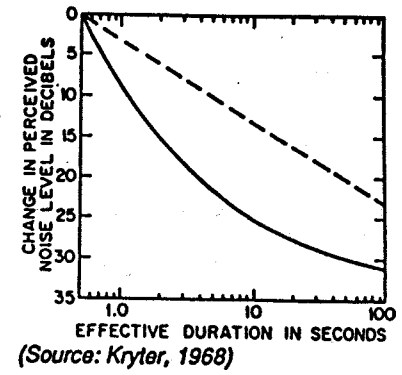
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Exhibit 6-2
 Atmospheric Attenuation Graphs



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Exhibit 6-3
 Changes in Perceived Noise Level as a
 Function of Effective Duration

Change in Noise. This concept of change in ambient sound levels can be better understood with an explanation of the hearing mechanism's reaction to sound. The human ear is a far better detector of relative differences in sound levels than absolute values of levels. Under controlled laboratory conditions, listening to a steady unwavering pure tone sound that can be changed to slightly different sound levels, a person can just barely detect a sound level change of approximately one decibel for sounds in the mid-frequency region. When ordinary noises are heard, a young healthy ear can detect changes of two to three decibels. A five decibel change is readily noticeable while a 10 decibel change is judged by most people as a doubling or a halving of the loudness of the sound.

Recruitment of Loudness. Recruitment describes the perception of loudness in situations where the threshold of hearing of a sound is elevated by masking from a background sound. A listener's judgment of the loudness of a sound will vary with different levels of background noise. In low level background situations that are near the threshold of hearing, the loudness level of a sound increases gradually. In these situations, a desired sound, such as music that is a level of 40 to 60 dB above the background, would be judged as comfortable. In loud background settings, a sound that is approximately 20 dB above the masking threshold will be perceived as the same loudness as the sound would have if no masking sound was present.

Masking Effect. A characteristic of sound in remote locations around effected by aircraft noise is the ability of a sound to interfere with the ability of a listener to hear another sound. This is defined as the masking effect. The presence of one sound effectively raises the threshold of audibility for the hearing of a second sound. For a signal to be heard, it must exceed the threshold of hearing for that particular individual and exceed the masking threshold for the background noise.

The masking characteristics of sound is dependent upon many factors, including the spectral characteristics of the two sounds, the sound pressure levels and the relative start time of the sounds. The masking effect is greatest when the masking frequency is closest to the frequency of the signal. Low frequency sounds can mask higher frequency sounds, however, the reverse is not true.

6.3 Factors Influencing Human Response to Sound

Many factors influence how a sound is perceived and whether or not it is considered annoying to the listener. This includes not only physical characteristics of the sound but also secondary influences such as sociological and external factors. Molino, in the Handbook of Noise Control (Harris, 1979) describes human response to sound in terms of both acoustic and nonacoustic factors. These factors are presented in Table 3-1.

Sound rating scales are developed to account for the factors that affect human response to sound. Nearly all of these factors are relevant in describing how aircraft sounds are perceived in airport settings. Many of the nonacoustic parameters play a prominent role in affecting individual response to aircraft noise. Background sound, an additional acoustic factor not specifically listed, is also important in describing aircraft sound in rural settings.

Table 3-1
Factors that Affect Individual Annoyance to Noise

Primary Acoustic Factors
Sound Level
Frequency
Duration
Secondary Acoustic Factors
Spectral Complexity
Fluctuations in Sound Level
Fluctuations in Frequency
Rise-time of the Noise
Localization of Noise Source
Nonacoustic Factors
Physiology
Adaptation and Past Experience
How the Listener's Activity Affects Annoyance
Predictability of When a Noise will Occur
Is the Noise Necessary?
Individual Differences and Personality

Source: C. Harris, 1979

3.4 Health Effects of Noise

Noise has often been described as unwanted sound and it is known to have several adverse effects on people. From these known effects of noise, criteria have been established to help protect the public health and safety and prevent disruption of certain human activities. This criteria is based on such known effects of noise on people as hearing loss (not a factor with community noise), communication interference, sleep interference, physiological responses and annoyance. Each of these potential noise impacts on people are briefly discussed in the following narratives:

HEARING LOSS is, in general, not a concern in community airport noise problems. The potential for noise induced hearing loss is more commonly associated with occupational noise exposures in heavy industry or very noisy work environments with long term exposure. The Occupational Safety and Health Administration (OSHA) identifies a noise exposure limit of 90 dBA for 8 hours per day to protect from hearing loss. Noise levels in neighborhoods, even in very noisy airport environs near major international airports, is not sufficiently loud to cause hearing loss.

COMMUNICATION INTERFERENCE is one of the primary concerns in environmental noise problems. Communication interference includes speech interference and activities such as watching television. Normal conversational speech is in the range of 60 to 65 dBA and any noise in this range or louder may interfere with speech. There are specific methods of

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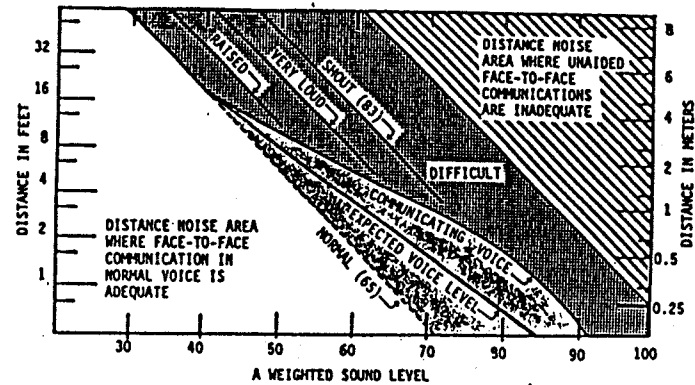
describing speech interference as a function of distance between speaker and listener and voice level. Exhibit 6-4 shows the percent of sentence intelligibility with respect to various noise levels.

SLEEP INTERFERENCE is a major noise concern in aircraft noise assessment and, of course, is most critical during nighttime hours. Sleep disturbance is one of the major causes of annoyance due to community noise. Noise can make it difficult to fall asleep, create momentary disturbances of natural sleep patterns by causing shifts from deep to lighter stages and cause awakening. Noise may even cause awakening which a person may or may not be able to recall.

Extensive research has been conducted on the effect of noise on sleep disturbance. Recommended values for desired sound levels in residential bedroom space range from 25 to 45 dBA with 35 to 40 dBA being the norm. The National Association of Noise Control Officials have published data on the probability of sleep disturbance with various single event noise levels. Based on experimental sleep data as related to noise exposure, a 75 dBA interior noise level event will cause noise induced awakening in 30 percent of the cases. A summary of this data is presented in Exhibit 6-5.

PHYSIOLOGICAL RESPONSES are those measurable effects of noise on people which are realized as changes in pulse rate, blood pressure, etc. While such effects can be induced and observed, the extent is not known to which these physiological responses cause harm or are a sign of harm. Generally, physiological responses are a reaction to a loud short term noise such as a rifle shot or a very loud jet overflight.

ANNOYANCE is the most difficult of all noise responses to describe. Annoyance is a very individual characteristic and can vary widely from person to person. What one person considers tolerable can be quite unbearable to another of equal hearing capability. The level of annoyance, of course, depends on the characteristics of the noise (i.e.; loudness, frequency spectra, time, and duration), and how much activity interference (e.g. speech interference and sleep interference) results from the noise. However, the level of annoyance is also a function of the attitude of the receiver. Personal sensitivity to noise varies widely. It has been estimated that 2 to 10 percent of the population is highly susceptible to noise not of their own making, while approximately 20 percent are unaffected by noise. Attitudes are affected by the relationship between the person and the noise source. (Is it our dog barking or the neighbor's dog?) Whether we believe that someone is trying to abate the noise will also affect our level of annoyance.



(Source: EPA, 1974)

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Exhibit 6-4

Speech Interference Levels

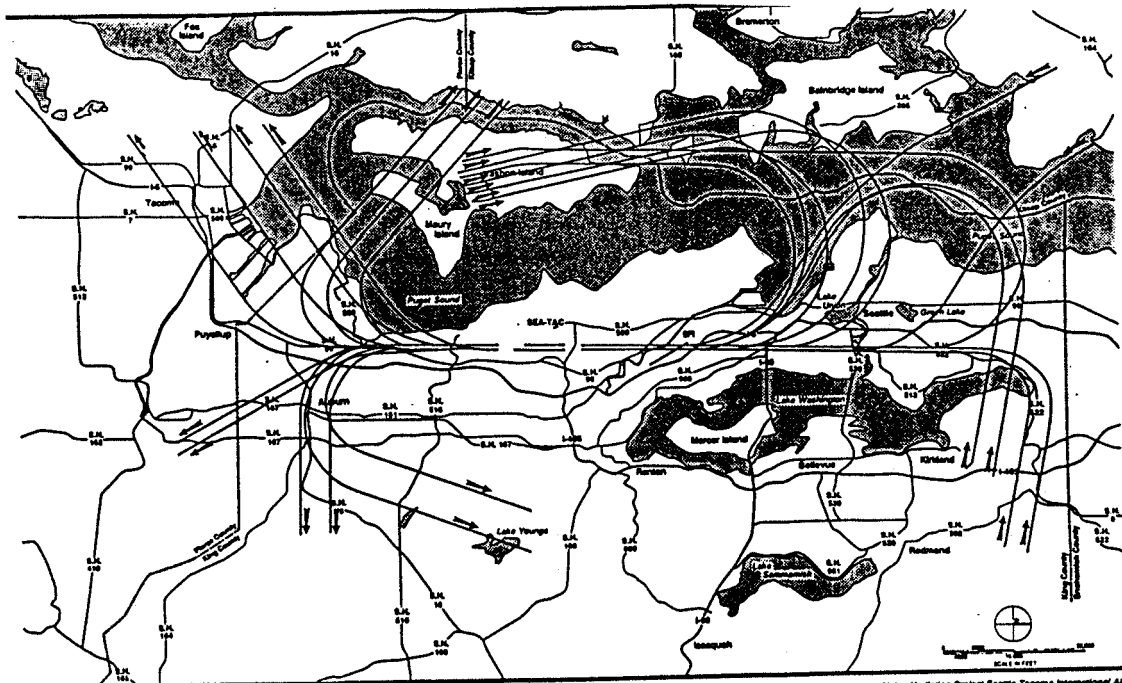


Exhibit 2-1
Flight Track Map - Jets (South Flow)

Current Conditions

Noise Mitigation Project Seattle-Tacoma International Air
January 18, 1990

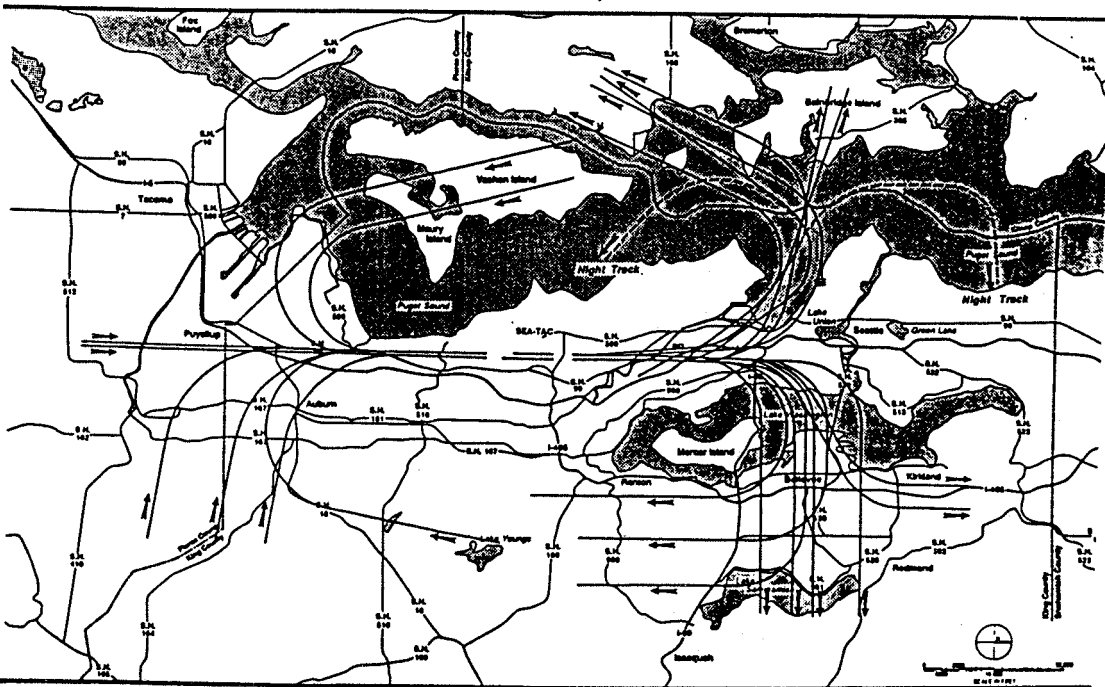
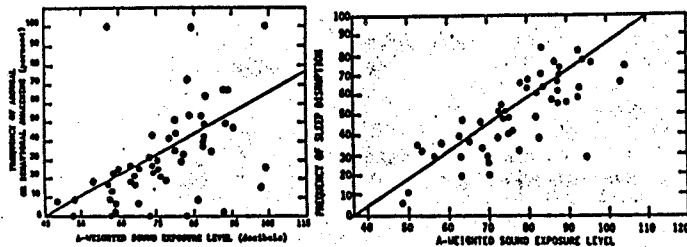


Exhibit 2-2
Flight Track Map - Jets (North Flow)

Current Conditions

Noise Mitigation Project Seattle-Tacoma International
January 18, 1990



(Source: NANO, 1981)

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Exhibit 6-5

Probability of Sleep Disturbances

6.5 Sound Rating Scales

The description, analysis, and reporting of community sound levels from aircraft is made difficult by the complexity of human response to sound and the myriad of sound-rating scales and metrics that have been developed for describing acoustic effects. Various rating scales have been devised to approximate the human subjective assessment to the "loudness" or "noisiness" of a sound. Noise metrics have been developed to account for additional parameters such as duration and cumulative effect of multiple events.

The most prominent of these rating scales and metrics include: Loudness Level, Frequency Weighted Contours, Perceived Noise Level, Sound Exposure Level, Effective Perceived Noise Level, Time Above, Equivalent Noise Level, Noise Exposure Forecast and the Day Night Noise Level. The purpose of this subsection is to summarize the most common scales used by the FAA and other agencies in assessing community noise impacts from aircraft.

Loudness Level. Various rating scales have been devised to approximate the human subjective assessment to the "loudness" of a sound. Loudness is the subjective judgment of an individual as to how loud or quiet a particular sound is perceived. The human ear is not equally sensitive to all frequencies with some frequencies judged to be louder for a given signal than another. This sensitivity difference also varies for different sound pressure levels.

Exhibit 6-6 presents equal loudness level contours for pure tone signals. These equal loudness level contours are expressed as Phons. All points on a contour represent a sound level that is judged to be equally as loud as another point on the same contour. The bottom of this exhibit also shows the Minimum Audible Field (MAF) curve that forms the threshold of audibility.

This data is obtained through group laboratory studies of human response to noise. Generally a pure tone signal of 1000 hertz is played and then after an elapsed interval a second tone of a different frequency is played. The listener must adjust the signal until the two tones are judged to be the same.

The Phon scale for equal loudness level curves is a decibel scale. In the decibel scale, increases in sound pressure levels of 10 dB is roughly equivalent to a judgment of the sound being perceived as twice as loud. Loudness differs from loudness level, but they are related logarithmically. Loudness is expressed in the Sones scale, a subjective scale that gives a ratioed scale of loudness. The Sones scale establishes that a sound of 2 Sones is twice as loud as a sound of 1 Sone. One Sone is defined as the loudness of a 1000 Hz tone having the sound pressure level of 40 dB.

Calculated loudness levels are single number ratings of a full spectrum sound signal that is determined from specific formulas. They have been designed to provide an acoustic measurement that correlates with an individual's judgment of loudness. There are two accepted methods for calculating loudness level: ISO Method A (Stevens) and ISO Method B (Zwicker). Both require acoustic data measured in one or 1/3 octave. The loudness level is determined by converting 1/3 octave spectral levels to loudness, correct for interband masking and add the contribution of sound from each spectral band.

There are no specific noise standards that use calculated loudness levels. Loudness calculations are most useful in showing relative differences in changes in steady state sound levels as opposed to absolute fluctuating levels.

Frequency Weighted Contours (dBA, dBB, dBC and dBD). In order to simplify the measurement and computation of sound loudness levels, frequency weighted networks have obtained wide acceptance. The equal loudness levels contours for 40 dB, 70 dB and 100 dB have been selected to represent human frequency response to low, medium, and loud sound levels. By inverting these equal loudness level contours, the A-weighted, B-weighted and C-weighted frequency weightings were developed. D-weighted is another frequency weighted network that has found some limited use in aircraft measurements. These contours are presented in Exhibit 6-7.

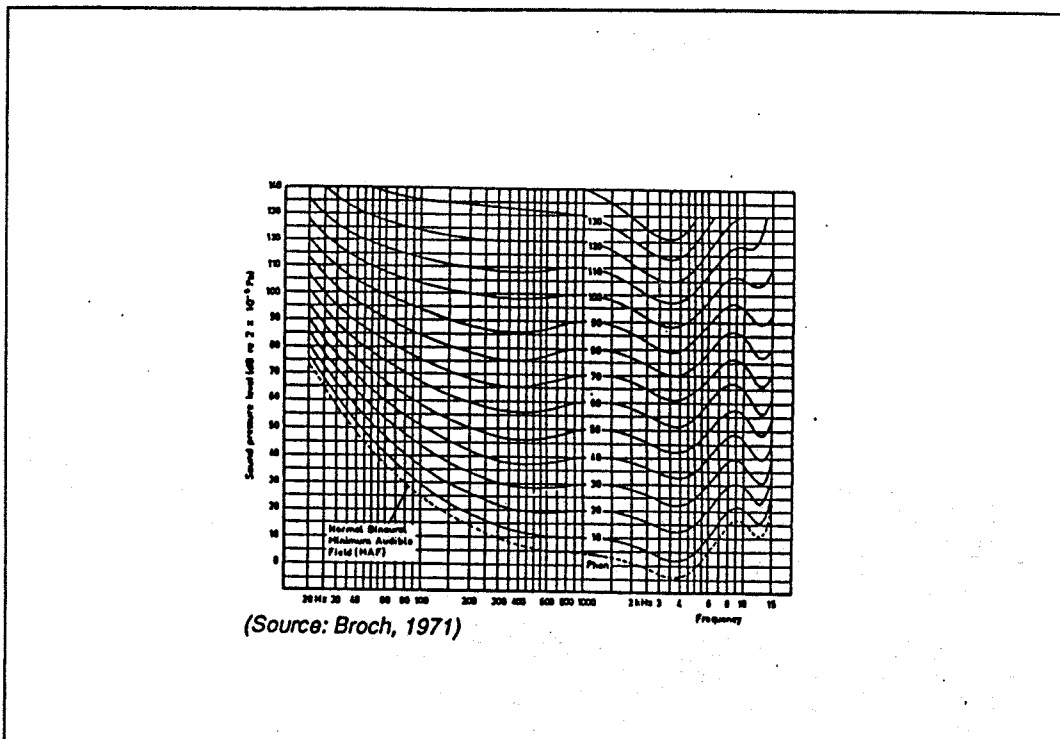
The A-weighting (dBA) scale has become the most prominent of these scales and is widely used in community noise analysis. Its advantages are that it has shown good correlation with community response and is easily measured. As with all noise predictors, there are environments that are not adequately described using the dBA scale. Most community noise metrics, such as LDN or LEQ and SEL are based upon the dBA scale. The C-weighted scale has some limited industrial and military uses.

Perceived Noise Level. Perceived noisiness is another method of rating sound. It was originally developed for the assessment of aircraft noise. Perceived noisiness is defined as "the subjective impression of the unwantedness of a not unexpected, nonpain or fear-provoking sound as part of one's environment" (Kryter, 1970). "Noisiness" curves differ from "loudness curves" in that they have been developed to rate the noisiness or annoyance of a sound as opposed to the loudness of a sound.

Equal perceived noisiness curves (noys) are presented in Exhibit 6-8. As with loudness curves, noisiness curves have been developed from laboratory psychoacoustic surveys of individuals. However, in noisiness surveys, individuals are asked to judge in a laboratory setting when two sounds are equally noisy or disturbing if heard regularly in ones own environment. These surveys are more complex and therefore subject to greater variability.

Rating scales have been developed to combine the contributions of each of the spectra of a complex sound to give an overall perceived noise level rating. These scales include the Perceived Noise Level (PNL) and the tone corrected Perceived Noise Level (PNLT). PNLT differs from PNL in that it also takes into account discrete frequency components. These metrics, by themselves are not widely used, however, the time domain metric EPNL, used by the FAA (FAR 36 certification data), is based upon the measured PNLT level.

Maximum Noise Level. The highest noise level reached during the flyover is, not surprisingly, called the "Maximum Noise Level," or Lmax. Lmax is usually measured in dBA. As an aircraft approaches, the sound of the aircraft begins to rise above ambient noise levels. The closer the aircraft gets the louder it is until the aircraft is at its closest point directly overhead. Then as the aircraft passes, the noise level decreases until the sound level again settles to ambient levels. Such a history of a flyover is plotted in Exhibit 6-9. It is this metric to which people generally instantaneously respond when an aircraft flyover occurs. Speech and sleep interference research can be assessed relative to maximum noise level data.



(Source: Broch, 1971)

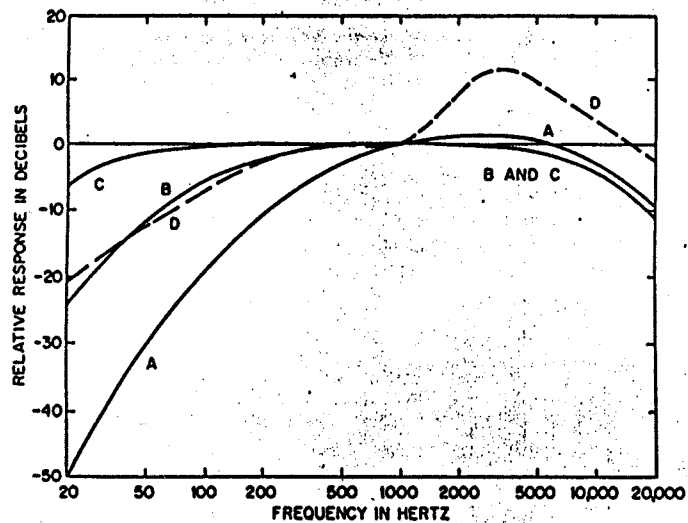
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Exhibit 6-6

Equal Loudness Contours

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(Source: C. Harris, 1979)

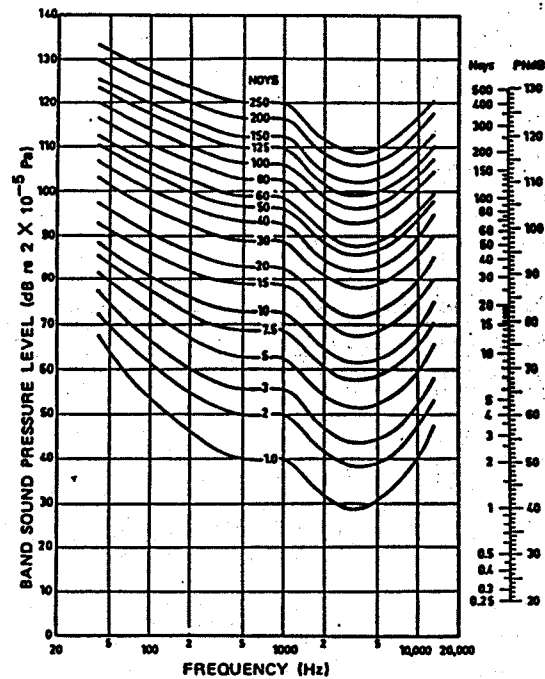
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Exhibit 6-7

Frequency Weighted Networks

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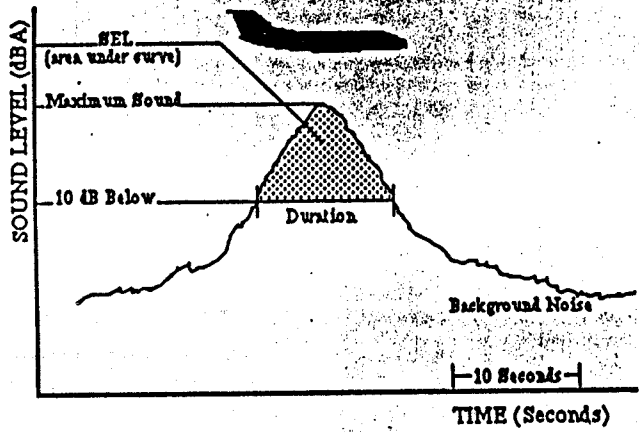
(Source: Broch, 1971)

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Exhibit 6-8

Equal Noisiness Contours



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Exhibit 6-9
 Flyover Time Histogram

Sound Exposure Level (SEL). Another metric that is reported for aircraft flyovers is the Sound Exposure Level (SEL). It is computed from dBA sound levels. Referring again to Exhibit 6-9 the shaded area, or the area within 10 dB of the maximum noise level, is the area from which the Sound Exposure Level is computed. The SEL value is the integration of all the acoustic energy contained within the event.

This metric takes into account the maximum noise level of the event and the duration of the event. Single event metrics are a convenient method for describing noise from individual aircraft events. This metric is useful in that airport noise models contain aircraft noise curve data based upon the SEL metric. In addition, cumulative noise metrics such as LEQ and LDN can be computed from SEL data.

Effective Perceived Noise Level (EPNL). The EPNL sound level is similar to SEL except that it is based upon the tone corrected Perceived noise level data (PNLT) as opposed to dBA sound level data. It takes into account an individual's response to the "noisiness" of the aircraft, the disturbing effect of any pure tones such as whines or screeches, and the duration of the event. (It is calculated for 1/2 second 1/3 octave spectral data of an aircraft flyover.) Being derived from noisiness curves, EPNL will have the same limitations as the perceived Noise level. The FAA's FAR Part 36 aircraft certification noise standards are based upon the EPNL metric. This regulations certifies new subsonic commercial aircraft for arrival, departure and sideline noise levels.

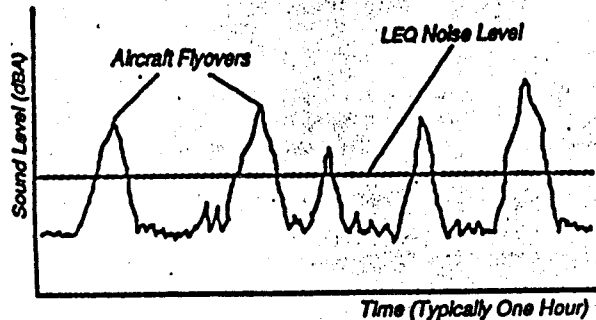
Equivalent Noise Level (LEQ). LEQ is the sound level corresponding to a steady-state A-weighted sound level containing the same total energy as a time-varying signal over a given sample period. LEQ is the "energy" average noise level during the time period of the sample. It is based on the observation that the potential for a noise to impact people is dependent on the total acoustical energy content of the noise. It is the energy sum of all the sound that occurs during that time period. This is graphically illustrated in Exhibit 6-10.

LEQ can be measured for any time period, but is typically measured for 15 minutes, 1 hour or 24-hours. The one hour LEQ is also referred to as the Hourly Noise Level (HNL). A number of agencies have developed noise standards in terms of the LEQ index. This includes a 24 hour LEQ by the FAA to assess the impact of helicopter noise and a peak hour LEQ by the Federal Highway Administration for the assessment of highway traffic noise impacts.

Percent Noise Level (Ln). To account for intermittent or fluctuating noise, another method to characterize noise is the Percent Noise Level (Ln). The Percent Noise Level is the level exceeded n% of the time during the measurement period. It is usually measured in the A-weighted decibel, but can be an expression of any noise rating scale. Percent Noise Levels are another method of characterizing ambient noise where, for example, L90 is the noise level exceeded 90 percent of the time, L50 is the level exceeded 50 percent, and L10 is the level exceeded 10 percent of the time. L90 represents the background or minimum noise level, L50 represents the average noise level, and L10 the peak or intrusive noise levels.

This descriptor can be used to account for the fact that some time histories may be more annoying than others. For example, a nearly constant background noise of a given frequency spectrum, such as found in many residential situations, is likely to be much less annoying than a noise which fluctuates rapidly with time. Such a situation exists when an aircraft intrudes on an otherwise natural setting. In this case, an L90 noise could provide a good description of the background sound level in a rural setting.

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Time Axis Not Drawn To Scale
Noise Events Are Much Shorter Duration Than Shown Here

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Exhibit 6-10

LEQ Noise Level

Community Noise Ordinances are commonly specified in terms of the percent noise levels. Ordinances are designed to protect people from non-transportation related noise sources such as music, machinery and vehicular traffic on private property. Examples of typical sound environments in terms of the L(n) level are presented in Exhibit 6-11

Detectability. Cumulative measures of community noise (such as LDN) are generally insensitive to low-level sounds that may occur infrequently and thereby do not materially affect integrated averages. This situation is predominant in the remote locations, in which otherwise quiet areas are intermittently disturbed by low-level sounds from aircraft overflights. For this reason, a metric that considers both background sound and the relative level from the aircraft overflights is desirable.

Researchers (Fidell & Telfeteller, 1978) have demonstrated that the annoyance of low-level sounds may be predicted through a descriptor known as detectability. The research showed that in low-level sound settings, signal detection or audibility can be the most important factor in predicting annoyance. Detectability provides a method of measuring this level of intrusion.

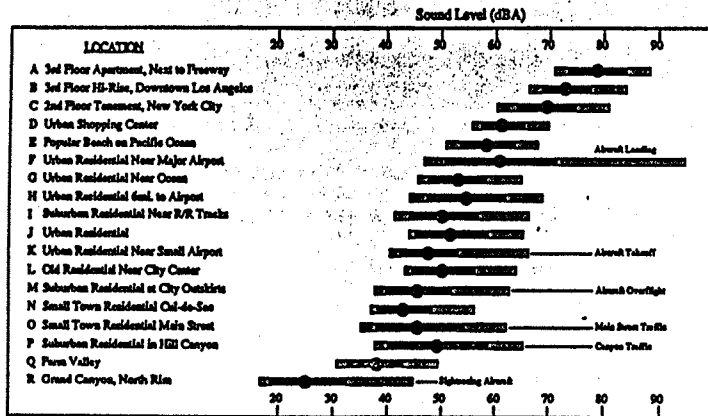
Detectability, as it is known today, began with the development of a formal psycho-acoustic theory of detectability in the mid-1960s (Green & Swets, 1966). This concept evolved into an analytical tool through interest in military, industrial, and environmental applications. Emphasis has also been placed on establishing criteria for nondetectability as well. For example, predicting the audibility of acoustic signals from military vehicles in the field is a prime application area (Fidell, Pearsons & Bennett, 1972; Fidell & Bishop, 1974). Detectability is a function of the differential between the 1/3 octave band noise level of the source and the background in the same frequency band. Other factors include the band width in that same frequency band and the efficiency of the listener.

Detectability is useful in describing when a signal is detectable in various background settings. In addition to these low-level sound applications, more recent work by Fidell, et al. (Fidell & Telfeteller, 1981; Dunholter, 1987, 1988) suggests that the detectability concept may also be applicable to more complex noise environments.

In summary, the concept of detectability and its relation to annoyance appears to be applicable to low-level sound situations that is common in remote areas around Sea-Tac. However, it should be noted that the research on detectability was completed primarily under constrained laboratory conditions. Detectability has not been tested to predict annoyance in an outdoor setting where both the background and source vary with respect to amplitude, frequency and temporal domains.

Day Night Noise Level (LDN). Cumulative noise metrics have been developed to assess community response to noise. They are useful because these scales attempt to include the loudness of each event, the duration of these events, the total number of events and the time of day these events occur into one single number rating scale. They are designed to account for the known health effects of noise on people described earlier.

LDN is a 24-hour, time-weighted energy average noise level based on the A-weighted decibel. It is a measure of the overall noise experienced during an entire day. The time-weighted refers to the fact that noise that occurs during certain sensitive time periods is penalized for occurring at these times. In the LDN scale, those events that take place during the night (10 p.m. to 7 a.m.) are penalized by 10 dB. This penalty was selected to attempt to account for the higher sensitivity to noise in the nighttime and the expected



SOURCE: Community Noise, EPA, 1971



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Exhibit 6-17

Examples of Daytime Outdoor Noise Levels

decrease in background noise levels that typically occur in the nighttime. The LDN index is specified by the FAA and the Environmental Protection Agency (EPA) for airport noise assessment. It is also specified by many other agencies to assess all types of transportation noise. Typical environments in terms of LDN are shown in Exhibit 6-12.

The public reaction to different noise levels varies from community to community. Extensive research using the LDN index has been conducted on human responses to exposure of different levels of aircraft noise. Exhibit 6-13 relates LDN noise levels to community response from one of these surveys. Community noise standards are derived from tradeoffs between community response surveys, such as this, and economic considerations for achieving these levels.

Community Noise Equivalent Level (CNEL). CNEL is a energy average 24-hour, time weighted noise level based on the A-weighted decibel. It is similar to LDN, except that CNEL also has an evening time period penalty. Sounds that occur between the hours of 7 p.m. and 10 p.m. are considered more intrusive and are weighted by 5 dB. CNEL has been used by the State of California to assess community noise levels around airports.

Noise Exposure Forecast (NEF). NEF is the total summation of all the noise that takes place in a 24-hour period based on the Effective Perceived Noise Level (EPNL). NEF has been used to assess noise levels around airports. As with LDN, events that take place at night (10 p.m. to 7 a.m.) are weighted by 10 dB. NEF is one of the predictors used by Canada for noise and land use planning around airports.

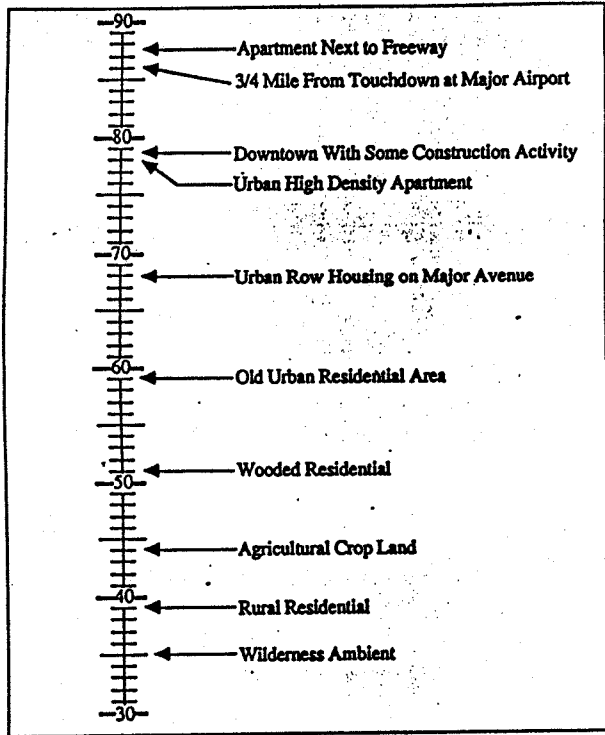
Flight Noise Level. The Swedish government has also developed a metric for quantifying impacts from aircraft noise (Linde, 1966). This metric, called the Flight Noise Level, is similar to the LDN in that it considers the number and duration of flights, and it applies a penalty for nighttime operations. It differs in that it uses the maximum noise level from an aircraft event as the basis for further calculations. A value of 55 has been established as the threshold of impact.

Time Above (TA). The FAA has developed the Time Above metric as a second metric for assessing impacts of aircraft noise around airports. The Time Above index refers to the total time in seconds or minutes that aircraft noise exceeds certain dBA noise levels in a 24-hour period. It is typically expressed as Time Above 75 and 85 dBA sound levels. While this index is not widely used, it is required by the FAA in environmental assessments of airport projects that show a significant increase in noise levels. There are no noise and land use standards in terms of the Time Above index. Modifying Time Above to determine the Time Above the background level can be useful in describing the audible duration of aircraft events. For example, the Time Above 55 dBA.

Noise and Number Index (NNI) The Noise and Number Index is an older index that was developed in England after extensive surveys around London's Heathrow Airport. It takes into account the maximum PNL noise level (based on noisiness curves) and the number of operations to compute a composite noise rating for any specified time period. The NNI index uses a factor that shows a doubling of the number of operations will increase the composite noise by 4.5 dB (LDN and LEQ gives a 3 dB increase).

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Ldn Outdoor Location



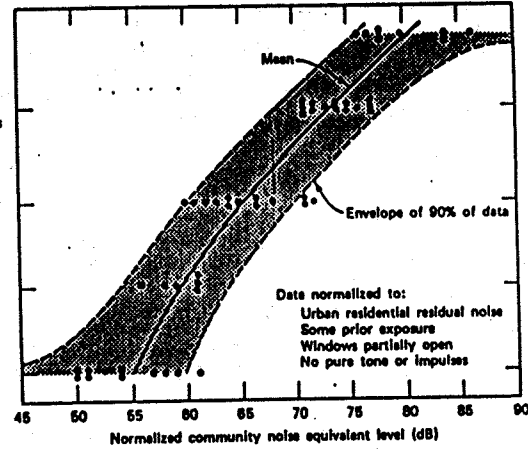
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Exhibit 6-12
Typical Outdoor Noise Levels

Community Reaction

- Vigorous community action
- Several threats of legal action, or strong appeals to local officials to stop noise
- Widespread complaints or single threat of legal action
- Sporadic complaints
- No reaction, although noise is generally noticeable



(Source: EPA, 1971)

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Exhibit 6-13
Community Response To Environmental Noise

6.6 Noise/Land Use Compatibility Standards and Guidelines

The above presented noise metrics have attempted to quantify community response with various noise exposure levels. Based upon these metrics, noise standards have been developed. These standards generally are in terms of 24-hour averaging scales that are based upon the A-weighted decibel. Extensive research has been conducted on human responses to exposure of different levels of community noise. Utilizing these metrics and surveys, agencies have developed standards for assessing the compatibility of various land uses with the noise environment. As would be expected, these metrics and standards do not always adequately predict community response to all particular noise levels. For example, this has occurred with helicopter noise, where adverse community response has existed in areas that, based upon LDN assessment criteria, would not be considered to have an acoustic problem.

The purpose of this section is to present information regarding the compatibility of various land uses with environmental noise. Noise/Land use guidelines have been produced by a number of Federal and State agencies including the Federal Aviation Administration, the Environmental Protection Agency, the American National Standards Institute and State and Local agencies. There are other agencies that have published noise guidelines including the Federal Highway Administration, the Department of Housing and Urban Development and the Department of Defense. The FHWA guidelines are specifically for highway noise sources and not airports. The other agencies' guidelines are essentially the same as either the FAA or ANSI guidelines. A summary of number of these regulations and guidelines are presented in the following paragraphs.

With respect to airports, most of the administrative actions are taken by the Federal Aviation Administration. These laws and regulations provide the basis for local development of airport plans, analyses of airport impacts, and enactment of compatibility policies.

- o *Airport and Airway Development Act of 1970, as amended (Public Laws 91-258 and 94-353).*

This act establishes the Federal requirements for funding of airport planning under the Planning Grant Program (PGP) and airport development under Airport Development Aid Program (ADAP). An Airport and Airway Trust Fund is created to pay for these programs and operations of the Federal Aviation system. The general types of projects eligible for Federal funding are indicated. Additionally, the Act directs the preparation of a National Airport System Plan (NASP) which lists the location of airports in the national system of airports and the recommended development of each.

Among the conditions for Federal funding are two requirements involving airport/land use compatibility. As a condition to the receipt of ADAP funds, the airport sponsor (owner) must, among other things, give assurances regarding land uses in the airport environs that:

"The aerial approaches to the airport will be adequately cleared and protected by removing, lowering, relocating, marking, lighting or

otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards";

and that: "Appropriate action, including the adoption of zoning laws, has been or will be taken to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft."

(The authorization for funding under PGP and ADAP expired in October 1980 and as of early 1982 Congress has not enacted new legislation. Previous funding was provided at a rate of 90% Federal to 10% local. There is great uncertainty as to future sharing ratios; historically, Federal aid to airports has been available in various forms since 1946 with local matching requirements ranging from 10 to 50%).

- o *Federal Aviation Regulations, Part 36, "Noise Standards: Aircraft Type and Airworthiness Certification".*

Originally adopted in 1960, FAR Part 36 prescribes noise standards for issuance of new aircraft type certificates. Part 36 prescribes limiting noise levels for certification of new types of propeller-driven, small airplanes as well as for transport category, large airplanes. Subsequent amendments extended the standards to certain newly produced aircraft of older type designs. Other amendments have at various times extended the required compliance dates. Although aircraft meeting Part 36 standards are noticeably quieter than many of the aircraft then and now flying, the regulations make no determination that such aircraft are acceptably quiet for operation at any given airport.

The FAA has considered adopting certification noise standards for helicopters. These standards would be similar to the FAR Part 36 standards now in place for fixed wing commercial and general aviation aircraft. While a similar standard is under consideration for helicopters, it is not expected to be adopted in the near future.

- o *U.S. Department of Defense Air Installations Compatible Use Zones (AICUZ) Program SECNAVINST 11010.11.*

The Department of Defense initiated the AICUZ program to protect the public's health, safety, and welfare and to prevent civilian encroachment from degrading the operational capability of military air installations. The AICUZ program recommends land uses which will be compatible with noise levels, accident potential and flight clearance requirements associated with military airfield operations.

- o *U.S. Department of Transportation Aviation Noise Abatement Policy.*

This policy, adopted in 1976, sets forth the noise abatement authorities and responsibilities of the Federal Government, airport proprietors, State and Local governments, the air carriers, air travelers and shippers, and airport area residents and prospective residents. The basic thrust of the policy is that the FAA's role is primarily one of regulating noise at its source (the aircraft) plus supporting local efforts to develop airport noise abatement plans. The FAA will give high priority in the allocation of ADAP funds to projects designed to ensure compatible use of land

near airports, but it is the role of State and Local governments and airport proprietors to undertake the land use and operational actions necessary to promote compatibility.

o **Aviation Safety and Noise Abatement Act of 1979.**

Further weight was given to the FAA's supporting role in noise compatibility planning by congressional enactment of this legislation. Among the stated purposes of this act is "To provide assistance to airport operators to prepare and carry out noise compatibility programs". The law establishes funding for noise compatibility planning and sets the requirements by which airport operators can apply for funding. The law does not require any airport to develop a noise compatibility program.

o **Federal Aviation Regulations, Part 150, "Air Noise Compatibility Planning".**

As a means of implementing the Aviation Safety and Noise Abatement Act, the FAA adopted Regulations on Airport Noise Compatibility Planning Programs. These regulations are spelled out in FAR Part 150. As part of the FAR Part 150 Noise Control program, the FAA published noise and land use compatibility charts to be used for land use planning with respect to aircraft noise. An expanded version of this chart appears in Aviation Circular 150/5020-1 (dated August 5, 1983) and is reproduced in Exhibit 6-14. These guidelines represent recommendations to local authorities for determining acceptability and permissibility of land uses. The guidelines specify a maximum amount of noise exposure (in terms of the cumulative noise metric LDN) that will be considered acceptable or compatible to people in living and working areas.

These noise levels are derived from case histories involving aircraft noise problems at civilian and military airports and the resultant community response. Note that residential land use is deemed acceptable for noise exposures up to 65 LDN.

Recreational areas are also considered acceptable for noise levels up to 65 LDN (with certain exceptions for sport activity areas that are allowed higher noise levels).

Note that these recreational noise level guidelines are intended for application to zoning of land use around an existing airport as opposed to assessing impacts in a wilderness setting. Several important notes appear for the FAA guidelines including one which indicates that ultimately "the responsibility for determining the acceptability and permissible land uses remains with the local authorities."

o **Federal Aviation Order 5050.4 and Directive 1050.1 for Environmental Analysis of Aircraft Noise Around Airports.**

The FAA has developed guidelines (Order 5050.4D) for the environmental analysis of airports. Federal requirements now dictate that increases in noise levels in noise sensitive land uses of over 1.5 LDN within the 65 LDN contour are considered significant (1050.1A Directive 12.21.83). For noise sensitive land uses that show an increase in noise over 1.5 LDN, Time Above noise levels are to be presented.

Land Use	Yearly Day-Night Average Sound Level (L _{dn}) in Decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail—building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade—general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing And Production						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(8)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports areas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and trails	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

Numbers in parentheses refer to notes.

The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

KEY TO TABLE I

- FLUCM Standard Land Use Coding Manual.
- Y (Yes) Land Use and related structures compatible without restrictions.
- N (No) Land Use and related structures are not compatible and should be prohibited.
- NLR Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
- 25, 30, or 35 Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structures.

NOTES

- (1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB. Thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
- (2) Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
- (3) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
- (4) Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
- (5) Land use compatible provided special sound reinforcement systems are installed.
- (6) Residential buildings require an NLR of 25.
- (7) Residential buildings require an NLR of 30.
- (8) Residential buildings not permitted.

(Source: FAR Part 150)

- o Federal Aviation Order 5050.2 for the Environmental Assessment of New Heliports.

The FAA in December 1983 provided specific guidelines to planners of heliports in "Noise Assessment Guidelines for New Heliports", (Ref: AC 150/5020-2). This Aviation Circular has been withdrawn, but does illustrate a method of predicting impacts from aircraft noise. This document provides a means of compatibility determination in terms of the 24 hour LeQ noise level (LeQ(24)). The criteria specifies that the "maximum recommended cumulative sound level due to the proposed operations of helicopters at a new site should not exceed the ambient noise level already present in the community at the site of the proposed heliport". In other words, that the average cumulative helicopter noise not exceed the ambient noise levels that already exist.

- o Environmental Protection Agency, "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety".

In March 1974 the EPA published a very important document (EPA, 1974) entitled "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety" (EPA 550/9-74-004). In this document, 55 LDN is described as the requisite level with an adequate margin of safety for areas with outdoor uses, this includes residences, and recreational areas. These guidelines are presented in Exhibit 6-15. This document does not constitute EPA regulations or standards. Rather, it is intended to "provide State and Local governments as well as the Federal Government and the private sector with an informational point of departure for the purpose of decision-making". Note that these levels were developed for suburban type uses. In some urban settings, the noise levels will be significantly above this level, while in some wilderness settings, the noise levels will be well below this level. The EPA "levels document" does not constitute a standard, specification or regulation, but identifies safe levels of environmental noise exposure without consideration for economic cost for achieving these levels.

- o American National Standards Institute (ANSI).

The American National Standards Institute (ANSI) has published "Sound Level Descriptors for Determination of Compatible Land Uses," ANSI S3.23-1980, May 30, 1980. As part of this document ANSI published a "for information only" land use compatibility guidelines. Note: Residential land use with outdoor uses are compatible to marginally compatible with noise exposures up to 65 LDN.

- o California Noise Planning in Land Use Act (California Government Code, Division 1, Section 65302).

The State of California guidelines are presented here for illustrative purposes. The requirement that a noise element be included in local general plans was established by this act. Airports are among the noise sources specifically to be analyzed. Noise contours, expressed in terms of either CNEL or LDN, are to be shown down to 60 dB. The State requires each City and County to adopt Noise Elements of their General Plans. Such Noise Elements must contain a Noise/Land Use compatibility matrix. A recommended (but not mandatory) matrix is presented in the "Guidelines for the Preparation and Content of Noise Elements of the General Plan," (Office of Noise

	Measure	Indoor Activity Interference	Hearing Loss Consideration	To Protect Against Both Effects (b)	Outdoor Activity Interference	Hearing Loss Consideration	To Protect Against Both Effects (b)
Residential with Outside Space and Farm Residences	Ldn Leq(24)	45	70	45	55	70	55
Residential with No Outside Space	Ldn Leq(24)	45	70	45			
Commercial	Leq(24)	(a)	70	70(c)	(a)	70	70(c)
Inside Transportation	Leq(24)	(a)	70	(a)			
Industrial	Leq(24)(d)	(a)	70	70(c)	(a)	70	70(c)
Hospitals	Ldn Leq(24)	45	70	45	55	70	55
Educational	Ldn Leq(24)	45	70	45	55	70	55
Recreational Areas	Leq(24)	(a)	70	70(c)	(a)	70	70(c)
Farm Land and General Unpopulated Land	Leq(24)				(a)	70	70(c)

Code:

- Since different types of activities appear to be associated with different levels, identification of a maximum level for activity interference may be difficult except in those circumstances where speech communication is a critical activity.
- Based on lowest level.
- Based only on hearing loss.
- An Leq(8) of 75 dB may be identified in these situations so long as the exposure over the remaining 16 hours per day is low enough to result in a negligible contribution to the 24-hour average, i.e., no greater than an Le of 60 dB.

Note: Explanation of identified level for hearing loss: The exposure period which results in hearing loss at the identified level is a period of 40 years.

* Refers to energy rather than arithmetic averages.

SOURCE : EPA

Control, California Department of Health, February 1976). Exhibit 6-16 presents this recommended matrix. Most Cities and Counties have adopted 65 LDN as the noise assessment criteria for residential land uses. Some Cities have set a criteria as low as 60 LDN.

- o California Airport Noise Standards (California Administrative Code, Title 21, Sections 5000 et seq.).

These standards are promulgated in accordance with Section 21669 of the Public Utilities Code. "The regulations are designed to cause the airport proprietor, aircraft operator, local governments, pilots, and the (Division of Aeronautics) to work cooperatively to diminish noise. The regulations accomplish these ends by controlling and reducing the noise in communities in the vicinity of airports".

Limitations on airport noise in residential communities are established. Effective January 1, 1986, no noncompatible land uses are to be located within areas subject to a Community Noise Equivalent Level (CNEL) of 65 dBA or greater. (The 65 CNEL is essentially identical to a yearly day-Night Average Sound Level, Ldn, of 65 dBA.) The land uses which are deemed compatible include agriculture, airport property, industrial property, commercial property, property subject to an aviation easement for noise, zoned open space, and acoustically insulated high-rise apartments.

When originally adopted, the State Noise Standards also included single-event noise limits. The single-event standards, however, were challenged in Federal court and subsequently were struck down in *Air Transport Association v. Crotti* as being a preemption of Federal authority.

- o California Noise Insulation Standards (California Administrative Code, Title 25, Section 28).

These standards, applicable to new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings, state that "Interior community noise equivalent levels (CNEL) with windows closed, attributable to exterior sources shall not exceed an annual CNEL of 45 dB in any habitable room". Furthermore,

"Residential structures to be located within an annual CNEL contour of 60 require an acoustical analysis showing that the structure has been designed to limit intruding noise to the prescribed allowable levels. CNEL's shall be as determined by the local jurisdiction in accordance with its local general plan".

ing County Noise Ordinance (Municipal Code Chapter 12.88)

ontrol of noise impacts from transportation noise sources is preempted by Federal nment regulations. This includes noise from aircraft, railroads and vehicles ublic roadways. Local agencies can establish noise limits for non- orporation noise sources. These are typically developed as Noise Ordinances. An nce is designed to protect residential areas from non-transportation related ources. Although the County Noise Ordinance does not apply to aircraft can be used to illustrate how these noise levels compare with other levels to residential land uses.

it or occasional noise such as those associated with stationary noise ot of sufficient volume to exceed community noise standards that are me averaged scale such as the LDN scale. To account for intermittent

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Land Use Category	Community Noise Exposure Ldn or CNEL, dB					
	55	60	65	70	75	80
Residential - Low Density Single Family, Duplex, Mobile Homes						
Residential - Multiple Family						
Transient Lodging - Motels, Hotels						
Schools, Libraries, Churches Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheatres						
Sports Area, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables Water Recreation, Canyons						
Office Buildings, Business Commercial and Residential						
Industrial, Manufacturing, Utilities Agriculture						

Interpretation

- Normally Acceptable
Specified Land Use is Satisfactory. Based Upon the Assumption that Any Buildings Involved are of Normal Conventional Construction, Without Any Special Noise Insulation Requirements.
- Conditionally Acceptable
New Construction or Development Should be Undertaken Only After a Detailed Analysis of the Noise Reduction Requirement is Made and Needed Noise Insulation Features Included in the Design. Conventional Construction, but with Closed Windows and Fresh Air Supply Systems or Air Conditioning, Will Normally Suffice.
- Normally Unacceptable
New Construction or Development Should Generally be Discouraged. If New Construction or Development Does Proceed, a Detailed Analysis of the Noise Reduction Requirements Must be Made and Needed Noise Insulation Features Included in the Design.
- Clearly Unacceptable
New Construction or Development Should Generally not be Undertaken.

California Land Use Compatibility Study
Exhibit 6-16

**WORKING DRAFT
FOR DISCUSSION PURPOSES ONLY**

SUMMARY OF THE

ACOUSTICAL ANALYSIS OF FAA'S AIRSPACE CHANGES

SEATTLE-TACOMA INTERNATIONAL AIRPORT

Prepared for :

NOISE MEDIATION COMMITTEE

Prepared by:

**Mestre Greve Associates
Barnard Dunkelberg & Company
G. Bogan & Associates**

January 29th, 1990

Section 1.0

SUMMARY OF NOISE EFFECTS OF 4-POST PLAN

1.1 Overview

At the request of the Noise Mediation Committee, an analysis of the potential noise effects from the FAA's 4-Post plan has been conducted. The purpose of the study was to identify any changes in noise as a result of the plan, and to suggest adjustments to the plan to minimize the potential noise effects. Suggested changes to the basic concept of the proposed plan were not within the timeframe and scope of this study.

An analysis of the noise impacts of a proposed airspace change and the prediction of the community response to these changes is a complex task that has many variables that affect the analysis. First, the exact paths that the aircraft will fly are not known, and cannot be known until the plan is actually in operation and the dynamics of the airspace evolve. The paths can only be estimated based upon the procedures specified in the proposal. The proposal specifies air traffic procedures, not ground tracks. Identical procedures can result in very different ground tracks. It is also possible that the plan could result in subtle changes to existing procedures that are supposedly unaffected by the plan and could cause changes to the noise environment.

In addition, the 4-Post plan has not been specifically defined in precise details relative to areas outside of the 65 LDN contour. Therefore, there is some question as to precisely what is being proposed. The ground tracks shown in this report are our best estimate. The actual ground tracks and the resultant environmental effects may ultimately be very different than those presented here.

Second, it is not always possible to accurately predict how individuals will respond to noise levels resulting from changes in airspace procedures. The changes take place in areas where the noise levels are far below traditional aircraft noise assessment criteria. However, this does not mean that annoyance will not occur. Many non-acoustic factors such as listener expectations and prior experience to the aircraft noise may actually play a more important role in determining annoyance than the level of noise itself. The effects of these factors can be estimated, but the actual community response to these changes can not be completely known until the plan itself is in operation.

Third, limited noise assessment criteria is available for the prediction of community response to changes in noise relative to this type of noise situation. Noise assessment predictors such as LDN have evolved from the study of urban land uses in the close vicinity of airport. These predictors do not always adequately describe community response to noise from high altitude aircraft. High altitude aircraft noise is characterized by relative low levels of sound of long duration with a low frequency component. These sound levels are also located in relative remote settings where the ambient noise levels can be very low.

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Any change in the flight patterns around an airport are likely to result in increased annoyance from aircraft noise independent of an increase in the overall noise levels. With new population areas experiencing overflights, some percentage of the population will generally be annoyed. Increasing the area of population that is exposed to overflights will therefore increase the number of affected individuals. This annoyance may not directly relate to the overall level of noise but more to other non-acoustic factors. In addition, given the raised level of public awareness as a result of the publicity surrounding the plan, it can also be expected that individuals who reside in areas where the noise levels do not change may become more aware of the noise and feel there has been an increase.

Utilizing traditional community noise assessment criteria, the analysis of the 4-Post plans did not show significant changes to the noise environment. The noise levels around Sea-Tac are dominated by departure noise, and the primary changes are to the arrival routes. There are no significant changes (defined as greater than 1.5 dBA) to the annual average LDN noise contour levels out to the 55 LDN contour.

The contour analysis did show some changes to the 50 LDN contour. In terms of changes to the 50 LDN annual contour, areas showing the greatest decrease in noise were Vashon and Maury Island. The communities in Seattle surrounding Elliott Bay and South Bainbridge Island also experience a decrease in cumulative noise levels. Areas showing an increase in noise were Puyallup/Tacoma areas south of the airport and University/Laurelhurst areas north of the airport.

Utilizing supplemental assessment methods, areas where increased annoyance from aircraft overflights may occur were identified. These supplemental predictors do not judge as to whether these noise levels are excessive, but only predict as to if these levels could result in an increase in annoyance. The areas identified by these methods may potentially include those areas mentioned above as well as North Pierce County south of the airport and Kirkland, Bellevue and east of Lake Sammamish north of the airport. It is important to note that at the areas where these changes occur, the resultant aircraft noise levels from the 4-Post are generally at or below existing ambient noise levels.

A number of measures to minimize the noise effects of the 4-Post plan have been assessed. These measures include: (1) a modified 4-Post during non peak hours (2) a shift of the East side downwind further to the east during non peak departure hours, and (3) a shift of some operations to balance the overall changes to the noise environment. These measures will reduce the aircraft noise levels in those areas shown to experience an increase in noise. The effect of these measures are included in the noise analysis. The noise benefits from these potential measures and their effects on the noise projections are identified in Section 2.0.

The proposed 4-Post plan does include a number of procedures that reduce the noise generated by the aircraft. These procedures include the use of higher altitudes for approach, thereby resulting in aircraft overflying areas at higher altitudes with lower power and flap settings. In addition, with a smaller number of aircraft now using the Elliot Bay arrival route, it is anticipated that better utilization of the bay will occur. To present a worst case analysis, the potential noise benefits from these measures were not included in the estimates. This potential noise benefit could reduce

the arrival noise levels by 3 to 5 dBA over what is presented in this analysis. This potential benefit would occur at locations greater than an estimated 5 nautical miles from touchdown.

Note - This analysis assumes that the nighttime noise abatement procedures for north flow departures is to continue (10 p.m. to 6 a.m.). If the nighttime noise abatement procedure is removed, the noise levels in North Seattle and the East side would be significantly greater than presented in this analysis. The results presented in this document would not be the same.

1.2 Alternative Noise Assessment Criteria

The noise impacts associated with the 4-Post plan were assessed relative to various noise assessment criteria and noise assessment methodologies. These included criteria used by the FAA as well as other agencies use in assessing different types of noise environments. A more detailed description of these noise metrics and assessment criteria are presented in the attached document titled Background Information on Acoustics.

The analysis relies on three major noise metrics for analysis of noise impacts: Day Night Noise Level (LDN), Sound Exposure Level (SEL) and Time Above (TA). All of these metrics are based upon the A-weighted decibel (dBA). The background document contains more detailed descriptions of these and many other noise metrics and their applicability to the airport noise setting.

LDN, the primary metric for analysis, is a so called "cumulative" noise metric because it represents a measure of the total noise over a 24- hour period. Cumulative noise metrics have been developed to assess community response to noise. They are useful because these scales attempt to combine the loudness of each event, the duration of these events, the total number of events and the time of day these events occur into one single number rating scale, and are designed to account for the known health effects of noise on people. LDN has shown good correlation with community response to noise, but as with all predictors, it does not necessary predict community response to all types of sound environments. LDN is used by the FAA, the EPA and various other agencies in assessing noise and land use compatibility.

SEL is a measure of single event noise, that describes the loudness of a single flyover regardless of the time of day or the number of such events. SEL also includes the effect of the duration of the noise event. There are no noise and land use compatibility standards in terms of SEL, however, disturbances from aircraft noise (i.e., speech and sleep interference) can be related to SEL levels. Experience has shown that many noise complaints are the result of some high single event noise and not always a cumulation of noise experienced over a given period of time. Thus while overall community response to noise may best be described by the cumulative noise metric LDN, the noise complaints and annoyance may also related to some episode of high single event noise that triggers an adverse response.

Time Above is a measure of the total time that aircraft noise is above some specified level. It can be used for example, to describe the total time duration that aircraft noise may be audible. While these metric is useful in describing when disturbances are likely to occur, there is no acoustic research to support their use.

The modeled LDN noise contours for existing conditions are presented in Exhibits 1-1 through 1-3. Exhibit 1-1 shows the existing annual average noise contours for 1989. Exhibit 1-2 shows the noise contours for a day where the aircraft are all south flow. Exhibit 1-3 presents the contours for a day where the aircraft are all north flow. The noise contours for the proposed 4-Post plan are shown in Exhibits 1-4 through 1-6.

Exhibit 1-4 presents the proposed 4-Post plan for annual average conditions for 1989 levels of operations. Exhibit 1-5 presents the south flow noise levels for the 4-Post while Exhibit 1-6 presents the north flow noise levels for the 4-Post.

These exhibits show LDN noise contours. Noise contours are lines of equal noise level. All points on the contour experience equal LDN noise levels. Points within a noise contour experience higher noise levels. The modeled LDN noise contours for 50, 55, 60, 65, 70, 75, and 80 dBA. For the arrival end of the runway for either north flow or south flow, the 45 LDN contour is also presented. Because the accuracy of modeling decreases further from the airport, the accuracy of the 45 LDN contour cannot be supported.

The following paragraphs assesses the potential noise impacts of the 4-Post plan relative to various noise assessment criteria. No endorsement as to the adequacy of these criteria in assessing the potential noise impacts is inferred through their presentation in this document.

FAA Noise Assessment Criteria

Criteria. As a means of implementing the Aviation Safety and Noise Abatement Act, the FAA adopted Regulations on Airport Noise Compatibility Planning Programs. The guidelines specify a maximum amount of noise exposure (in terms of the cumulative noise metric LDN) that will be considered acceptable to or compatible with people in living and working areas. Residential land use is deemed acceptable for noise exposures up to 65 LDN. Federal requirements dictate that increases in noise levels over 1.5 LDN in noise sensitive land uses within the 65 LDN contour are considered significant.

Effects. No changes greater than 1.5 dBA to the 65 LDN noise contour are estimated to occur as a result of the 4-Post plan. All changes to the flight patterns occur outside of the closing point of the 65 LDN contour.

Various Examples of Agencies Regulations

Criteria. A number of other agencies have developed noise and land use criteria for residential land use. This criteria is presented here for informational purposes. These agencies include the Department of Housing and Urban Development, The State of California Airport Noise Regulations and the American National Standards Institute (ANSI). For example, most cities in the U.S. have adopted the 65 LDN standard for residential land uses. Limitations on airport noise in residential communities are established. Residential land use with outdoor uses are compatible to marginally compatible with noise exposures up to 65 LDN. The State of California airport noise regulations states that no residential land uses are to be located within areas subject to a Community Noise Equivalent Level (CNEL) of 65 dBA or greater. (The 65 CNEL is essentially identical to a yearly Day-Night Average Sound Level, Ldn, of 65 dBA.)

Effects. No changes of the 65 LDN/CNEL noise contour are estimated to occur as a result of the 4-Post plan. All changes to the flight patterns occur outside of the closing point of the 65 LDN contour.

Environmental Protection Agency

Criteria. In March 1974 the EPA published a very important document (EPA, 1974) entitled "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety". In this document, 55 LDN is described as the requisite level with an adequate margin of safety for areas with outdoor uses, this includes residences, and recreational areas. This document does not constitute EPA regulations or standards. Rather, it is intended to "provide State and Local governments as well as the Federal Government and the private sector with an informational point of departure for the purpose of decision-making". Note that these levels were developed for suburban type uses. In some urban settings, the noise levels will be significantly above this level, while in some wilderness settings, the noise levels will be well below this level. The EPA "levels document" does not constitute a standard, specification or regulation, but identifies safe levels of environmental noise exposure without consideration for economic cost for achieving these levels.

Effects. The 55 LDN noise contour will change somewhat as a result of the 4-Post plan. The 55 LDN noise contour will increase by less than an LDN of 1.5 dBA. This increase would not be considered significant in terms of change in annual average LDN.

Expanded East Coast Plan Noise Assessment Criteria

Criteria. In February of 1987, the FAA implemented new airspace procedures for the New York area airports (Kennedy, La Guardia, and Newark). The EECF (Expanded East Coast Plan) changed both the arrival and departure routes for jet aircraft and resulted in overflights in new areas and increases in overflights over other areas. This plan resulted in significant complaints. Prior to implementation of the plan, the FAA only reviewed the changes to 65 LDN level which showed that there should be no impacts.

As a result of the EECF, studies were undertaken to determine if other methods of analysis could have better predicted the adverse community response from these changes. The results of that study suggested that increases to the LDN level over existing levels would better identify those areas where annoyance from aircraft overflights is likely to occur. Note, this proposed predictor is not designed to determine if these aircraft noise levels are excessive, only to predict where increased annoyance from aircraft overflights might be expected to occur as a result of changes to flight patterns.

Effects. The analysis was conducted for the noise environment under south flow conditions and for north flow conditions. south flow conditions assume that all of the operations for a complete day are to the south (i.e., all aircraft arrive from the

north and depart to the south). north flow conditions assume that all of the operations for a complete day are to the north (i.e., all aircraft arrive from the south and depart to the north).

For south flow conditions, the results showed that, the arrival aircraft sound levels will increase over existing aircraft noise levels to the northeast (Capital Hill, University, Laurelhurst, Kirkland & Bellevue). Areas experiencing a decrease in noise are the communities surrounding Elliott Bay, South Bainbridge Island and Vashon Island. The change in this area is primarily a result in the new arrival tracks. The arrival LDN noise levels in these areas are in the low 40's. Assuming that the new procedures result in higher altitudes and lower thrusts, these projected aircraft noise levels would be 3 to 5 dBA less.

Some areas southwest of the airport may experience an increase in aircraft noise as a result of the changes to the departure tracks. Areas showing a potential increase in noise are Puyallup, south Federal Way, Tacoma and North Pierce County. Vashon and Maury Island showed a decrease in noise. The aircraft LDN noise levels in these areas are in the high 40's to low 50's.

The same analysis was conducted for north flow operations. The arrival noise levels during north flow conditions may increase in the Dash Point area. The arrival LDN noise levels in these areas are in the low 40's. The departure noise levels may increase in areas east of Lake Sammamish. The departure LDN noise levels in these areas are in the high 40's. Areas experiencing a decrease in departure noise are Kirkland, Cougar Mountain and south Bellevue.

In terms of overall aircraft noise levels, a number of areas experience an increase in noise for arrivals and a decrease in noise for departures so that on an annual basis, the overall LDN noise levels is essentially unchanged. This is the case for communities of Capital Hill, Kirkland and portions of Bellevue. It is not known if the community response will be different for these different sound environments.

In general, at the areas where these identified changes occur, the resultant aircraft noise levels from the 4-Post are generally at or below existing ambient noise levels. Based upon the EECF assessment criteria, these areas may experience an increased level of annoyance from aircraft noise. However, these changes occur in areas where the aircraft noise levels are generally at or below existing ambient noise levels. Note again, this predictor is not designed to determine if these aircraft noise levels are excessive, only to predict where increased annoyance might be expected to occur.

Time Above Criteria

Criteria. The Time Above metric is a supplemental metric for assessing impacts of aircraft noise around airports. The Time Above index refers to the total time in seconds or minutes that aircraft noise exceeds certain dBA noise levels in a 24-hour period. It is typically expressed as Time Above 75 and 85 dBA sound levels near airports. Levels above 55 dBA can be used to illustrate how much time aircraft are audible. While this index is not widely used, it is required by the FAA in environmental assessments of airport projects that show a significant increase in noise levels. There

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Single Event Analysis

are no noise and land use standards in terms of the Time Above index. However, the Time Above data can be used to illustrate how many minutes throughout the day aircraft are audible and as to if this time will increase or decrease as a result of this plan.

Effects. The results of the Time Above analysis shows some increase in the audible duration of aircraft events. There is no noise assessment criteria to determine if these increases are considered significant. For example the minutes per day that aircraft will be audible (assumed in this analysis as the Time Above 55 dBA) in Laurelhurst will increase from approximately 10 to 25 minutes per day. In the North Pierce County area, the time durations will increase about the same. This is more than a doubling of the time above levels. However, it is important to put these numbers into perspective. The Time Above periods in the Part 150 area are as high as 700 minutes per day. In Beacon Hill, the Time Above 55 dBA level is 130 minutes per day.

King County Noise Ordinance

Criteria. Control of noise impacts from transportation noise sources is preempted by Federal government regulations. This includes noise from aircraft, railroads and vehicles on public roadways. Local agencies can establish exterior noise limits for various land uses. The King County Ordinance is designed to protect residential areas from non-transportation related noise sources.

Although the County Noise Ordinance does not apply to aircraft noise, it can be used to illustrate how these noise levels compare with other levels common to residential land uses. The King County Noise Ordinance contains different sound level restrictions for different land uses, with rural areas being the lowest.

Ordinances are generally written in terms of a median noise level limit that cannot be exceeded. It is expressed as the noise level that cannot be exceeded by more than 30 minutes in any hour. This level is designed to control the noise from constant types of sounds. Intermittent or occasional sounds are controlled by noise limits for shorter durations. For example the level that can not be exceeded for 15 minutes in any hour or 5 minutes in any hour. Because these noises would be of less duration, the noise limit level is not as restrictive as with the median noise level limit.

The limits for the King County's Noise Ordinance (residential land use adjacent to residential land use) are 55 dBA for the median level and 70 dBA for sounds up to 1.5 minutes per hour. The limit for King County's Ordinance is 10 dBA more restrictive in the nighttime. The levels contained in the ordinance are designed to protect the sound environment for residential land uses and are indicative of a quiet residential environment. A more detailed description of this ordinance is contained in the Background on Noise Section.

Effects. In areas that show some increase in noise, these noise levels are compared with the levels contained in the King County Noise Ordinance. For the departure changes, the noise levels from these aircraft are generally greater than is contained in the Ordinance. This includes the 3 Polar flights to the north, and the Portland and Alaska flight to the south. For areas experiencing arrival changes (i.e., Laurelhurst, Kirkland and Bellevue) these noise levels would generally be below the levels contained within the noise ordinance.

Criteria. Single event analysis refers to the noise levels associated with single overflights of an aircraft. The issue of single event noise levels is important to discuss as a separate topic from Day Night Noise Levels (LDN) metric because of the inherent differences between single event and cumulative noise metrics. While the cumulative noise metrics have been demonstrated to correspond well with overall community ratings of the noise environment, it is often the noise associated with a single event flyover that generates a complaint or an immediate adverse response. Said another way, while the total noise exposure as described by the cumulative noise metric serves as the basis for a person's judgment of the noise environment, it is a single event interference with some activity that people will use to express their immediate concern over noise.

There are no recommended SEL standards or criteria. The SEL contours are presented only to help understand the extent to which single event noise levels, outside the LDN contours, contribute to adverse community response and how this will be affected by the proposed plan. Choosing the single event values to estimate potential disturbance is purely intuitive. The 80 SEL represents a boundary for which maximum noise levels reach about 65 dBA. Given that normal face to face speech communication is in the range of 65 dBA and that television listening levels in the home are about 70 to 75 dBA, the 80 SEL contour represents a level at which communication interference probably starts to occur and complaints start to become more acute. This is particularly true for summer time, when the weather is mild and people have their windows and doors open. This has generally been found to be the case with the majority of the noise complaint areas around Sea-Tac. Most areas experiencing complaints at Sea-Tac have single event noise levels greater than and SEL of 85 dBA. Remote areas experiencing complaints at Sea-Tac generally have single event noise levels greater than an SEL of 80 dBA.

Indoor noise levels are reduced by about 10 dBA relative to outdoor noise levels with windows and doors open. An outdoor 80 SEL would mean an indoor SEL of 70 and corresponding maximum noise levels of about 55 dBA. This is the range in which we expect sleep interference to start to occur. With windows closed, typical construction reduces the indoor noise levels by an additional 10 dBA. (At locations exposed to high altitude overflights, the aircraft noise levels are predominately low frequency, so that the building attenuation may be down to as low as 15 dBA). Therefore, with windows closed, sleep disturbances typically start to occur as low as an SEL of 85 dBA.

Single event noise contours are presented for example flight tracks for current conditions and for with the proposed 4-Post conditions. Exhibit 1-7 presents the sample tracks for departures under current conditions. Exhibit 1-8 presents the sample tracks for arrivals for current conditions. Exhibit 1-9 presents sample single event levels for departures for the proposed 4-Post plan. Exhibit 1-10 shows the sample single event levels for arrivals for the proposed 4-Post plan. Note that the benefits from the higher altitudes as a result of the 4-Post procedures are not included in these projections.

The departure single event contours present the 80, 85, 90, 95 and 100 SEL noise level. The arrival single event contours present the 75, 80, 85 and 90 SEL noise level. Note that these exhibits are not intended to represent the single event noise levels from all of the flight tracks but only show a typical track for each of the destinations and origins for turbo-jet operations at Sea-Tac. These single event noise levels are presented for the 727-200/JT8D-15QN (stage length 2) aircraft. The same aircraft is used for all tracks. This represents a typical noise level for one of the loudest aircraft that operations at the airport.

Effects. The single event analysis for departure changes are shown in Exhibits 1-7 and 1-9 for current conditions and 4-Post conditions respectively. The results show that SEL levels will exceed 80 dBA in some of the areas exposed to new departure flight tracks. These areas include south of Puyallup, North Pierce County, University district, and areas East of Lake Sammamish. The primary departure change area for north flow is a new departure track straight north (Note that there are only three aircraft per day on this track), and the Suma departures (East turn) go further to the east before turning south. The shifting of the Alaska flights further to the southwest before turning north and the shifting of the Portland flights straight to the south results in single event levels that are sufficient to result in some annoyance.

The single event noise levels for typical tracks are shown in Exhibits 1-8 and 1-10 for current conditions and 4-Post conditions respectively. The single event noise levels where arrival changes occur are generally below an SEL of 75 dBA. These levels are below levels that single event disturbances occur start to occur. However, with a large number of operations, these levels could result in some increased annoyance.

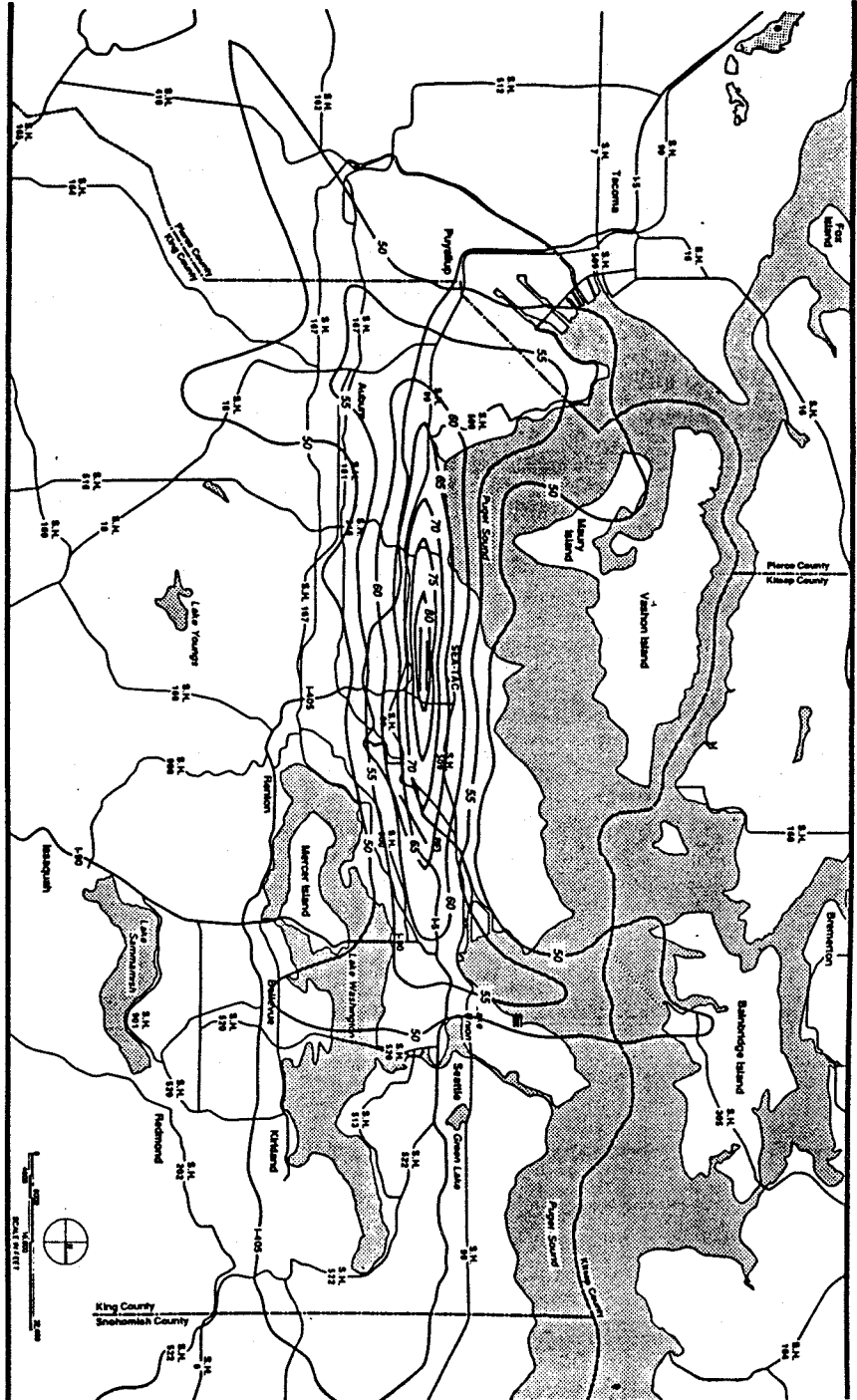
Change in Population within Contours

Criteria. A traditional criteria for assessing the benefits of a noise control proposal or impacts from an airport development plan is the number of people within a noise contour. The goal being to minimize the number of individuals within a noise contour. Historically this has been in terms of population within the 65 LDN contour.

Effects. The Part 150 Noise Study for Sea-Tac estimates 70,240 people live within the 65 LDN annual noise contour. This number is not estimated to change as a result of this proposal. The population between the 50 and 65 LDN contours was also estimated for the current and the 4-Post conditions (Note, this was a rough approximation). The estimates are that 380,000 people reside within the 50 LDN noise contour. This is estimated to increase by approximately 3 percent. The increase is primarily a result of the shifting of some flights to a more populated area. In terms of noise assessment criteria, this increase is not considered significant.

Exhibit 1-1
1989 Ldn Noise Contours (Annual Average)

Current Conditions



Noise Mitigation Project Seattle-Tacoma International Airport
January 18, 1990

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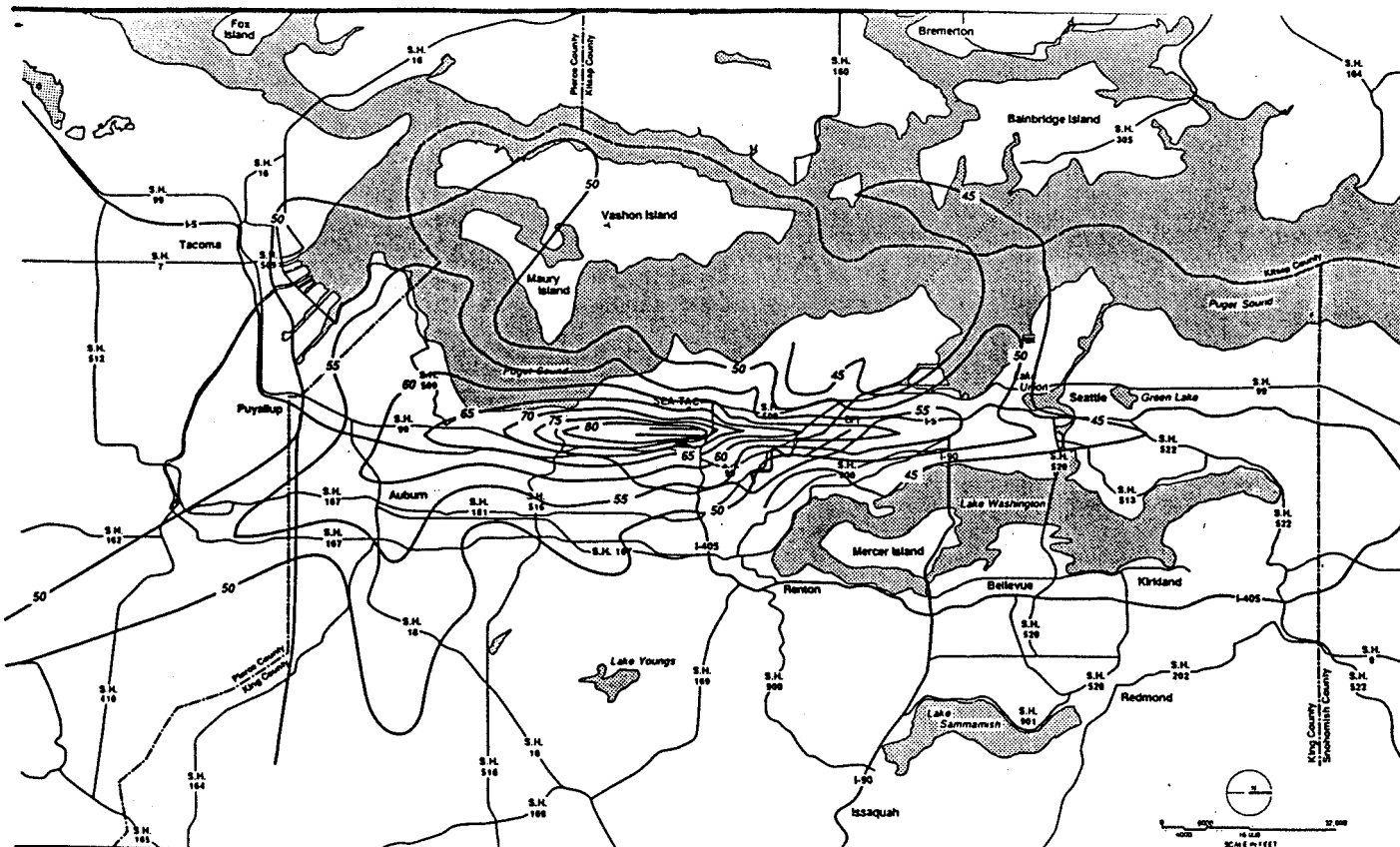


Exhibit 1-2
1989 Ldn Noise Contours (South Flow)

Current Conditions

Noise Mediation Project Seattle-Tacoma International Airport
January 18, 1990

BY THE OFFICE OF ASSOCIATE ENGINEER, PUBLIC WORKS & COMMUNITY DEVELOPMENT, KING COUNTY ASSOCIATE ENGINEER

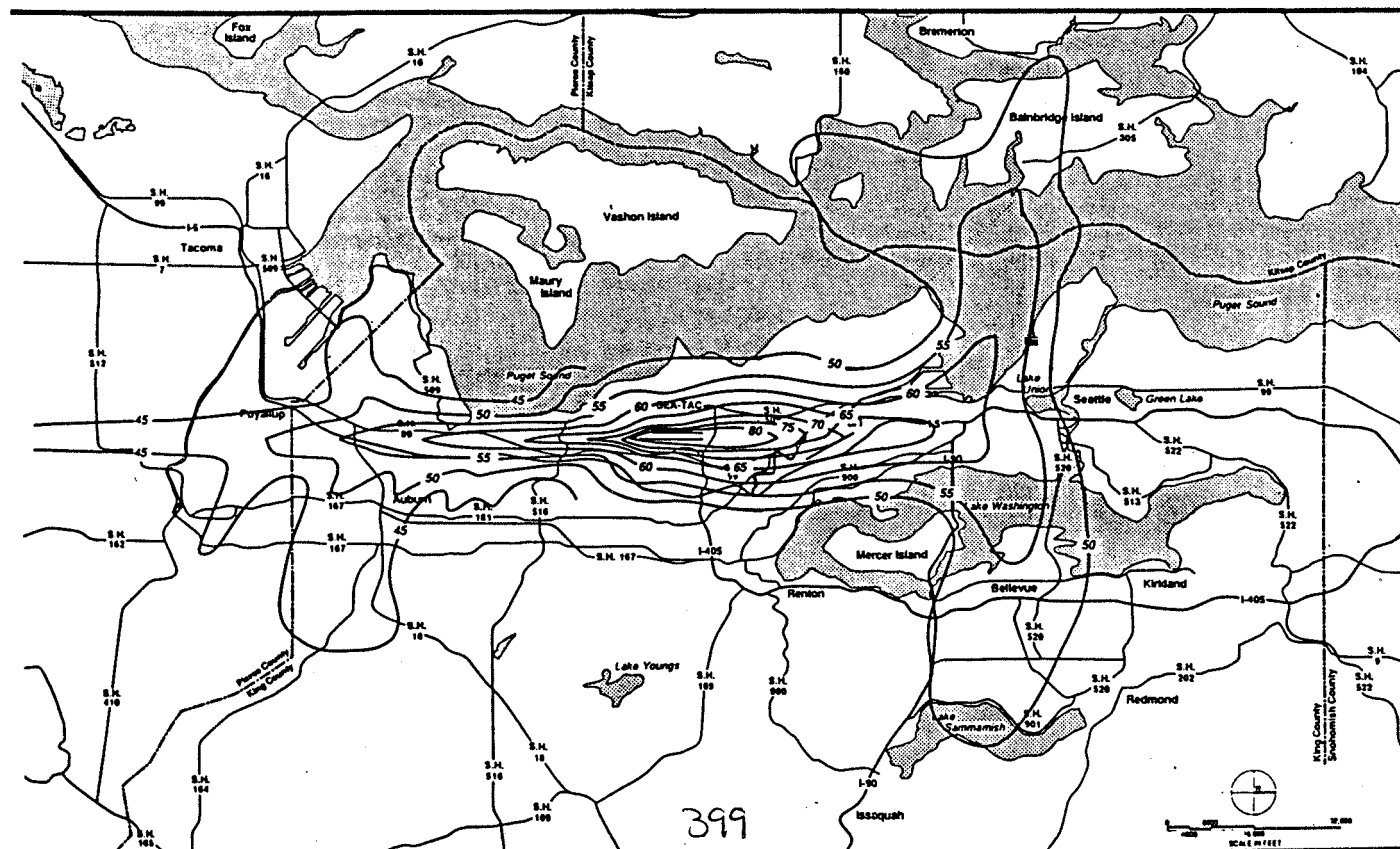


Exhibit 1-3
1989 Ldn Noise Contours (North Flow)

Current Conditions

Noise Mediation Project Seattle-Tacoma International Airport
January 18, 1990

BY THE OFFICE OF ASSOCIATE ENGINEER, PUBLIC WORKS & COMMUNITY DEVELOPMENT, KING COUNTY ASSOCIATE ENGINEER



Exhibit 1-4
1989 Ldn Noise Contours (Annual Average)

Proposed 4-Post Conditions

Noise Mitigation Project Seattle-Tacoma International Airport
January 18, 1990

MAP SCALE ONLY - NOT TO BE USED FOR LEGAL PURPOSES

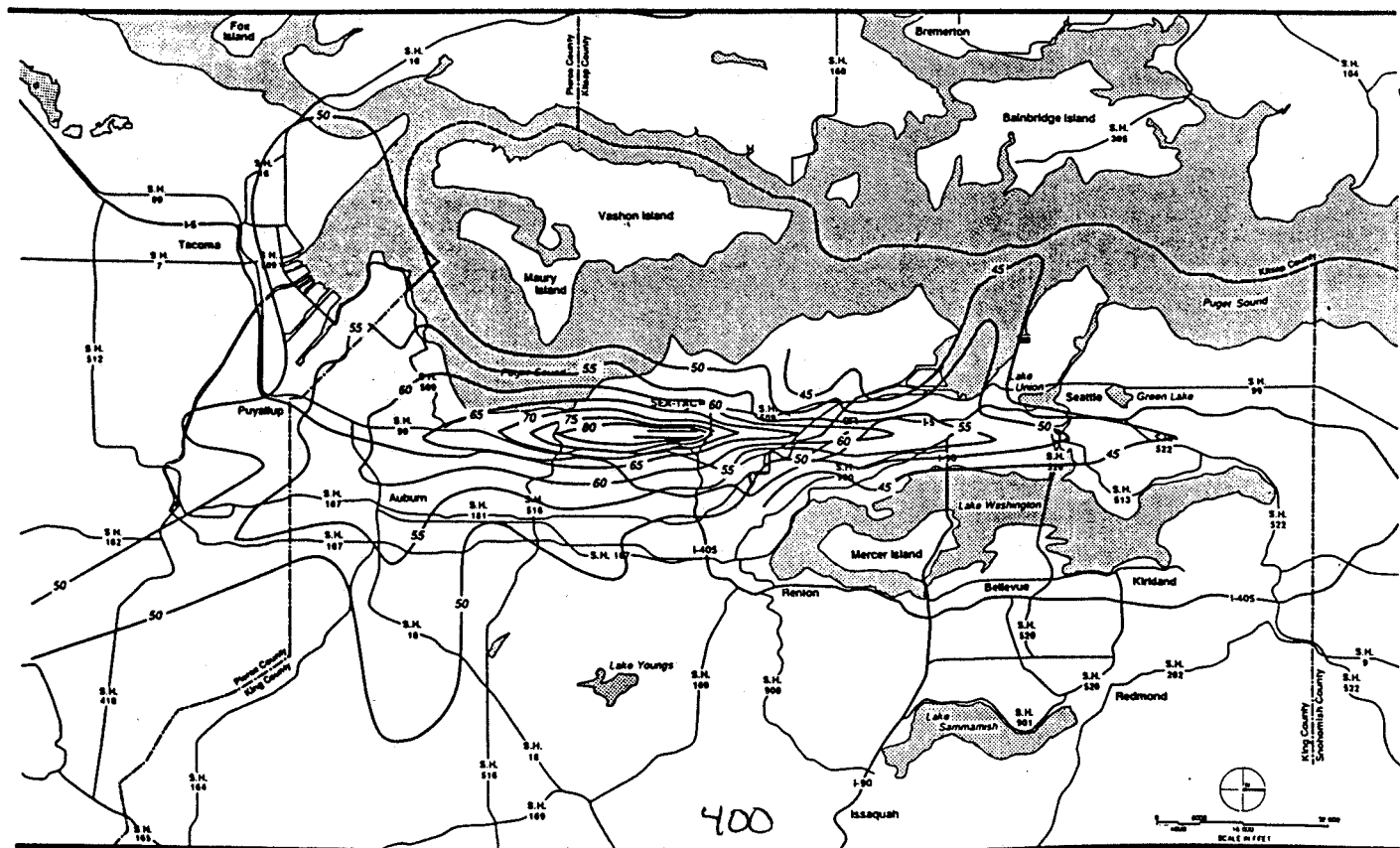


Exhibit 1-5
1989 Ldn Noise Contours (South Flow)

Proposed 4-Post Conditions

Noise Mitigation Project Seattle-Tacoma International Airport
January 18, 1990

MAP SCALE ONLY - NOT TO BE USED FOR LEGAL PURPOSES

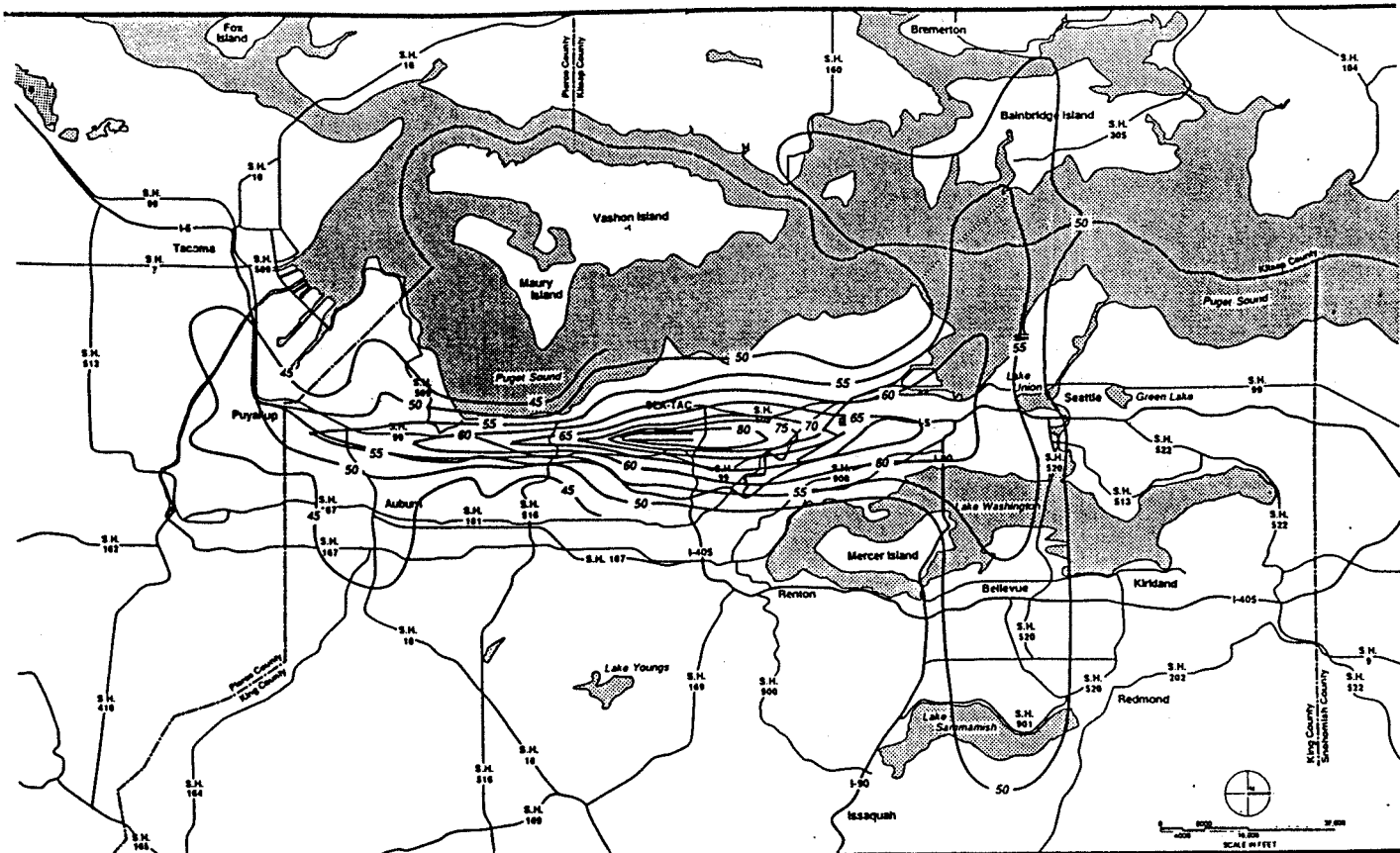


Exhibit 1-6
1989 Ldn Noise Contours (North Flow)

Proposed 4-Post Conditions

Noise Mediation Project Seattle-Tacoma International Airport
January 18, 1990

NOISE STUDY FOR THE AIRPORT TERMINAL BUILDING EXPANSION PROJECT, BOEING & ASSOCIATES, INC.

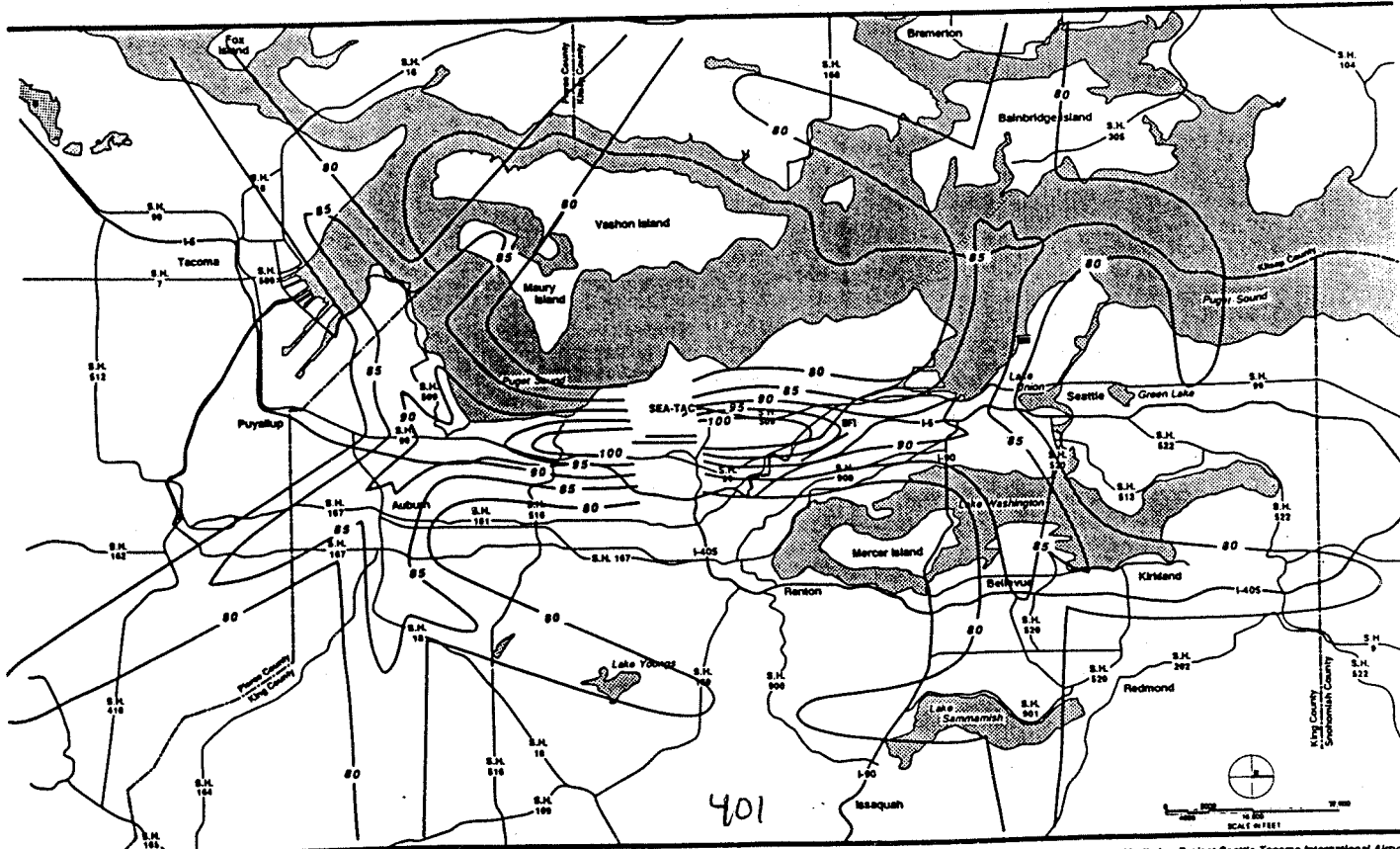


Exhibit 1-7
Sample Departure SEL Noise Levels (727-200/15QN)

Current Conditions

Noise Mediation Project Seattle-Tacoma International Airport
January 29, 1990

NOISE STUDY FOR THE AIRPORT TERMINAL BUILDING EXPANSION PROJECT, BOEING & ASSOCIATES, INC.

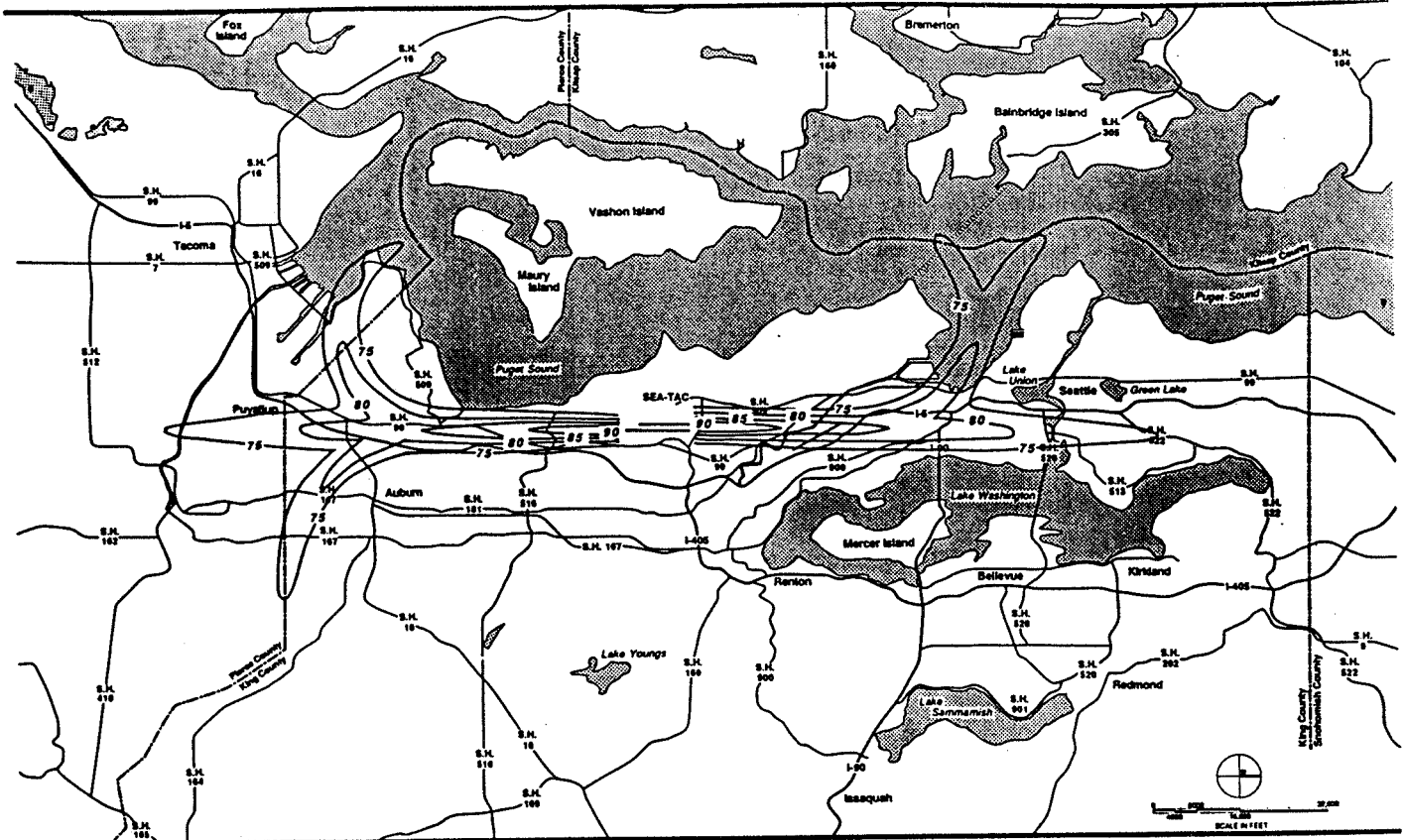


Exhibit 1- 8
Sample Arrival SEL Noise Levels (727-200/15QN)

Current Conditions

Noise Mitigation Project Seattle-Tacoma International Airport
January 29, 1990

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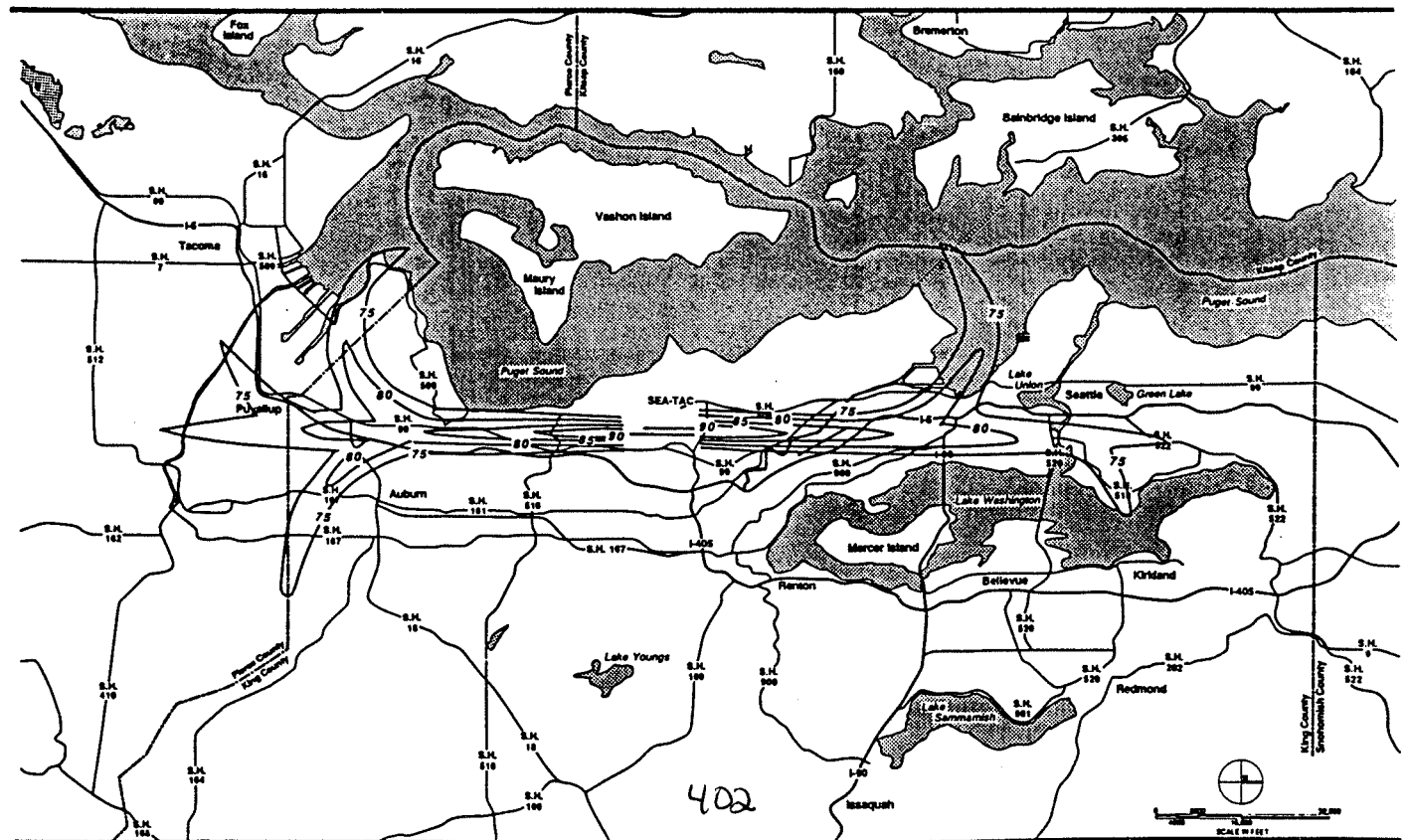


Exhibit 1- 10
Sample Arrival SEL Noise Levels (727-200/15QN)

Proposed 4-Post Conditions

Noise Mitigation Project Seattle-Tacoma International Airport
January 29, 1990

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Section 2.0

ASSUMPTIONS IN ANALYZING THE FAA 4-POST PLAN

2.1 Existing Flight Tracks

The existing ground tracks are presented for comparative purposes relative to the FAA's 4-Post Plan. The ground tracks for jets on south flow and north flow are shown in Exhibit 2-1 and Exhibit 2-2 respectively. The existing tracks for the propeller aircraft are shown for south flow in Exhibit 2-3 and north flow in Exhibit 2-4. These tracks represent a grouping of typical tracks, and by no means represent all of the tracks that are flown by the aircraft. This is especially true with the propeller aircraft, that show a much wider variation in the flight tracks. These flight tracks illustrate how flight tracks are developed for noise modeling purposes. Multiple tracks represent greater dispersion of the aircraft.

2.2 FAA's Environmental Assessment Description of the 4-Post Plan

The Environmental Assessment of the 4-Post plan, prepared by the FAA, contained a description of the procedures specified as part of the plan. These procedures are reproduced in the following paragraphs.

1. Seattle ARTCC shall make route and sector changes needed to eliminate high altitude crossings east of Ephrata, Washington, affecting Seattle arrivals and departures. As a minimum, these changes shall include:

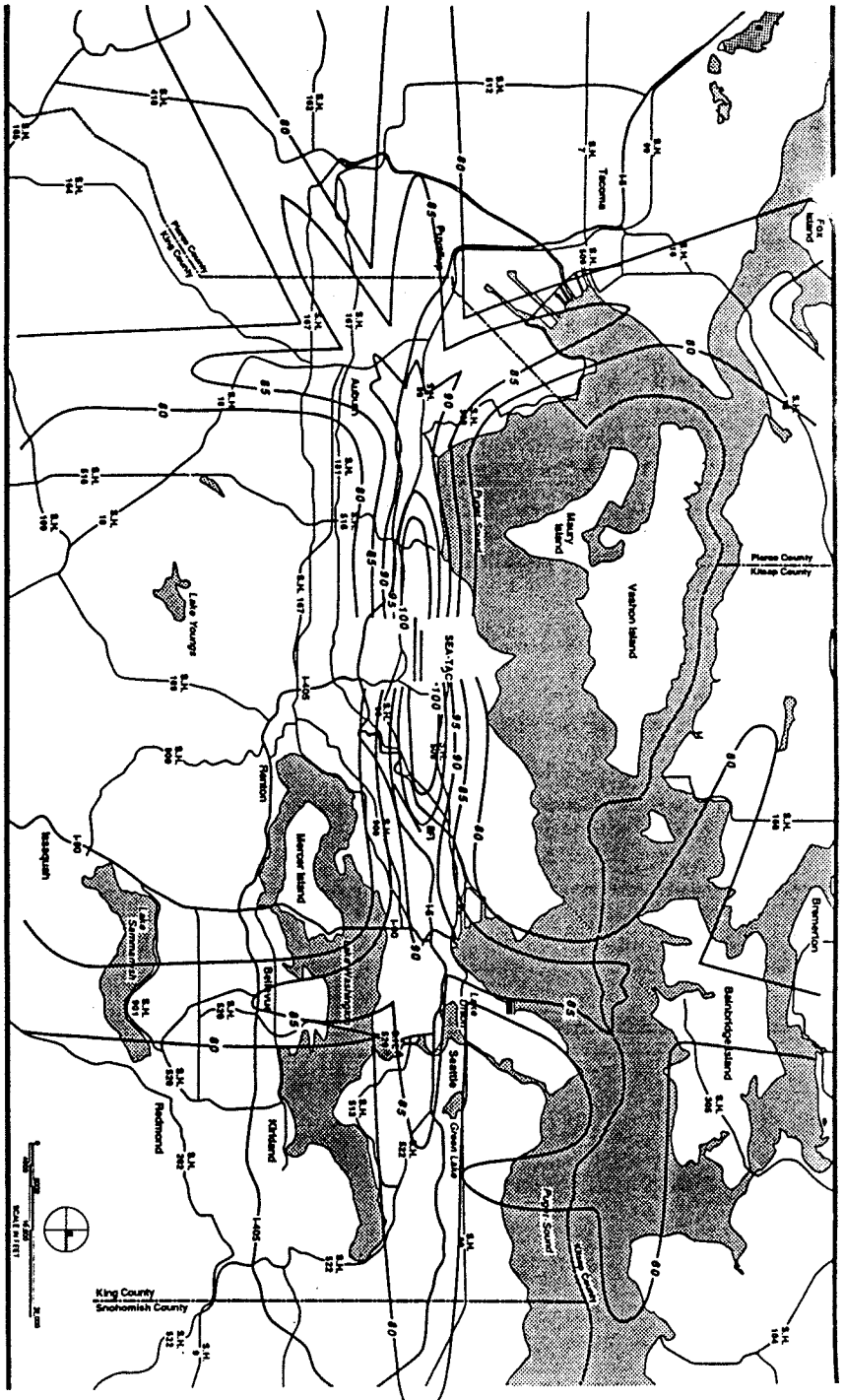
a. Turbojet Arrival Flows: Fixed non-runway sensitive arrival flows will be over the Olympia VORTAC, the JAKSN Intersection (Seattle VORTAC 020 radial/40-mile DME fix), the RADDY Intersection (Seattle VORTAC 101 radial/39-mile DME fix), and JAWBN Intersection (Seattle VORTAC 307 radial/42-mile DME fix).

b. Turbojet Departure Flows: Fixed non-runway sensitive departure flows will be over the Paine VOR, the Tatoosh VORTAC, and along the Seattle VORTAC 069, 143, and 227 radials.

2. Seattle ATCT shall establish turbojet departure flows to join Seattle ARTCC departure flows over the Paine VOR, the Tatoosh VORTAC, and along the Seattle VORTAC 069, 143, and 227 radials. Departure procedures shall include, as a minimum:

Exhibit 1-9
Sample Departure SEL Noise Levels (727-200/15CN)

Proposed 4-Post Conditions



Noise Modelling Project Seattle-Tacoma International Airport
JANUARY 29, 1990
BY THE OFFICE OF AIRPORTS AND AIRPORTS DEVELOPMENT, FEDERAL AVIATION ADMINISTRATION

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a. **SOUTH FLOW:** Traffic permitting, Turbojet aircraft departing Runway 16, shall not be turned (radar vectored) until the aircraft is at or above 3,000 feet MSL and is at least 5 nautical miles south of the airport.

b. **NORTH FLOW:** Traffic permitting:

- 1). Turbojet aircraft departing runway 34 and making a right turn east or southeast bound shall be turned off the initial departure course, only after the aircraft is at or above 4,000 feet MSL and has reached the Seattle VORTAC 8-mile DME arc.
- 2). Maximize use of the Duwamish Industrial Corridor for noise mitigation by assuring that turbojet aircraft departing runway 34 and making a left turn northwest or southwest bound be turned off the initial departure course at Boeing Field/King County Airport and radar vectored over Elliott Bay then to join the appropriate departure route.

ACTION: Seattle ATCT shall implement arrival flows in accordance with procedures defined in Seattle Tower Airspace Study "Seattle Arrival and Departures Routes; Simulation, Analysis, Recommendations", under Alternative A (page 43). Turbojet Arrival Flows will be from over the Olympia VORTAC, the JAKSN Intersection (Seattle VORTAC 020 radial/40-mile DME fix), the RADDY Intersection (Seattle VORTAC 101 radial/39-mile DME fix), and the JAWBN Intersection (Seattle VORTAC 307 radial/42-mile DME fix). As a minimum, arrival procedures will include:

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a. **North and South Flows:**

- 1). For the purpose of noise mitigation, arriving aircraft will be kept as high as possible consistent with optimum descent profiles and operational dictates.
- 2). To the extent possible, arriving turboprop aircraft will follow the same approximate flight tracks as turbojet aircraft, to reduce adverse noise effects of random routing at low altitudes.

b. **South Flow:**

- 1). During south flow visual approach conditions, when there is no conflicting traffic, turbojet arrivals from the Northwest and Southwest arrival fixes will be placed on a right-base leg over Elliott Bay to reduce adverse noise effects on Westside neighborhoods and assure maximum use of the Duwamish River industrial corridor.
- 2). During south flow operations, turbojet arrivals from the Northeast and Southeast arrival fixes will be positioned so as to be established on the Runway 16 final approach course, no closer to the airport than State Route 520 (11.0 nautical miles north) and no lower than 5,000 feet MSL, to assure a stabilized, low-power approach and minimize flight at low altitude.
- 3). Traffic permitting, turbojet aircraft on the "Long Leg" tracks, will be turned to a downwind leg at the Seattle VORTAC 101 radial/8-mile DME fix or the 8-mile DME fix on a direct course from the Olympia VORTAC to the Seattle VORTAC, at or above 11,000 feet MSL, as appropriate.

c. **North Flow:**

Traffic permitting, turbojet aircraft on the "Long Leg" tracks, will be turned to a downwind leg at the Seattle VORTAC 020 radial/8-mile DME fix or the Seattle VORTAC 307 radial/8-mile DME fix, at or above 11,000 feet MSL, as appropriate.

2.3 Modeling Assumptions

Based upon the procedures presented above, the flight tracks that may result from the 4-Post plan have been developed. Note, that this is only an estimate, and the actual tracks may be different than those presented here. Exhibits 2-5 and 2-6 present the flight tracks for jets for south flow and north flow respectively. Exhibits 2-7 and 2-8 present the flight tracks for the propeller aircraft for south flow and north flow. Additional assumptions are listed below.

- The analysis assumes that aircraft arriving Sea-Tac during south flow conditions will utilize Elliott Bay at least to the level that occurs during current conditions. To present a worst case analysis, potential noise benefits from better utilization of the bay were not included in the modeling analysis. This benefit could reduce the projected LDN noise levels in the communities surrounding Elliott Bay by 1 to 4 dBA (for a south flow day).
- During south flow conditions, it is conservatively assumed that poor visibility weather occurs 30 % of the time and aircraft will utilize the ILS and not use Elliott Bay.
- The nighttime noise abatement procedures for north flow departures is assumed to continue (10 p.m. to 6 a.m.). If the nighttime noise abatement procedure is removed, the the noise levels in North Seattle and the East side would be significantly greater than presented in this analysis. The LDN noise levels would increase by and additional 1 to 1.5 dBA. In combination with the other increases in noise that occur as part of the proposal, this would be a significant increase in noise.
- The analysis assumes that no tunneling of departures will be required under this plan.
- The analysis assumes that no other changes to the departure tracks will occur other than those shown on the attached flight track maps.
- To present a worst case analysis, the potential noise benefits from higher altitudes and reduced thrust on approach were not included in the estimates. This potential noise benefit could reduce the arrival noise levels by 3 to 5 dBA over what is presented in this analysis. This potential benefit would occur at locations greater than an estimated 5 nautical miles from touchdown.
- The analysis assumes 63% south flow and 37 % north flow. This is assumed to remain unchanged as a result of this proposal.
- Commuter aircraft arrivals are assumed to be in the same arrival pattern as the turbo-jet aircraft at an altitude of 1000 feet lower. The analysis conservatively assumed that 50 percent of the commuter arrivals will still use existing arrival patterns.

- The distribution of aircraft on the flight tracks is dependent upon the departure destination or the origin of the aircraft. The Official Airline Guide (OAG) was used to estimate the number of turbojet aircraft operating on the different tracks. This data is presented in Table 2-1.

Table 2-1
Operational Assumptions by Destination
(1989 Turbojet Aircraft)

Origin/Destination	Daily Departures	Total
Northeast	64	
Portland	30	
San Francisco Bay Area Airports	38	
So. California & South East	72	
Polar	3	
North Airports	9	
Alaska/Orient	32	248
<hr/>		
Aircraft Diverted as a Result of Nighttime Noise Abatement Procedures	15	

2.4 Review of Potential Modifications to 4-Post Plan

Measures to minimize the potential increases in noise have been analyzed and are included as part of this review. These measures include: (1) modified 4-Post plan during non-peak hour periods, (2) shifting of some flights in order to balance out increases in noise and (3) moving the east downwind further to the east during non-peak hour periods. Each of these measures, and their effects on the noise contour are summarized in the following paragraphs.

- The assumptions include a modified 4-Post plan during non-peak periods. During non-peak periods south flow aircraft will essentially revert back to the current arrival procedures through Elliott Bay. It is estimated that this can occur when arrivals are 18 or less. This was conservatively

estimated to shift 50 percent of the night arrivals that would arrive over North Seattle now reverting to the old procedures. This measure reduces the increases in arrival LDN noise levels in the University area by approximately 1 dBA.

- The 4-Post plan proposed that during north flow conditions, those turbo jet aircraft with Billingham and Vancouver destinations will be directed straight north. Currently these aircraft depart northeast bound over Kirkland. The 4-Post plan currently proposes to shift these aircraft from straight north, to Elliott Bay and then up the sound. This is a total of 9 turbojet aircraft per day. All of these aircraft are daytime operations. This reduces the LDN noise levels in the Capital Hill area to no increase in noise.
- Portland, San Francisco Bay area, Alaska and the Orient departures on south flow were more concentrated over the Dash Point area than occurs with current procedures. This measure proposed to disperse the flight tracks over a wider area, as occurs with current conditions, to minimize the increase in any one area. This reduces the increase in the Dash Point area, however, the noise levels will still increase in area further to the Southwest of Dash Point.
- Moving the east downwind further to the east during lower departure times is designed to reduce the number of overflights in the Bellevue area. It was assumed that 20 percent of the arrivals could be shifted to the east by this proposal. This reduces the LDN noise levels in these east side neighborhoods by approximately 0.5 dB

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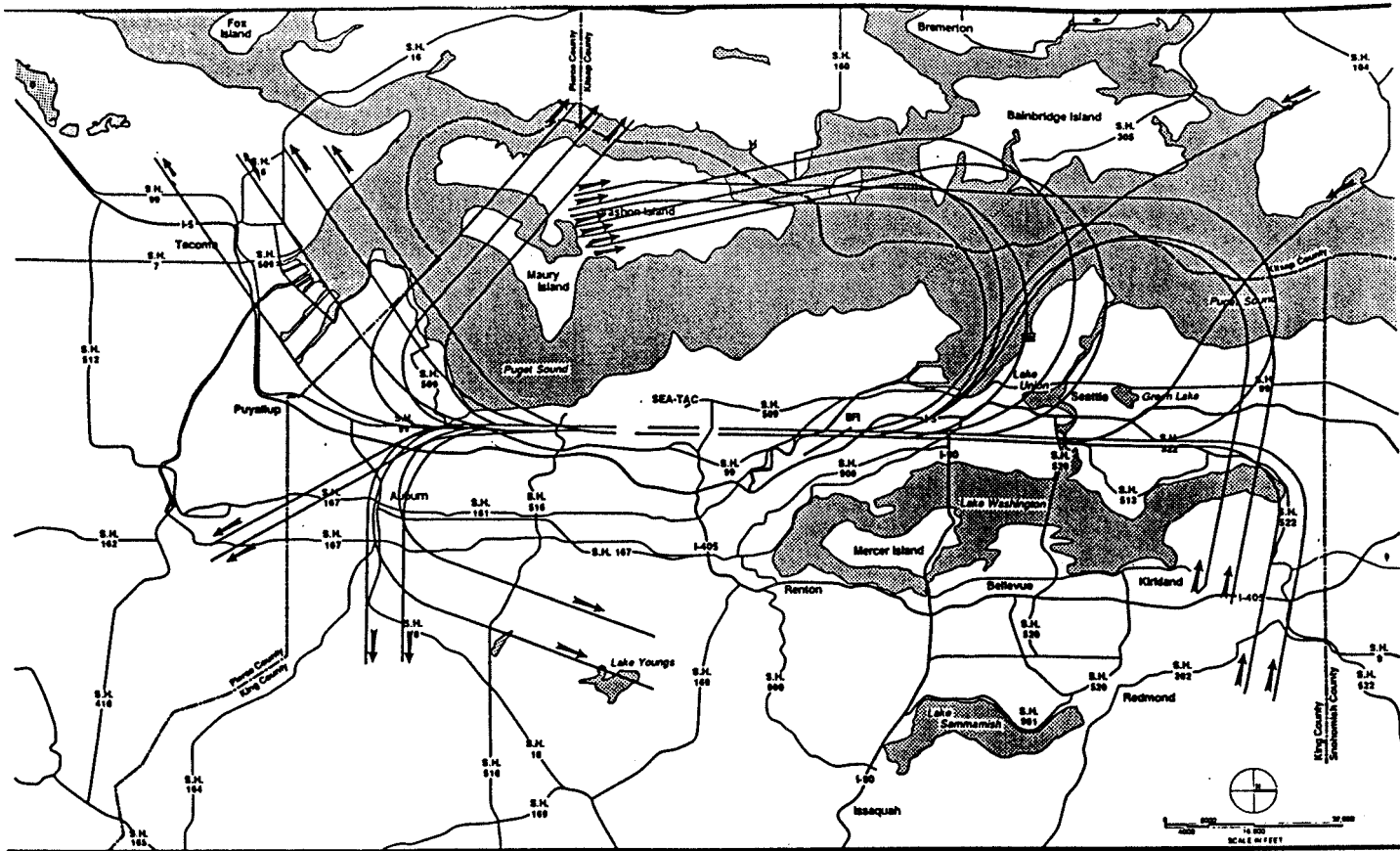


Exhibit 2-1
Flight Track Map - Jets (South Flow)

Current Conditions

Noise Mediation Project Seattle-Tacoma International Airpo
January 18, 1990

SEE THE OTHER ASSOCIATED BARRIERS REPORTS OF THE COMPANY'S DESIGN ASSOCIATES

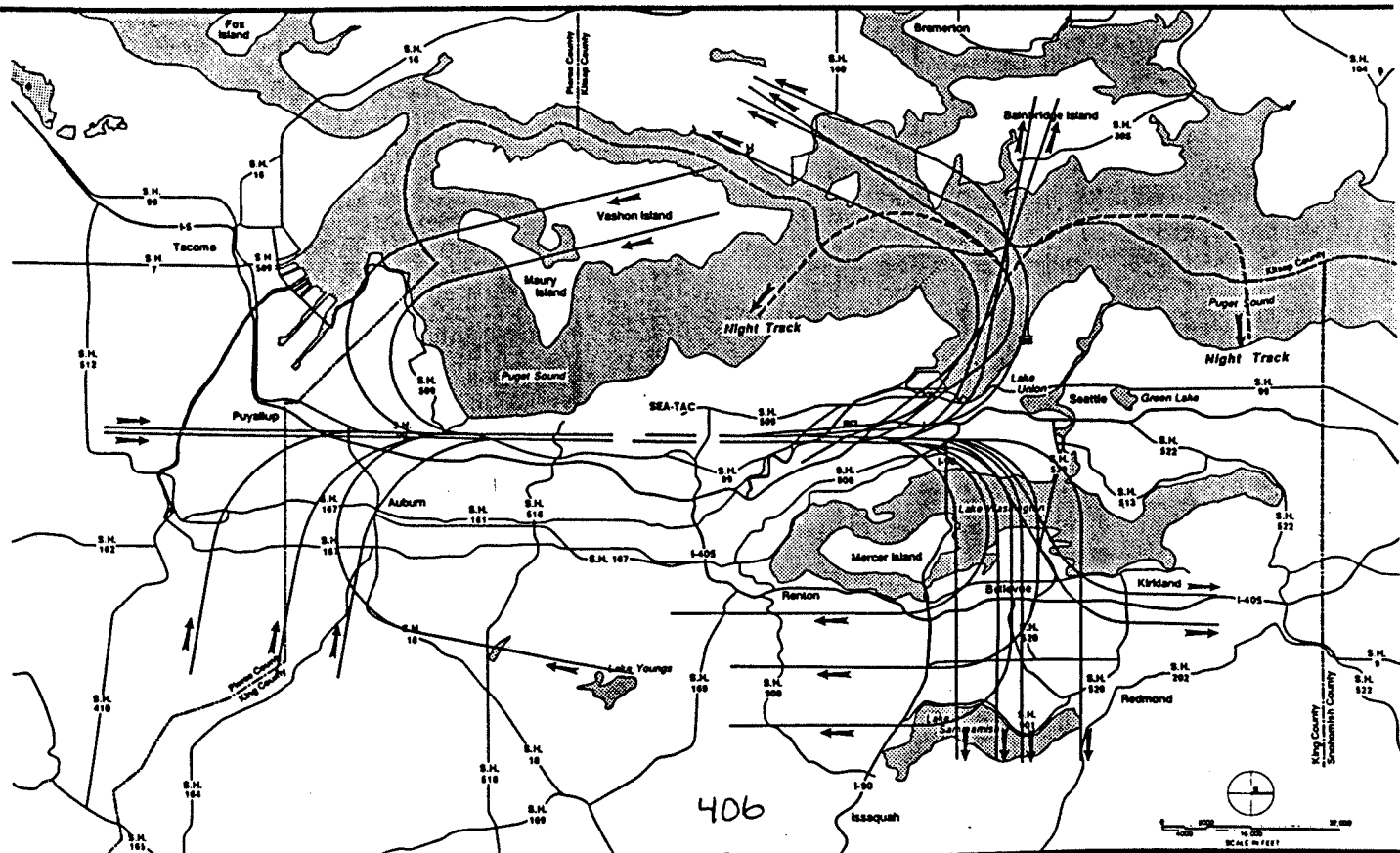


Exhibit 2-2
Flight Track Map - Jets (North Flow)

Current Conditions

Noise Mediation Project Seattle-Tacoma International Airpo
January 18, 1990

SEE THE OTHER ASSOCIATED BARRIERS REPORTS OF THE COMPANY'S DESIGN ASSOCIATES

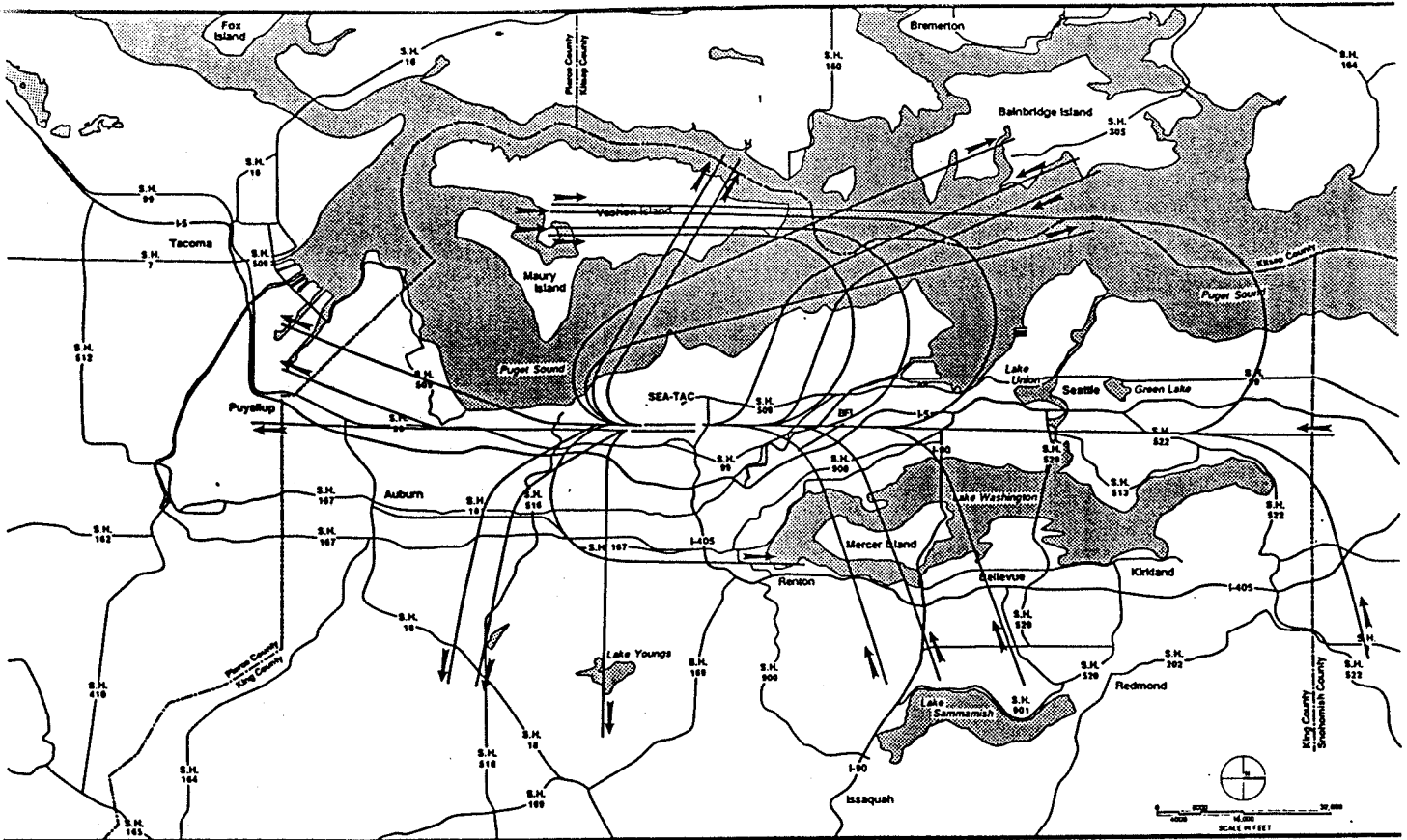


Exhibit 2-3
Flight Track Map - Props (South Flow)

Current Conditions

Noise Mitigation Project Seattle-Tacoma International Airport
January 18, 1990

NOT TO BE USED FOR AIRCRAFT TRACKING OR RECORDING PURPOSES. SOLOAR & ASSOCIATES, INC.

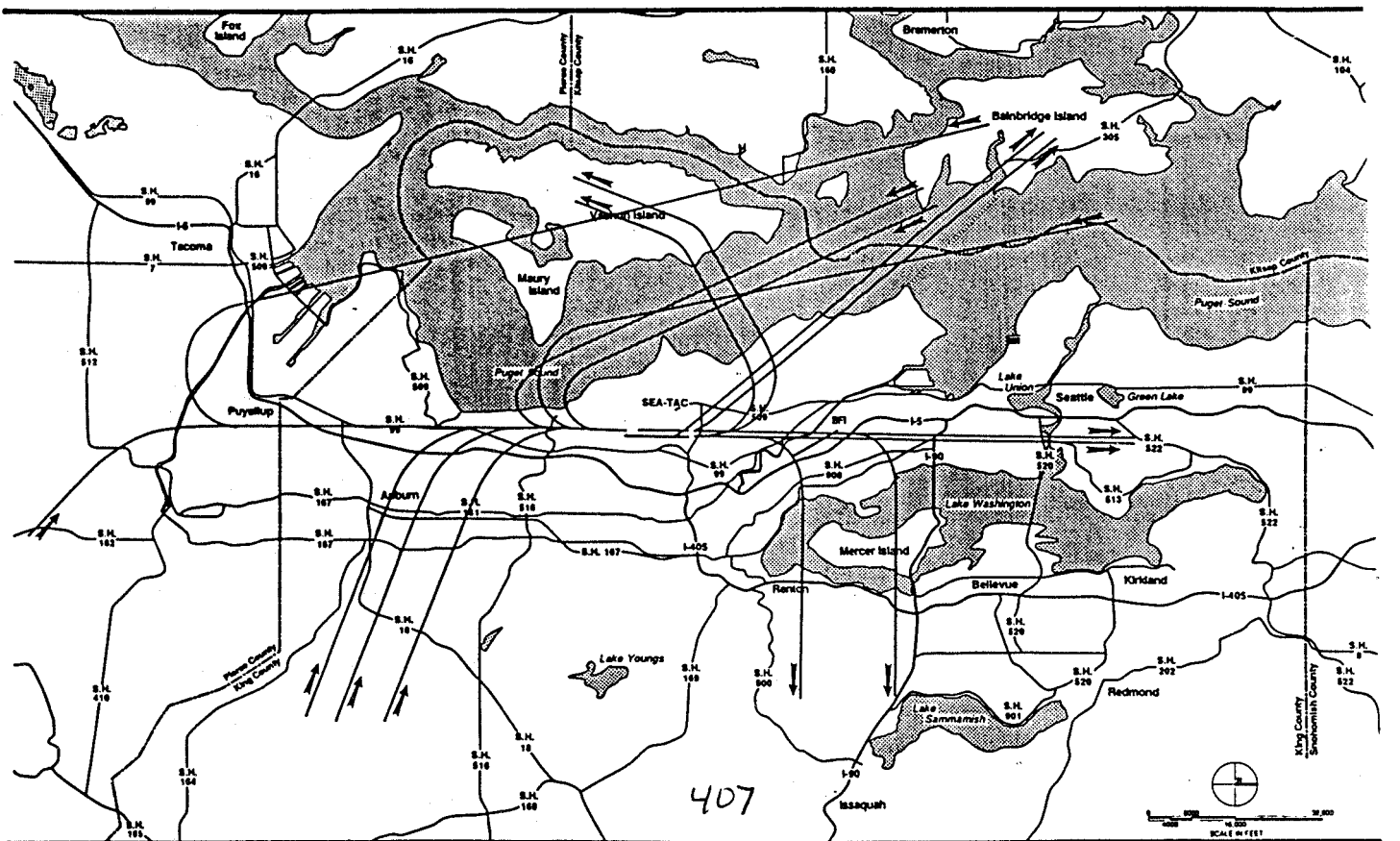


Exhibit 2-4
Flight Track Map - Props (North Flow)

Current Conditions

Noise Mitigation Project Seattle-Tacoma International Airport
January 18, 1990

NOT TO BE USED FOR AIRCRAFT TRACKING OR RECORDING PURPOSES. SOLOAR & ASSOCIATES, INC.

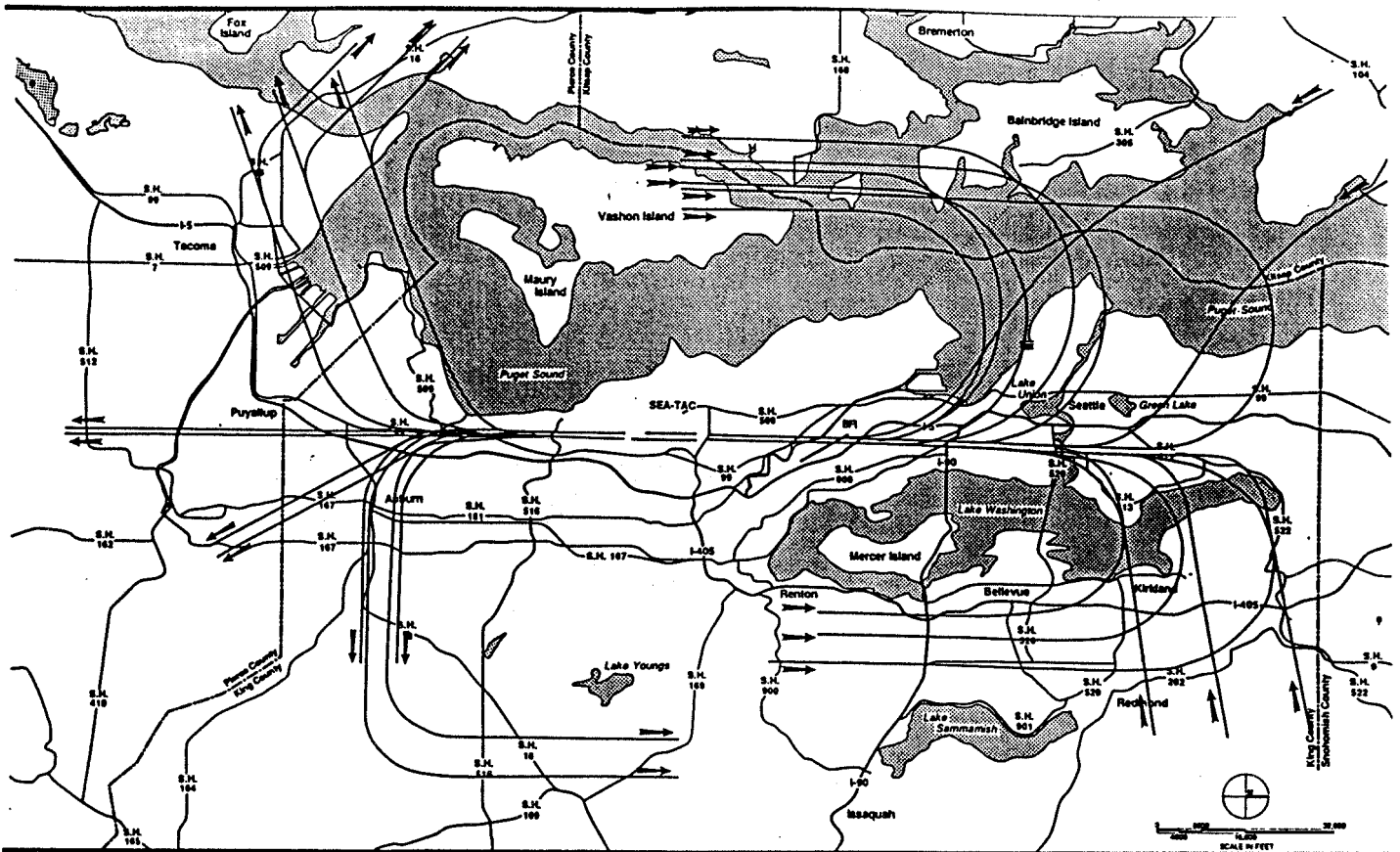


Exhibit 2-5
Flight Track Map - Jets (South Flow)

Proposed 4-Post Conditions

Noise Mitigation Project Seattle-Tacoma International Airp
January 18, 1990

HEATH ENGINEERING & ARCHITECTURE INC. 1000 1ST AVENUE, SUITE 1000, SEATTLE, WA 98101

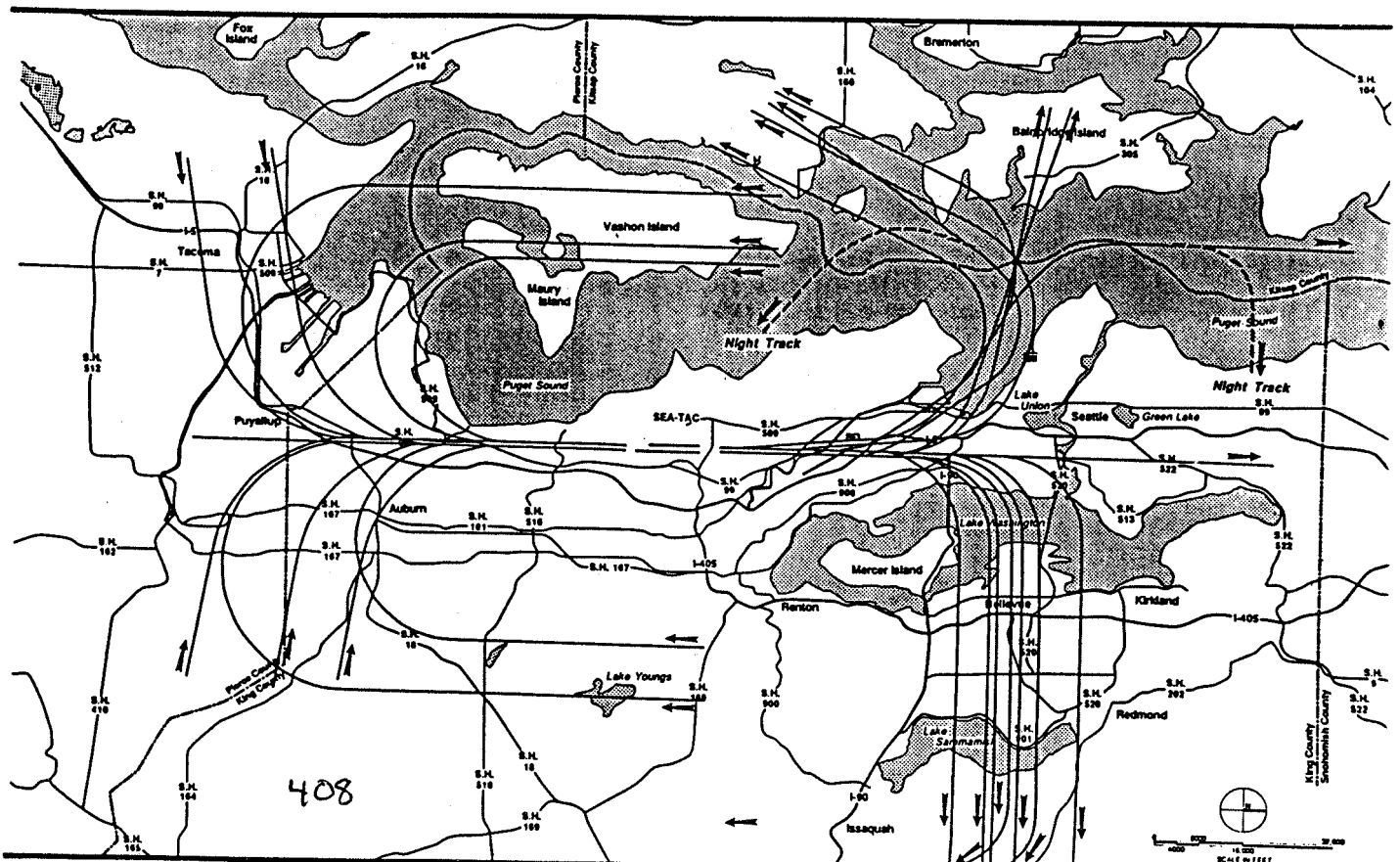


Exhibit 2-6
Flight Track Map - Jets (North Flow)

Proposed 4-Post Conditions

Noise Mitigation Project Seattle-Tacoma International Airp
January 18, 1990

HEATH ENGINEERING & ARCHITECTURE INC. 1000 1ST AVENUE, SUITE 1000, SEATTLE, WA 98101

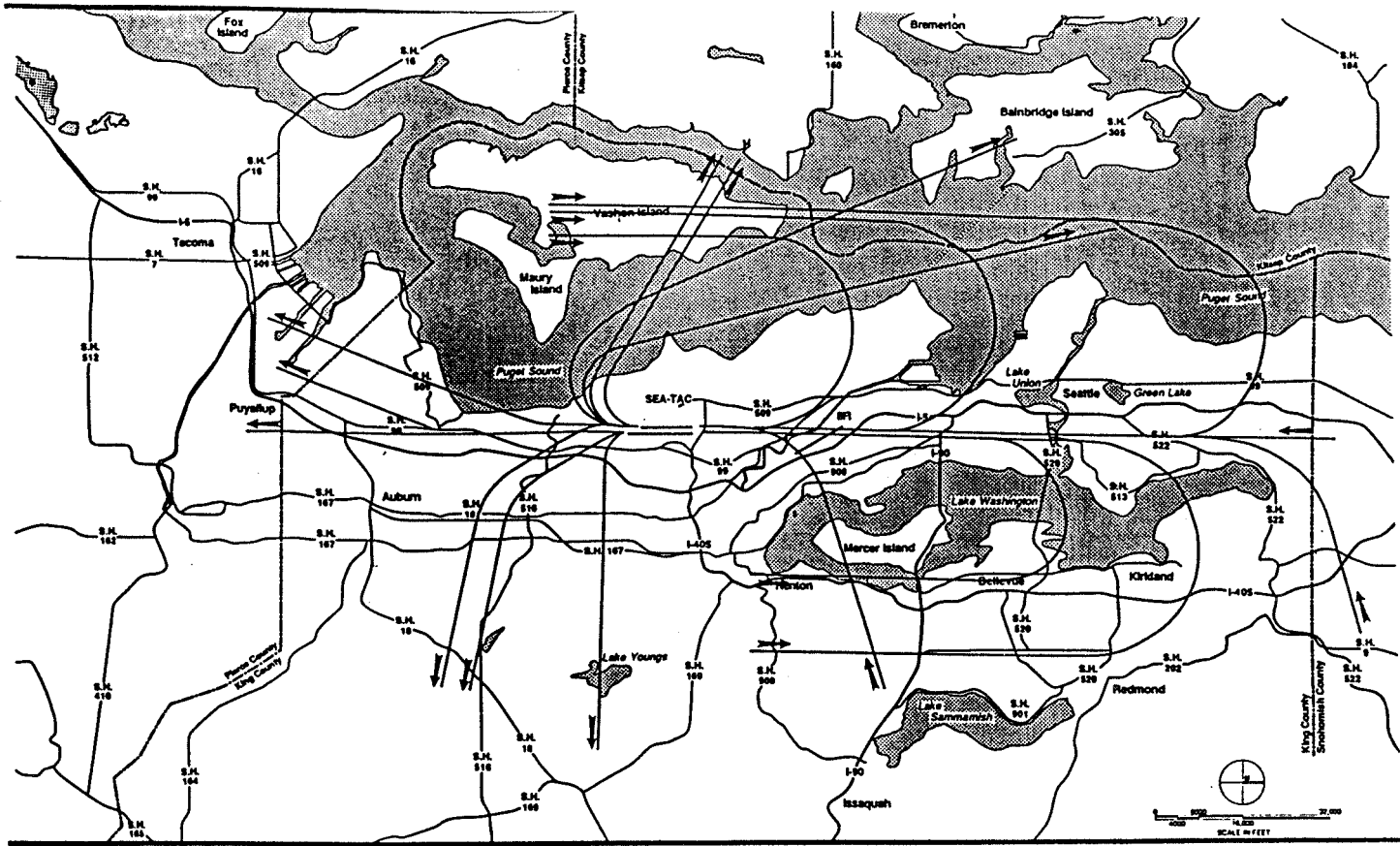


Exhibit 2-7
Flight Track Map - Props (South Flow)

Proposed 4-Post Conditions

Noise Mediation Project Seattle-Tacoma International Airport
January 18, 1990

BY THE ENGINE ASSOCIATES BARBARA QUINN, INC. & COMPANY, INC. BOGAN & ASSOCIATES, INC.

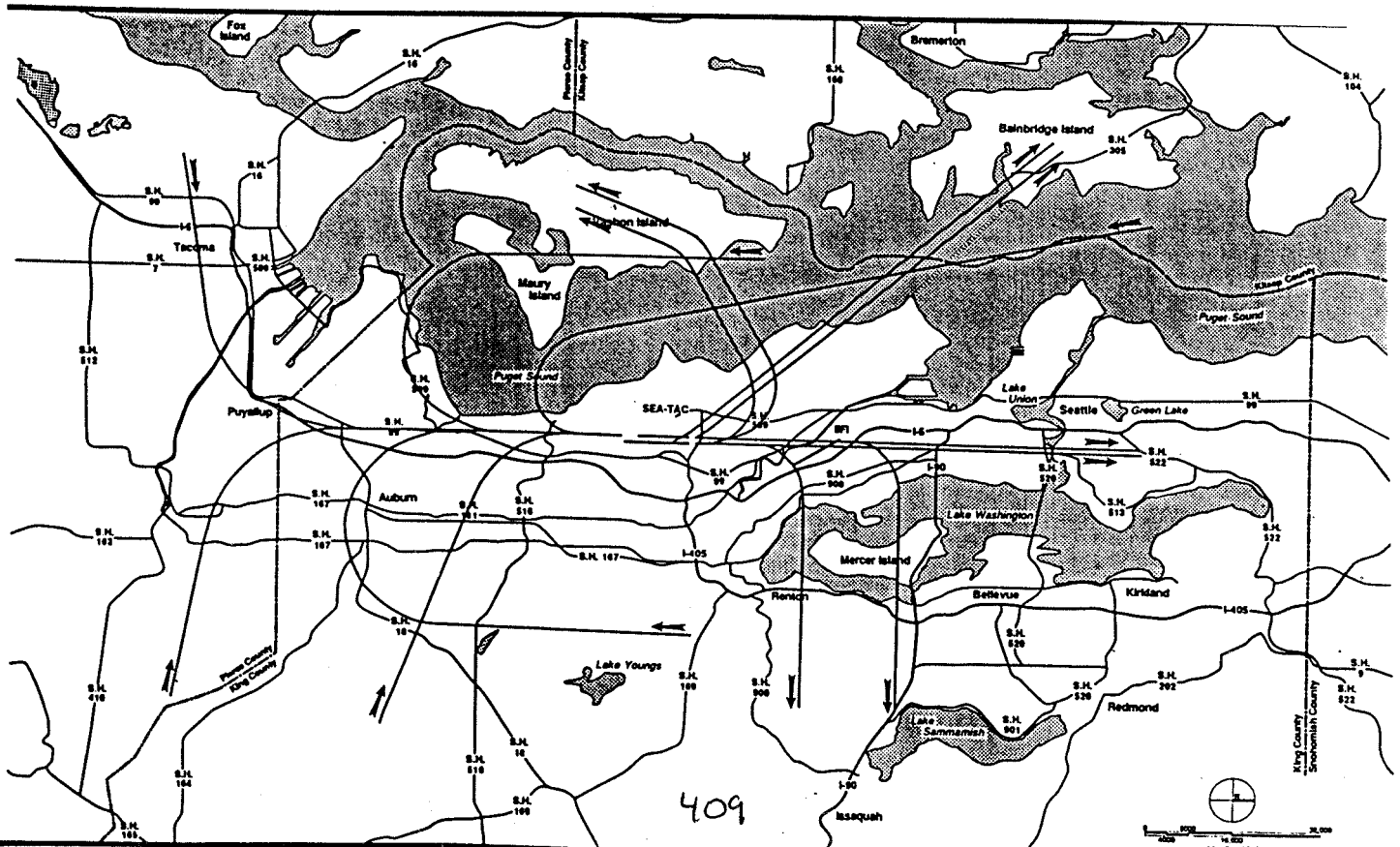
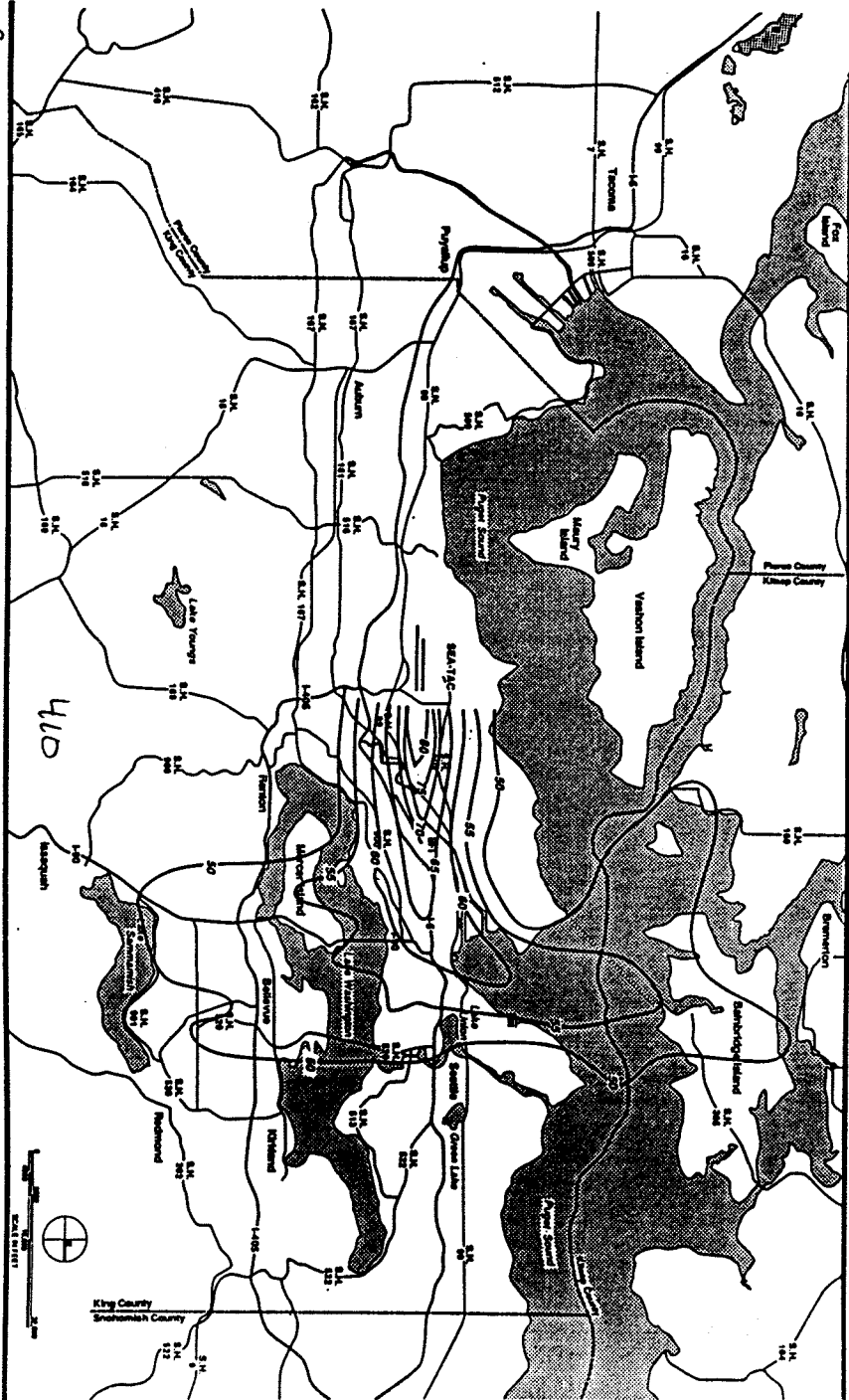


Exhibit 2-8
Flight Track Map - Props (North Flow)

Proposed 4-Post Conditions

Noise Mediation Project Seattle-Tacoma International Airport
January 18, 1990

BY THE ENGINE ASSOCIATES BARBARA QUINN, INC. & COMPANY, INC. BOGAN & ASSOCIATES, INC.



The Sky Is Filling

Airports will be crowded from now to New Year's, but just wait till the 1990s



THE ECONOMY

By Laurence Gelber
Staff Writer of the Christian Science Monitor

The number of US air travelers will grow 80 percent in 10 years. Washington is sitting on money that was collected to expand the air travel system, so the budget deficit will look smaller.

FIFTEEN minutes before Northwest Flight No. 319 is scheduled to leave O'Hare International Airport for Detroit, the line at Gate E41 is long and constantly dies.

A man paces down his newspaper to completion about the airline. A woman greets that big delayed her morning flight. The counter agent blames four air-traffic controller strikes that failed for several weeks earlier in the day, causing a 10-minute ground delay.

By 6:30 p.m. on the clear and relatively tranquil Tuesday, the backup has expanded to an hour for most flights. No particular reason, delays are common in the evening, says a spokesman for O'Hare airport, the world's busiest.

The incident is just one more sign that the United States air-transport system is reaching its limits. At peak times during this week's Thanksgiving holiday,

up to 1.7 million US passengers will fly in a single day, even if the weather can reach back that way.

"I'm upset," Secretary of Transportation Samuel Hinson said in June. "We have to get an answer in a five-ounce bottle, because no one strategically planned for this growth."

In the 11 years since deregulation, the airline business has boomed. The number of passengers on US carriers jumped 65 percent since 1978 to reach 435 million last year. Aircraft departures soared 53 percent. And it all happened without a single new airport opening.

"We have done almost everything in terms of capacity handling and technological possibilities," a Federal Aviation Administration (FAA) spokesman says. "More of it will come very much unless we put more concrete down."

One airport is about to come on line in Denver in 1993. But that alone won't do it. By the year 2000, the FAA projects passenger traffic on US carriers will have increased to 820 million annually. The problem is not an aircraft shortage. Airlines worldwide carried a record 632 million passengers in 1988 and will probably break it this year, according to the International Air Transport Association. And it is in Europe, not the US, where congestion problems are most acute.

"The lack of adequate airport and air space capacity to meet current and future demand continues to be the major problem facing the air transport industry today," the association said in its report released last month.

Meanwhile, US airports are doing what they can to cope. "Air-traffic control centers. In June, the Department of Transportation announced a five-year project to retain and recruit more controllers in Chicago and three other congested urban areas by paying them 70 percent bonuses.

"However, the FAA is looking into various means to spare more capacity from the current system. One idea would be to allow airplanes to approach runways from different angles, rather than lining up for a straight approach, which would have air-traffic controllers' work schedules. The FAA says 55 of the nation's top 200 airports are reviewing air-traffic control procedures. "Terminal," a number of airports have initiated or are planning for expansion projects. At O'Hare, United Airlines opened its brand-new, dry terminal last December. And already this year, the airport has unveiled the design for a new international terminal.

The project was originally drafted to increase the number of international gates from 10 to 18 and boost the passenger-handling capacity from 2,000 an hour to 3,000 an hour. But this summer, airport officials increased their projections for international travel to Chicago and got the architect to redesign the facility for 30 gates and a 4,000-an-hour passenger capacity, says James M. Stevenson, vice-president of Price & Will and managing principal of the project.

Up to \$100 billion over the next decade could be spent on construction at existing airports. But more must be done.

Lawmakers are here an... either the US builds new airports and upgrades FAA facilities, he says, or it will see further higher fares, and increasing times on air travel, says Lee Howard, vice-president of Airline Economics, a Washington consulting firm. Already, the federal government has acted to restrict the number of flights at O'Hare, Kennedy, LaGuardia, and Washington National airports. More airports will join their ranks unless capacity is expanded.

"Everyone's going to pay for it," Mr. Howard warns. In fact, they already are. Airline passengers pay an 8 percent tax on tickets that is intended for air-transport improvements. The money flows into a federal trust fund, which by year-end will have an estimated \$6.9 billion surplus. Ironically, Congress has appropriated half of the money. Several air travel industry observers think that the tax isn't used because it makes the federal budget deficit appear smaller.

So far, the tax has been used to fund airport improvements. So frustrated are they with Washington's inaction that airline and airport associations now propose an airport user tax that would flow directly to the airports.

"We think we have a good shot at a legislative package," says George Howard, executive director of the Airport Operators Council International. "There's a lot of people. I think, on both sides of the House that see that the time has come for some real action here."

City	Passengers	City	Passengers
20	4,244	Baltimore BWI	N/A
21	4,244	Boston Logan	29
22	4,244	Charlotte Douglas	70
23	4,244	Chicago Midway	84
24	4,244	Dallas Love	81
25	4,244	Denver	72
26	4,244	Detroit	72
27	4,244	Fort Lauderdale	72
28	4,244	Houston	72
29	4,244	Los Angeles	72
30	4,244	Memphis	72
31	4,244	Miami	72
32	4,244	New York LGA	72
33	4,244	New York JFK	72
34	4,244	Orlando	72
35	4,244	Philadelphia	72
36	4,244	Pittsburgh	72
37	4,244	Portland	72
38	4,244	Raleigh-Durham	72
39	4,244	San Diego	72
40	4,244	San Francisco	72
41	4,244	Seattle-Tacoma	72
42	4,244	San Jose	72
43	4,244	St. Louis Lambert	72
44	4,244	Tampa	72
45	4,244	Washington National	72
46	4,244	Washington Reagan	72

Schedulers Try to Minimize Empty Planes

BY the second week of September, Bill Barge has figured out how many of Delta's 406 airplanes will be in the air Thanksgiving day.

Mr. Barge, manager of schedule administration, also has to decide how many of Delta's 8,265 daily flights (267, it turns out) will be canceled on Thanksgiving, a day the airline knows will be slow. Other low traffic days include Christmas and New Year's. "You don't try to operate a plane if you know it will be mostly empty," says Barge, who is based in Atlanta.

Barge says there is no science to scheduling the flights. Instead, Barge looks at last year's experience, the reservations already in the system and the effect a cancellation will have on Delta's schedule. An airline can't cancel a flight without potentially affecting others that day.

Many of the flights which will be canceled are early morning to late night flights. For example, Barge announced one all-night flight from Atlanta, Ga. to Atlanta.

Over Barge has made his decisions, the changes have to be recorded on Delta's revised schedule, which was published Nov. 1. It is the plan and the flight cancellations.

Delta also had to notify crewmembers whose flights have been canceled. They will be booked on a Delta flight closer to the original departure. For some crewmembers, this will be a surprise since they normally are typically made for in advance. The Delta reservation system operates 335 days in advance. Next month many crewmembers will begin making reservations for next Thanksgiving.

Among the two busiest times of days of the year are the Wednesday and Sunday bracketing Thanksgiving. In the past, Delta has tried to use extra airplanes to ease the pressure on the busiest routes. This year, however, the airline has forecast to open.

There is no question, travelers will find Delta's planes full on those days. Barge remains the total load factor for the airline will be 85 to 90 percent as up to 225,000 passengers appear aboard.

- Sam Roberts

AEA # 373

AEA 374

COMMENTS OF THE CITY OF MERCER ISLAND ON THE
DRAFT ENVIRONMENTAL ASSESSMENT FOR "PROPOSED
CHANGES TO AIR TRAFFIC ARRIVAL AND DEPARTURE
ROUTES AT SEATTLE-TACOMA INTERNATIONAL AIRPORT"

Submitted on behalf of the
City of Mercer Island by:

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January 30, 1990

COMMENTS OF THE CITY OF MERCER ISLAND ON THE
DRAFT ENVIRONMENTAL ASSESSMENT FOR "PROPOSED
CHANGES TO AIR TRAFFIC ARRIVAL AND DEPARTURE
ROUTES AT SEATTLE-TACOMA INTERNATIONAL AIRPORT"

Pursuant to the provisions of the National Environmental Policy Act of 1969 ("NEPA"), 42 U.S.C. § 4321 et seq., and the regulations of the Council for Environmental Quality ("CEQ"), 40 C.F.R. § 1500 et seq., The City of Mercer Island, Washington (the "City" or "Mercer Island") hereby submits comments with regard to the draft Environmental Assessment ("EA") for "Proposed Changes to Air Traffic Arrival and Departure Routes at Seattle-Tacoma International Airport." The City further requests that the Federal Aviation Administration ("FAA") prepare a comprehensive and complete Environmental Impact Statement ("EIS") on the proposed changes that are the subject of the draft EA. We also direct your attention to the various exhibits submitted in support of these comments, copies of which are attached in separate appendices.

INTRODUCTION

NEPA, the CEQ regulations and the FAA's own regulations require the FAA to consider fully the environmental impacts of its actions. The purpose of NEPA is to "insure that the agency has considered the environmental consequences" of its proposed activities. Strycker's Bay Neighborhood Council, Inc. v. Karlen, 444 U.S. 223, 227 (1980). The first step in the NEPA process is to assess the environmental impacts of the action in question. The FAA then must prepare a full EIS if "substantial questions are raised" as to whether the proposed federal action "may cause significant degradation of some human environmental factor." City and County of San Francisco v. United States, 615 F.2d 498, 500 (9th Cir. 1980) (quoting City of Davis v. Coleman, 521 F.2d 661, 673 (9th Cir. 1975)) (emphasis in original).

On or about November 15, 1989, the Northwest Mountain Regional Office of the FAA issued an Airspace Study entitled "Seattle Arrival and Departure Routes; Simulation, Analysis, Recommendations." The study examined 13 alternative flight path changes for the Seattle-Tacoma International Airport ("Sea-Tac" or "Airport") and recommended that one of these alternatives be implemented (referred to herein as the "Four Post Plan"). The new flight paths are designed to increase capacity for commercial aircraft operations during peak hours.

On or about December 24, 1989 the FAA issued the draft EA referenced above. Notwithstanding the fact that the Airspace Study was designed to assess alternative flight tracks from the standpoint of capacity and never was intended to focus on environmental impacts, the noise and environmental analysis included in the draft EA essentially was identical to that

contained in the Airspace Study.¹ Indeed, it is clear that no further actual environmental review was performed as part of the Environmental Assessment process beyond that already done as part of the Airspace Study. See, e.g., Exhibit A, an FAA internal memorandum requesting that the Regional Environmental Officer merely confirm the conclusion of the Airspace Study as the "environmental review" for the EA. See also Exhibit B, the one sentence response of the Environmental Officer.

As stated both in the Airspace Study and the EA, there is only one purpose of the proposed Four Post Plan: to increase the capacity of Sea-Tac to handle commercial aircraft. Airspace Study at Executive Summary; EA at i. The FAA has recognized, by drafting the EA in the first instance, that if it wants to fulfill this supposed need by implementing the Plan, it must conduct an environmental review. In attempting to fulfill this requirement, however, the FAA has issued an EA which violates NEPA, the CEQ regulations and its own environmental review regulations. Our specific objections to the draft EA are set forth below.

I. The Noise "Analysis" Performed By The FAA Violates The Agency's Own Regulations

A. Required Noise Analyses

FAA regulations identify the type of noise analysis required to be performed as part of an EA: "The environmental assessment identifies if there is a change in cumulative noise exposure as the result of the proposed action. The change in cumulative noise exposure can be expressed as (1) the change in Ldn in a noise sensitive area or (2) the relative change in cumulative contour area." FAA Order 1050.1D, Attachment 2, ¶ 1(b).

A "noise sensitive area" is defined by FAA Order 1050.1D, ¶ 5(h) as:

An area in which aircraft noise may interfere with the normal activities associated with use of the land. Noise sensitive area may include residential neighborhoods, educational, health, and religious structures and sites and outdoor recreational, cultural, and historic sites. Whether noise interferes with a particular use depends upon the level of noise exposure received and the type of activities involved (emphasis added).

¹ The Airspace Study contains a six paragraph "Noise Analysis" and an equally scant section entitled "Environmental Impacts."

Nothing in the regulations states that noise sensitive areas are found only within the 65 Ldn contour existing prior to the proposed action. On the contrary, the regulations require the FAA to examine the levels of anticipated noise in relation to the types of areas in which the noise will be heard, such as a quiet neighborhood or heavy industrial area, and the type of activities occurring in that area. Id.

In addition, FAA regulations require a specific methodology for performing the EA's mandatory noise analysis: "Noise analyses may be accomplished by computer simulation techniques, by actual noise measurements, or by a combination of both." FAA Order 1050.1D, Attachment 2, ¶ 1(a). FAA regulations further state: "The calculation of Ldn at specific noise sensitive areas is used by FAA to perform initial analyses. The FAA's Integrated Noise Model (INM) or an FAA-approved equivalent computer model is required to perform the noise sensitive area analysis." Id. at (b)(1) (emphasis added).

B. The EA Contains None of the Required Noise Analyses

The so-called EA prepared on the Sea-Tac Four Post Plan contains none of the types of noise analyses required by FAA regulations. Specifically, the FAA:

1. Failed to monitor and measure noise as part of its noise "analysis" of the proposed Four Post Plan;
2. Failed to undertake computer simulation of the noise impacts (Ldn or any other type of metric) of the proposed Four Post Plan;
3. Failed to express cumulative noise exposure in terms of either a change in Ldn in noise sensitive areas or the relative change in the cumulative contour area; and
4. Failed even to address the factors which are inputs to the INM.

EA at 16-17.²

² The INM model attempts to measure the noise impact of particular actions, such as a change in flight tracks, through consideration of certain factors which establish the level of noise that will emanate from an aircraft in a certain area. These factors include the number of aircraft, the type of aircraft, flight tracks, altitudes, and location. Most of these factors were ignored in the EA.

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Instead of preparing analyses required under FAA regulations, the Agency merely determined and confessed that "[c]onclusions regarding noise impact are not possible other than general observations regarding the location of the ground tracks." *Id.* at 17. The fact is, however, that the development of INM contours and additional "conclusions regarding noise impact" are by no means impossible. In fact, preliminary INM modeling of the impact of the Four Post Plan already has been performed by a noise consultant. See discussion below. Moreover, internal FAA documents reveal that the FAA's failure to comply with the noise analyses required under FAA Order 1050.1D was unrelated to any scientific impossibility.

In a memorandum addressing a proposal to undertake a comprehensive environmental review of the Four Post Plan, the Air Traffic Division of the FAA's Northwest Regional Office reported:

To apply the procedure as proposed would require untold man hours. We will be required to accumulate information for the INS [sic] calculation to develop the noise "footprint". Determining the ambient noise levels along communities of a proposed route will also take countless hours. Air Traffic does not have the man hours or current expertise to accomplish what is being proposed.

Exhibit C. Thus, the required regulatory noise analysis was not, as the EA reported, impossible, but merely a heavier technical and administrative burden than the FAA wanted to bear. The requirements of NEPA may not be ignored merely because the task of determining whether a particular federal action will harm the human environment may be time-consuming.

43
C. The FAA Failed To Determine If Regulatory Thresholds Defining "Significant Impacts" Would Be Reached

The FAA's failure to conduct statutorily required noise analyses allowed it to avoid a potential finding that the noise impact of the Four Post Plan was environmentally significant. Although significant noise impacts can be measured in a number of ways, FAA regulations recognize two levels of measurement which represent uncontrovertibly "significant" environmental impacts. FAA regulations state that "[a] significant increase in noise is based on reduction of distance between aircraft and noise sensitive areas of more than 20 percent." FAA Order 1050.1D, App. 4, ¶ (3)(f). The Agency's regulations further provide that a 1.5 or more Ldn increase in a noise sensitive area constitutes a threshold of significance. FAA Order 1050.1D, Attachment 2, ¶1(b)(1).

Because the EA did not utilize any computer modeling or conduct any noise analysis whatsoever, the FAA failed to determine

whether there will be a 20 percent reduction in distance between the rerouted aircraft and any noise sensitive area. The FAA further failed to determine whether there will be a 1.5 or more Ldn increase in noise sensitive areas, such as quiet residential neighborhoods, schools and hospitals.

It is a fundamental requirement of NEPA that an agency may not use its lack of information as a basis for stating that it found no significant environmental impacts and concluding that an EIS is not required. "By so focusing agency attention [on the environment], NEPA ensures that the agency will not act on incomplete information, only to regret its decision after it is too late to correct." *Marsh v. Oregon Natural Resources Council*, 109 S.Ct. 1851, 1858 (1989). The FAA is "required to do sufficient investigation to be able to determine the types and potential magnitude of environmental impacts that can be expected from the proposed action." *McDowell v. Schlesinger*, 404 F. Supp. 221, 250 (W.D. Mo. 1975).

The FAA may not avoid a regulatory determination of a "significant" noise impact simply by failing to study the Ldn increases or the reduction in distance under the new flight tracks. NEPA does not countenance a "see no evil" approach to the assessment of the environmental impacts of a federal action. In the absence of a noise EA analysis in full compliance with FAA regulations, the draft EA is seriously flawed.

II. The FAA's Assumption That No Significant Noise Impacts Will Occur Is Incorrect And Requires Further Study

The EA makes clear that the cities and communities east of the Airport will experience new flight tracks and increased noise. The EA admits that "[t]he environment affected by the present and proposed air traffic routings to and from the Seattle-Tacoma International Airport encompasses the entire Puget Sound Basin." EA at 55 (emphasis added). The EA also states that the preferred procedure (Demonstration 3) will "create turbojet arrival tracks along the east side of Lake Washington where none presently exist." EA at 22. The EA further admits that "patterns of [noise] distribution will change outside the 65 Ldn contour." EA at ii.

A review of exhibits 3 to 6 to the EA readily reveals that under both the north and south flow, the proposed Four Post Plan involves flight tracks directly over Mercer Island (Exhibits 4, 6) where none presently exist (Exhibits 3, 5).² Additionally,

² The FAA may contend that the flight tracks depicted on Exhibits 3-6 of the EA are not precise and can not be relied upon to determine the impacts on a particular area. That, of course, is part of the problem. The EA is so vague as to where the flight

according to statements made at the November 16, 1989 public meeting by Temple H. Johnson, Jr., Manager, Air Traffic Division for the Northwest Region of the FAA, the Plan includes a new eastward turn that will bring 72 aircraft per day over Mercer Island at approximately 3,000 feet. See also Exhibit D. Under these circumstances, it is clear that noise will increase over Mercer Island and other east side cities and that computer generated noise contours would reflect such changes. Such changes already have been documented.

Notwithstanding the absence of specific information in the EA regarding the Four Post flight tracks, reasonable approximations of noise impacts can be predicted through the use of the FAA's INM. Attached at Exhibit E is a noise analysis of the proposed Four Post Plan prepared by Mestre Greve, the noise consultant for the Sea-Tac Noise Mediation Process. Despite the fact that this analysis did not include in its modeling the FAA's announced lifting of the curfew on eastward turns or the increased aircraft operations that would accompany the Plan -- both of which would cause the noise contours northeast of the airport to grow even larger -- the computerized analysis unequivocally shows that noise contours to the northeast will increase. The computer analysis shows that cities to the east of the Airport will experience as much as a 45 percent increase in noise under Four Post south flow procedures and as much as a 2000 percent increase in the number of overflights. Exhibit E, 9.

Even the inadequate EA published by the FAA demonstrates that there will in fact be significant noise increases in noise

tracks will be, at what altitudes the aircraft will be flying, and what areas will be affected, that it is difficult to determine with any degree of certainty what impacts will occur. An EA which is unduly vague as to the material elements of the federal action will not support a finding of no significant environmental impact. An EA must "provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact." 40 C.F.R. § 1508.9(a)(1). See also Commonwealth of Massachusetts v. Andrus, 594 F.2d 872, 883 (1st Cir. 1979) (quoting Silva v. Lynn, 482 F.2d 1282, 1284-85 (1st Cir. 1973)) (An EA must "fully explicate its course of inquiry, its analysis and its reasoning."); Save the Yaak Comm. v. Block, 840 F.2d 714, 717 (9th Cir. 1988) (quoting The Steamboaters v. FERC, 759 F.2d 1382, 1393 (9th Cir. 1985)) ("[A]n agency's decision not to prepare an EIS will be considered unreasonable if the agency fails to 'supply a convincing statement of reasons why potential effects are insignificant.'"), am'd, 18 E.L.R. 20869 (9th Cir. 1988); Silva v. Lynn, 482 F.2d at 1284. The EA on the Four Post Plan lacks sufficient detail to support a determination that the environment may not be affected significantly.

sensitive areas. These facts may not be ignored simply on the basis of the FAA's insistence that the Four Post Plan will not alter the existing 65 Ldn contour, even if that would be the case.

III. The FAA May Not Ignore Noise Impacts Simply Because They Occur Outside The Existing 65 Ldn Contour

Instead of following its own regulations and preparing an actual noise analysis, the FAA merely assumed that the existing 65 Ldn noise contour would not change as a result of the new flight tracks and further assumed that no one outside the existing 65 Ldn contour possibly could suffer from significant noise impacts. The sum total of the environmental assessment of noise impacts of the Four Post Plan is stated in the EA at iii:

Proposed changes associated with any of the alternatives occur beyond the ends of the current DNL 65 and greater noise exposure contours and at altitudes above 3,000 feet above ground, therefore DNL and greater noise exposure contours will not change. Given that the DNL 65 and greater noise contours do not change as a result of the implementation of the proposed action, all locations outside the DNL 65 contour remain compatible with the airport.⁴

The EA concludes that since the current 65 Ldn contour stretches approximately 6.25 to 6.82 miles from the end of the runway (depending on direction), and the new aircraft flight tracks begin approximately 7 miles from the end of the runway, there will be no change to the 64 Ldn contour. In other words, the EA assumes that since the Four Post flight tracks will be marginally outside of the 65 Ldn contour, no change to that contour will occur.

The FAA's assumption that the 65 Ldn contour will not change is flawed analytically. For example, the Agency did not take into account the additional aircraft that would be making use of the increased capacity at the Airport -- a factor that certainly would increase the size of the 65 Ldn contour. Without the requisite noise modeling, it is impossible to determine the accuracy of the FAA's assertion that the 65 Ldn contour will remain unchanged. The FAA may not simply abandon its own noise modeling requirements by assuming that the existing 65 Ldn contour will not change. "An 'agency cannot . . . avoid its statutory responsibilities under

⁴ See also Exhibit F, written comments made to the Mediation Process by Temple Johnson: "The proposed procedures do not change existing noise contours."

NEPA merely by asserting that an activity it wishes to pursue will have an insignificant effect on the environment." The Steamboaters v. FERC, 759 F.2d at 1393 (quoting Township of Lower Alloways Creek v. Public Serv. Electric & Gas Co., 687 F.2d 732, 741 (3d Cir. 1982)). The assumptions made in the draft EA on the proposed Four Post Plan are unsupported and represent an utter disregard for the type of environmental analysis required under NEPA and the Agency's own regulations.

In any case, even if the FAA's assumption that noise will not increase within the 65 Ldn contour were (a) based on actual noise modeling and (b) correct, it still would not cure the glaring defects of the EA. The FAA may not ignore all environmental impacts of its actions simply because they may occur outside of the existing 65 Ldn contour.

- A. The FAA Must Determine the Noise Impacts of the Four Post Plan for Areas Outside the Existing 65 Ldn Contour
1. NEPA Demands that the FAA Assess Impacts Beyond the 65 Ldn Contour

As outlined above, the EA demonstrates that both flight tracks and noise will increase over communities east of the Airport. The FAA has refused to quantify the increases in noise on the grounds that such increases will occur outside the existing 65 Ldn contour. In other words, the FAA has presumed the per se environmental insignificance of increases in noise which occur over areas within the 64 Ldn contour.

The Environmental Protection Agency ("EPA") developed and standardized the noise measurements for aircraft operations that were adopted by the FAA. An explanation of the use of the 65 Ldn contour as the threshold for unacceptable land use in and around an airport was included by the EPA in its seminal document entitled "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety." Exhibit G. While the EPA recognized the 65 Ldn contour as the general threshold for unacceptable land use, the Agency further determined that for outdoor areas in residential neighborhoods, a level of aircraft noise at 55 Ldn or below was required in order to protect public health and welfare.

The EPA recently reemphasized its position on aircraft noise analyses in comments submitted to the FAA:

The major area of concern to EPA in the Part 150 regulation is the complete absence of consideration of possible noise impacts outside the zones encompassed within DNL values of 65 dB and above. Both from the

standpoint of "highly annoyed" residents in the areas between Ldn 55 and 65 and of certain repeated disruptive single events (e.g., sleep interruptions, classroom disturbance, etc.), substantial noise impacts can occur outside the Ldn 65 contour. The criteria for annoyance above Ldn 55 are well known . . .

Exhibit H. The EPA concluded that noise impacts within the 55 Ldn contour as well as single event noise levels should be part of any FAA analysis of the environmental impacts of aircraft noise. See Exhibit I.

The FAA may not continue to ignore the well reasoned and scientifically supported position of the EPA and adhere instead to its unsupportable position that significant noise impacts can not possibly occur, even over a noise sensitive area, outside of the 65 Ldn contour. The EPA's recent observations should persuade the FAA to reexamine its slavish devotion to the 65 Ldn contour threshold in general, and the FAA's refusal in this particular case to examine noise impacts below the 65 Ldn level or on a single event basis.

2. FAA And State Regulations Demand That The FAA Assess Impacts Beyond The 65 Ldn Contour

The FAA's own regulations state that a "noise sensitive area," an area in which aircraft noise may interfere with normal activities, is not limited to those within the 65 Ldn contour. FAA Order 1050.1D, ¶ 5(h). Indeed, FAA guidelines recognize that significant noise impacts may occur outside the 65 Ldn, particularly in neighborhoods with low ambient noise levels: "Although all land uses may be considered as normally compatible with noise levels less than 65 Ldn contour, local needs and values may dictate further delineation based on specific local requirements or determinations as well as low ambient levels." Exhibit J, 22.

FAA regulations further require the Agency to defer to, and utilize, state and local noise standards to determine whether the impacts of noise in the environment are "significant":

The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under FAR Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local

authorities in response to locally determined needs and values in achieving noise compatible land uses.

14 C.F.R. Part 150, App. A, Table 1 explanatory note (emphasis added).

Thus, even the questionable assumption that the 65 Ldn noise contour depicts the threshold of significant noise should not apply in a case where a state or locality has determined that a lesser threshold exists for a particular community or for particular land uses. In such a case, the FAA must defer to the state or local determination of "significant" noise and analyze the noise impacts in the environment according to the local standard of significance:

For the purpose of compliance with this part, all land uses are considered to be compatible with noise levels less than Ldn 65 dB. Local needs or values may dictate further delineations based on local requirements or determinations.

14 C.F.R. Part 150, App. A, § A150.101(d). FAA regulations, which leave to local residents the determination of "significant" noise in a local environment, implement the congressional intent that deference be given to local noise mitigation planning decisions - especially those that affect residential neighborhoods. See S. Rep. No. 96-52, 96th Congress, 2nd Sess., reprinted in 1980 U.S. Code Cong. & Admin. News 89, 91-92, 99-102.

The Washington State Noise Control Act, ch. 70.107 et seq., authorizes the State Department of Ecology to "adopt by rule maximum noise levels permissible in identified environments." Wash. Rev. Code § 70.107.030. The Washington State Department of Ecology adopted maximum permissible noise levels for residential, commercial and industrial areas in Chapter 173-60 of the Washington Administrative Code.² These noise levels are Washington State's

² The Department of Ecology identified three environments for noise regulation, class A (residential areas), class B (commercial and recreation land), and class C (industrial areas). Wash. Admin. Code § 173-60-030(1). For class A land, the maximum permissible noise levels are 55 dBA from noise sources in class A land, 57 dBA from class B sources of noise, and 60 dBA from class C sources of noise. Wash. Admin. Code § 173-60-040(2)(a). Noise levels greater than the maximum permissible levels are permitted for brief periods of time. The maximum permissible noise level can be exceeded by 5 dBA for a total of fifteen minutes in any one-hour period; by 10 dBA for a total of five minutes in any one-hour period; and by 15 dBA for a total of 1.5 minutes in any one-hour period. Wash. Admin. Code § 173-60-040(2)(c).

determination of the threshold of significant noise for each of the identified environments.³

In this case, the State of Washington has determined that single-event noise levels greater than 55 dBA in residential neighborhoods are significant and are subject to State regulation and control.⁴ Thus, the FAA's reliance on the 65 Ldn contour, an average of noise far greater than 55 dBA, as the threshold of significant noise, is arbitrary, capricious, and not authorized by federal regulations. The FAA must, according to its own regulations, defer to local noise standards and analyze the noise impacts of the preferred alternative for all neighborhoods experiencing 55 dBA or greater noise levels.

The FAA's failure in this case to follow its own regulations requiring it to analyze noise impacts in areas outside the 65 Ldn contour renders this particular violation of NEPA particularly flagrant and objectionable. As discussed above, the FAA chose not to measure ambient noise levels in communities affected by the Four Post Plan because it would involve too many man hours. Exhibit C. The FAA also chose to ignore local regulations on permissible levels of noise. The FAA may not rely on its inaction to avoid the application of its own regulations. FAA regulations require the Agency to look to the circumstances of the specific community to determine acceptable noise levels. That clearly was not done for Sea-Tac, where the FAA knows full well the significant noise impacts that can occur outside the 65 Ldn contour.

B. The Seattle Area Already Has Experienced Significant Noise Problems In Areas Outside The 65 Ldn Contour

In 1987, as a result of numerous complaints about aircraft noise from citizens of Seattle and the east side cities, the Joint

³ While the Washington Administrative Code exempts "[s]ounds originating from aircraft in flight" from regulation, Wash. Admin. Code § 173-60-050(4)(b), the exemption from regulation does not affect the State's determination of the significance of average noise levels in residential neighborhoods.

⁴ Between 10:00 p.m. and 7 a.m., each of the maximum permissible noise levels is reduced by 10 dBA. Wash. Admin. Code § 173-60-040(2)(b). Thus, for residential neighborhoods, the threshold level of significant noise during the evening hours is as low as 45 dBA.

Committee on Aircraft Overflights (the "Committee"),² under the sponsorship of the Port of Seattle, proposed a test of modified flight tracks over parts of the east side. The purpose of the modified tracks was to "scatter" flights over the east side which normally were confined to a concentrated area, dispersing the noise over a larger geographical area. Subsequently, the FAA adopted the recommendation and implemented the "scatter" plan test.

The standard flight plan routed aircraft north to a specified altitude and then directed the flights to turn east between the Lake Washington floating bridges. The proposed "scatter" pattern allowed aircraft to turn east upon reaching an altitude of 4,000 feet. Due to varying aircraft characteristics such as weight and rate of climb, aircraft would reach 4,000 feet at different locations, but all approximately between the cities of Kirkland and Renton. Under normal conditions the east turn was made more than six and one half miles from the airport (outside of the 65 Ldn contour). During the test, the turn was made between approximately four and twelve miles from the airport, also largely outside of the 65 Ldn contour. The "scatter" test was in effect for seventeen days, interspersed with standard flight pattern days. At the conclusion of the test, two independent consultants prepared reports concerning a noise analysis of the test and the perceived noise effects of the test. See Exhibits K and L.

Although the "scatter" plan never was adopted on a permanent basis, data gleaned from the experiment clearly demonstrated that significant noise impacts occur in the Seattle area from aircraft flying over 3,000 feet and outside of the 65 Ldn contour. During the test the volume of complaints in affected areas outside the 65 Ldn concerning aircraft noise rose dramatically. A report from Sea-Tac's Aircraft Noise Hotline (which entertains noise complaints), reveals that calls objecting to aircraft noise increased during the test period 888 percent compared with the same period one year earlier. Exhibit M. The Committee determined not to recommend permanent implementation of the "scatter" plan because the data established that "the benefit to areas under the old flight pattern was insignificant, while many areas received significant new noise." Exhibit N, Introduction, 2 (emphasis added).

The FAA itself has recognized that significant noise impacts occur at Sea-Tac outside the 65 Ldn contour and from aircraft

² The Committee was composed of citizen representatives of King County and Kitsap County and one representative each from the Airline Pilots Association and the Air Transport Association. Non-voting participants who served in an advisory capacity were the Manager of the SeaTac Air Traffic Control Tower, a representative from the King County Environmental Health Department, and various technical advisors from the Port of Seattle's staff.

flying above 3,000 feet. Commenting on the environmental review process for the Four Post Plan, the Agency reported:

We find that community reaction and perceived impacts are not necessarily related to decibel levels. That is, numerous noise complaints are received from areas well outside the standard 65 dB footprint [T]o carry out the proposed [environmental] review process on all proposed actions which routinely route air traffic over noise sensitive area at altitudes up to 18,000 feet AGL will not ensure less noise complaints.

Exhibit C. The memo went on to state that "procedures above 3,000 feet AGL are not categorically excluded (from environmental analysis). They must be reviewed for extraordinary circumstances and/or noise sensitive areas." *Id.*

The FAA clearly has shirked its responsibility to assess the noise impacts of the Four Post Plan for the entire affected area (which it defines as the entire Puget Sound Basin), particularly those areas where the Plan admittedly will cause an increase in noise. The failure of the FAA to follow EPA and State of Washington standards on noise impacts, along with the history of significant noise problems in east side communities, renders the EA's strict adherence to the 65 Ldn threshold arbitrary and capricious and a violation of NEPA.

C. The FAA May Not Avoid The Required Environmental Review By Designing The New Flight Tracks So As To Barely Avoid Self-Imposed Thresholds For Significant Environmental Impact

While an agency may promulgate guidelines for determining when significant environmental impacts will occur, such guidelines are not absolute standards which have the force and effect of law. 65 Ldn is not a magic level at which the scientific community precisely has determined the human environment will be affected. Thus, when an agency specifically designs a federal action so as to barely avoid its self-created and arbitrary thresholds for defining significant impact, both the letter and the spirit of NEPA is violated.

The fallacy behind using FAA-created thresholds as absolute cut-offs for determining whether significant environmental impacts will occur was discussed in a recent report of the United States General Accounting Office ("GAO"). The GAO examined the FAA's regulations which allowed it to exclude from environmental examination any flight track changes occurring at an altitude above 3,000 feet. It was the FAA's position that such "high altitude"

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flight track changes would not affect significantly the human environment. The GAO report determined that there was no basis for asserting that significant noise impacts would not occur from aircraft flying over 3,000 feet and that no one at the FAA could provide any basis for the promulgation of the 3,000 foot exclusion. Exhibit O, 33.

Similar conclusions can be reached concerning the 65 Ldn threshold. In light of the fact that the EPA, which first developed the 65 Ldn threshold, would not itself apply that threshold over quiet neighborhoods such as those in communities on the east side of Sea-Tac, it hardly can be said that the 65 Ldn contour is an absolute threshold for concluding whether or not significant environmental impacts will occur.

Examining the EA, it is evident that the FAA designed its Four Post Plan so as to barely come under the wire of the 65 Ldn threshold. The EA concludes that since all changes in flight procedures under the Four Post Plan would be occurring more than approximately seven miles from the end of the runways, and since the existing 65 Ldn contour stretches only 6.82 miles from the end of the runways, there could be no significant noise increase within the 65 Ldn contour.

The FAA also attempted to make use of the 3,000 foot exclusion in creating the Four Post Plan. According to the EA, "departures will initially use existing routes until reaching 3,000', then be routed between the arrival routes." EA at 17. As the quote from page iii of the EA (see p.7, supra) demonstrates, the fact that the Four Post Plan did not involve flight track changes under 3,000 feet was part of the basis for the EA's conclusion that the Plan would result in no significant noise impacts.

It is absurd for the FAA to assert that significant noise impacts at once may occur within the 65 Ldn contour and from aircraft flying under 3,000 feet, but not within the 64 Ldn contour from aircraft flying at 3,001 feet. The FAA has ignored both the EPA's pronouncement that noise analyses should include the 55 Ldn contour, and its own recognition that significant noise effects do occur outside of the 65 Ldn contour and from aircraft flying above 3,000 feet. Under these circumstances, the FAA's action constitutes a blatant attempt to avoid the environmental analysis required by NEPA. The FAA may not avoid the mandates of NEPA by designing its actions barely to avoid its own arbitrary definitions of significant environmental impact.²

² For documents relating to the above-described noise issues at Sea-Tac, see Exhibits W-FF.

IV. FAA Regulations Require an Environmental Impact Statement on the Four Post Plan

A. The FAA May Not Choose Which Environmental Impacts To Study

FAA Order 1050.1D, § 37(a) lists a number of circumstances under which an Environmental Impact Statement is required. Under this regulation, an EIS shall be prepared if the FAA action in question:

- (1) Has an effect that is not minimal on properties protected under Section 4(f) of the DOT Act, or Section 106 of the Historic Preservation Act.
- (2) Has a significant impact on natural, ecological, cultural, or scenic resources of National, State, or local significance, including endangered species or wetlands, floodplains, and coastal zones.
- (3) Is highly controversial with respect to the availability of adequate relocation housing. (A controversy over the amount of acquisition or relocation payments is not a controversy with respect to the availability of relocation housing).
- (4) Causes substantial division or disruption of an established community, or disrupts orderly, planned development, or is determined not to be reasonably consistent with plans or goals that have been adopted by the community in which the project is located.
- (5) Causes a significant increase in surface traffic congestion.
- (6) Has a significant impact on noise levels of noise sensitive areas.
- (7) Has a significant impact on air quality or violates the standards for air quality of the Environmental Protection Agency or an affected locality or State.
- (8) Has a significant impact on water quality or may contaminate a public water supply system.
- (9) Is inconsistent with an Federal, State, or local law or determination relating to the environment.
- (10) Directly or indirectly affects human beings by creating a significant impact on the environment.

(11) Has a significant impact on prime or unique farmlands or farmlands of state or local importance.

Except for the EA's inadequate assessment of the noise impact of the Four Post Plan and a passing reference to the effects on air quality (discussed *infra*), the EA fails to address *any* of the provisions listed above. The EA never mentions § 4(f) lands, effects on water quality, consistency with state or local law, or other environmental areas of concern. Indeed, the EA affirmatively states: "The discussion to follow [on environmental impacts] is limited to the topics of noise, energy resources, and air quality because only these three topics apply to aircraft arrival and departure procedures." EA at 56.

The FAA may not select which potential environmental impacts are worthy of study. Its own regulations set out the types of impacts that must be reviewed. These potential impacts may not be ignored because the FAA has determined that they have no relevance to flight tracks. More importantly, the FAA's assumptions about what might or might not be affected by new flight tracks are incorrect. The courts, for example, have made it clear that Section 4(f) public lands may be impacted by aircraft, automobiles, or other objects that never actually enter onto the 4(f) land. See, e.g., Coalition Against Raised Expressway, Inc. v. Dole, 835 F.2d 803 (11th Cir. 1988); Citizen Advocates for Responsible Expansion, Inc. (I-CARE) v. Dole, 770 F.2d 423 (5th Cir. 1985); Monroe County Conservation Council, Inc. v. Adams, 566 F.2d 419 (2d Cir. 1977), cert. denied, 435 U.S. 1006 (1978). Thus, flight track changes which cause aircraft to fly over or near parkland would require an EIS. The FAA may not, therefore, refrain from studying as part of the EA whether the Four Post Plan "[h]as an effect that is not minimal on properties protected under Section 4(f) of the DOT Act, or Section 106 of the Historic Preservation Act." FAA Order 1050.1D, ¶ 37(a)(1).

Because the various elements of FAA Order 1050.1D, ¶ 37(a) are not addressed in the EA, it is impossible to determine whether they are present and, therefore, whether an EIS is required under FAA regulations. Thus, the EA on the Sea-Tac Four Post Plan is inadequate on its face.

B. Thorough Review of the Various Elements Listed Under FAA Order 1040.1D ¶ 37(a) Would Establish That An EIS Is Required

For an EIS to be required, a municipality or a citizen does not have to prove that there will in fact be specific environmental impacts. See Save the Yaak Comm. v. Block, 840 F.2d at 717; Sierra Club v. Marsh, 769 F.2d 868, 870 (1st Cir. 1985); City of Davis v. Coleman, 521 F.2d 661, 673 (9th Cir. 1975). On the contrary, the very purpose of NEPA is to have the government examine the

potential environmental effects of a project or action. Set forth below are just two examples of why, if the FAA were to prepare a proper draft EA, it would have to conclude that an EIS is required under FAA Order 1050.1D, ¶ 37(a).

1. The Four Post Plan Is Inconsistent With A Relevant State Determination

FAA Order 1050.1D, ¶ 37(a)(9) requires an EIS if the Agency's proposed action is "inconsistent with a Federal, State, or local law or determination relating to the environment" (emphasis added). The Four Post Plan proposed by the FAA alters flight tracks in a manner which admittedly would increase noise outside the 65 Ldn contour. Such action, along with the FAA's total indifference to noise impacts outside the 65 Ldn contour, is wholly inconsistent with environmental determinations set forth under Washington State law (discussed above). Under these circumstances, an EIS is required. Id.

2. The Four Post Plan Will Cause A Substantial Division Or Disruption of Established Communities And Is Inconsistent With Plans And Goals Adopted By Various Communities

As the EA reports, "[s]ince 1970, the FAA has worked with local governments and the Port of Seattle to establish local air traffic control procedures which, in many cases, subordinated air traffic efficiency to noise abatement procedures which limited turbojet aircraft overflights to certain areas of the Seattle Metropolitan Area." EA at i. As an outgrowth of this long-held cooperative process as well as the scatter test described above, the Port of Seattle funded what is commonly known as the Sea-Tac Mediation Process. Under this process, the Port of Seattle, the airlines, various community groups, affected jurisdictions and the FAA have been working together to create a comprehensive noise mitigation plan for Sea-Tac. See Exhibits P, Q, and R, generally describing the Mediation Process and its work.

As part of the Mediation Process, the participants agreed to an agenda to address noise mitigation in three stages. Initially, the Process was to consider methods to reduce overall aircraft noise by such means as requirements for quieter planes. The second stage was to involve ways to reduce noise at particular times of the day through such means as curfews or hourly limits. Finally, the Mediation Process was scheduled to address flight tracks and other matters affecting the geographic distribution of noise. Exhibit S. With the FAA in agreement, the Mediation Process purposefully decided to save the flight tracks issue for last because it is the most potentially divisive for Sea-Tac's surrounding communities and because each community could better

assess (and hopefully be more agreeable to) the noise effects of alternate flight tracks on their community if noise as a whole had been reduced as a result of the first two steps.

Despite the FAA's full participation in the Mediation Process, it chose to ignore twenty years of community involvement in noise mitigation (in particular on flight track issues) and the well reasoned schedule of the Mediation Process and unilaterally issued flight track changes substantially affecting particular communities. In light of the history of community involvement and the existing Mediation Process, it is clear that in the Seattle area the FAA's imposition of new flight tracks will cause "a substantial division or disruption of an established community ... [and is not] reasonably consistent with plans or goals that have been adopted by the community in which the project is located." FAA Order 1050.1D, ¶ 37(a)(4). Accordingly, an EIS is mandated pursuant to the FAA's own regulations.

V. An EIS Is Required For A Permanent Change In Flight Paths Of Commercial Aircraft

Regardless of the application of FAA Order 1050.1D, ¶ 37(a), the case law interpreting NEPA mandates the preparation of an EIS for permanent alterations in flight tracks. In City of Irving v. FAA, 539 F. Supp. 17, 29 (N.D. Tex. 1981), the FAA changed a departure procedure which was developed for noise abatement purposes to a new procedure designed to increase capacity at the airport. The court concluded that any proposal to make flight track changes permanent would require, under NEPA and FAA regulations, an EIS. Significantly, the court determined that the FAA could not avoid preparation of an EIS even though the change would not increase total noise, but only would redirect it.

The permanent change of the departure route would have a significant affect upon "the quality of the human environment."

The mere fact that the DFW aircraft noise is being moved from one area to another does not change this conclusion.

Id. at 29 (citations omitted). See also Runway 27 Coalition, Inc. v. Engen, 679 F. Supp. 95 (D. Mass. 1987).

The situation in Seattle is almost precisely the same as the one addressed by the court in City of Irving. Here, there is a proposal to alter the flight tracks from ones formerly based on noise mitigation to tracks designed to maximize capacity. Similarly, the proposal will result in flight tracks being shifted to areas where none presently exist, thus introducing noise impacts

to new areas. EA at 22. Therefore, under existing case law, a full EIS must be prepared.

VI. Reasonable Alternatives Were Not Considered

FAA Order 1050.1D, ¶ 35(a) requires the FAA to examine all reasonable alternatives to the proposed federal action that potentially could result in less environmental impact. As outlined at FAA Order 1050.1D, ¶ 64, the EA must

inform decisionmakers and the public of the reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment . . . rigorously explore and objectively evaluate all reasonable alternatives . . . devote substantial treatment to each alternative considered in detail . . . include reasonable alternatives not within the jurisdiction of the lead agency, and include appropriate mitigation measures not already included in the proposed action or alternatives.

As explained above, the EA is nothing more than the Sea-Tac Airspace Study with a new cover page; a planning document that the Agency has misrepresented as a thorough EA. Although the EA addresses alternatives that will increase capacity, it fails to address alternatives that will reduce the environmental impacts of the Four Post Plan. The EA was never intended to, and clearly does not, satisfy the FAA's mandate under NEPA that it examine fully all reasonable alternatives available to reduce environmental impacts.

There are a myriad of capacity enhancement techniques possible at major airports, and at Sea-Tac in particular, that the EA failed to address. See Exhibits T, U and V for a discussion of some of these techniques. Discussed below is the EA's failure to address just one of the many alternatives.

The EA states that the capacity problem exists only at peak hours, when the airlines are trying to maximize use of their hub and spoke system of traffic management and provide to customers flight times they find more convenient. EA at 5. Under the reasoning of the EA, if the peak hour flights were spread out to other hours of the day, there would be no need to institute the Four Post Plan. Incredibly, however, the EA does not describe any consideration of the imposition of scheduling changes or even voluntarily altered schedules to reduce peak hour delays. On the contrary, the EA reports a refusal even to discuss the issue with the airlines.

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The EA admits that "the FAA has the authority to regulate [airline] schedules, as well as to request voluntary agreements from the airlines" EA at 15. In this case, the FAA chose not to take such action, apparently because it believes the delay problem can be solved by making maximum use of the airspace east of the Airport. In other words, without even examining this alternative, the FAA compromised the health and welfare of the citizens surrounding the airport in favor of the airlines and their passengers and failed to comply with the mandate of NEPA that all alternatives that would reduce environmental impact be fully explored.

VII. The EA Does Not Address The Cumulative Impacts and Indirect Effects of the New and Altered Flight Tracks

The CEQ regulations require that all indirect effects of the proposed action be studied as part of the EA. The agency must analyze all

[i]ndirect effects, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induce changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

40 C.F.R. § 1508.8(b) (emphasis added).

The CEQ regulations define "effects" as follows:

Effects includes ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social or health, whether direct, indirect or cumulative. Effects may also include those resulting from actions which may have both beneficial and detrimental effects, even if on balance the agency believes that the effect will be beneficial.

Id. (emphasis added).

The FAA's own regulations point out that a crucial question in determining whether an EIS is required is what the cumulative and indirect impacts of the project will be. FAA Order 1050.1D states:

An EIS is required not only when the impact of the proposed project itself is significant, but also when the cumulative impact of the proposed project and other past, present, and reasonably foreseeable future actions is significant. A series of actions considered on an individual bases [sic] may have a limited environmental impact, yet, when considered together, may have a significant, cumulative impact.

FAA Order 1050.1D, ¶ 37(a)(b) (emphasis in original). "The regulations clearly mandate consideration of the impacts from actions that are not yet proposals and from actions -- past, present, or future -- that are not themselves subject to the requirements of NEPA." Fritiofson v. Alexander, 772 F.2d 1225, 1243 (5th Cir. 1985). Indeed, "[t]he regulations suggest that secondary environmental effects might prove more significant than proximate effects." Citizens for Responsible Area Growth (CRAG) v. Adams, 477 F.Supp. 994, 1002 (D.N.H. 1979) (citing 7 C.F.R. § 1901.304(a)(b)); See also City of Davis, 521 F.2d at 677 (quoting Fifth Annual Report of the Council on Environmental Quality, 410-11 (December 1974)) ("While the analysis of secondary effects is often more difficult than defining the first-order physical effects, it is also indispensable. If impact statements are to be useful, they must address the major environmental problems likely to be created by the project.").

The EA on the Four Post Plan ignores both recent actions and those which are reasonably foreseeable.

1. The EA Failed To Consider The Impact Of The New Terminal Control Area

The FAA recently promulgated a new Terminal Control Area ("TCA") for Sea-Tac that results in certain general aviation aircraft flying at a lower altitude than previously permitted. The EA mentions nothing about the TCA or how the change in the TCA might add to or alter the noise impact of the Four Post Plan. Indeed, it is clear from the EA that the assumption that the 65 Ldn contour would not change failed to consider the impacts of the new TCA.

2. The EA Failed To Consider The Impact Of The Lifting of the Curfew on East Side Turns

The EA also fails to consider the FAA's announcement of the curfew on east side turns. Since aircraft flying p.m. and 7:00 a.m. are assigned a 10 db penalty in lifting of the curfew no doubt will have a significant

the Ldn contours in that area. The lifting of the curfew is a connected action which must be addressed in the EA on new flight tracks.

3. The EA Failed To Consider The Impacts Of The Four Post Plan When Taken in Conjunction With Other Likely Or Proposed Capacity Enhancement Measures

As the FAA knows, there exist numerous proposals to increase capacity in the Seattle-Tacoma area and at Sea-Tac -- ranging from building new runways to constructing a new airport. See Exhibit U for discussions of some of these alternatives. The change in flight paths is nothing more than a band-aid approach which will not solve any long term problems. Despite this fact, the EA totally ignores all of the other capacity increasing actions being considered by the FAA and the Port of Seattle which, when taken in conjunction with the Four Post Plan, will increase noise to significant levels.

4. The EA Failed to Consider the Increased Aircraft Operations Which Will Result From the Flight Track Changes

The effect of the Four Post Plan will be increased aircraft operations at Sea-Tac. Indeed, the very purpose of the plan is to increase Sea-Tac's ability to handle additional commercial aircraft. Nonetheless, the EA fails to address the environmental impacts of such increased aircraft operations.

The FAA may not rely upon an assertion that it is the airlines that will increase operations and, since the airlines are not part of the FAA, the impacts of such increases need not be studied as part of the EA. In addressing the FAA's contention that it should not have to study the impact of actions it is not directly responsible for, such as the increase in aircraft operations at an expanded airport, the court in Runway 27 Coalition, Inc. v. Engen, 679 F. Supp. 95, 106-07 (D. Mass. 1987) concluded:

FAA's acquiescence in vastly expanded growth of airports required preparation of an EIS, even if changes in environmental impacts originated with airlines and passengers.... Even if no "significant" harm to the environment occurred before intervening growth, the agency is nevertheless responsible for the foreseeable consequences of its action.

See also Virginians for Dulles v. Volpe, 541 F.2d 442, 446 (4th Cir. 1976) (requiring the preparation of a full EIS: "That purpose

[of NEPA] would also be thwarted if the FAA were excused from filing a statement because changes in the impact of airports on the environment originate with airlines and passengers."). The "foreseeable consequences" of the Four Post Plan are more aircraft, which must be addressed in the EA.

5. The EA Fails to Consider the Impact of Other Aircraft Operations in the Vicinity of Sea-Tac

The EA fails to consider aircraft operations at airports in the same vicinity. Boeing Field is between Sea-Tac and the east side cities that will be affected by the proposed new flight tracks. The FAA has admitted that the new flight tracks at Sea-Tac will cause flight tracks at Boeing Field to be altered. Exhibit E, 3. At the same time, the EA makes no effort to consider or analyze how the altered flight tracks for aircraft using Boeing Field will impact communities under or near those flight tracks. While Sea-Tac may be the only airport to which the proposed new flight procedures apply, noise emanating from aircraft using other airports and from altered flight tracks at those airports (which result directly from the implementation of the Four Post Plan) must be studied.

VIII. The Need For Increased Capacity, No Matter How Urgent, Does Not Obviate The Requirement That A Full Environmental Review Be Conducted

An agency may not support a failure to address adequately environmental impacts by asserting that the project in question is needed or that economic development or other benefits of the project outweigh any environmental harm that might occur. These factors do not enter into the question of whether an EIS is required or whether an EA is adequate. As NEPA states, the balancing of the benefits or the need for the project against the environmental harm it will cause can occur only after a full and proper EIS, not an EA, has been completed:

This type of argument, however, is not relevant to the question of the existence of significant environmental effects. It says that adverse effects (even if significant) are warranted -- a matter that must, under NEPA, be decided in light of an EIS. As the CEQ regulations make clear, "[a] significant effect may exist even if the Federal agency believes that on balance the effect will be beneficial." 40 C.F.R. § 1508.27(b)(1).

Sierra Club v. Marsh, 769 at 880 (emphasis in original). Thus, an EIS is required regardless of any perceived need to implement the Four Post Plan.

IX. The FAA's "Analysis" of Effects on Air Quality is Wholly Inadequate

As outlined above, an EIS is required if the proposed action "[h]as a significant impact on air quality or violates the standards for air quality of the Environmental Protection Agency or an affected locality or State." FAA Order 1050.1D, ¶ 37(a)(7). The EA never addresses EPA or State standards for air quality or whether the proposed action meets or violates such standards. For this reason alone, further study is required.

The conclusions of the EA as to effects on air quality in general are contained in a single sentence: "There is no quantitative data available on the amount of fuel consumed and the resulting air quality effects of any of the alternatives explored." EA at 60. The FAA appears to take the position that if they do not develop data on environmental effects, they can give the Four Post Plan an environmental stamp of approval. This position falls far short of what is required under NEPA.¹⁴

As discussed above, an agency may not rely on a lack of information as a basis for failing to determine the environmental consequences of its actions. Furthermore, an agency may not assume an absence of environmental impacts because it is reluctant to develop forecasts of the effects of the government's actions. As case law states, NEPA requires much more:

It must be remembered that the basic thrust of an agency's responsibilities under NEPA is to predict the environmental effects of proposed action before the action is taken and those effects fully known. Reasonable forecasting and speculation is thus implicit in NEPA, and we must reject any attempt by agencies to shirk their responsibilities under NEPA by labeling any and all discussion of future environmental effects as "crystal ball inquiry."

¹⁴ The one-page section on air quality describes certain operational characteristics "from which certain conclusions about fuel consumption are drawn." EA at 60. At the same time, the EA does not mention the source of these conclusions or what the impact of the proposed flight track changes on air quality will be in light of these "conclusions."

Scientists Inst. for Public Information, Inc. v. Atomic Energy Comm'n, 481 F.2d 1079, 1092 (D.C.Cir. 1973). As evidenced by the scant air quality section in the EA, the FAA unquestionably has shirked its responsibilities under NEPA.

CONCLUSION

The purpose of NEPA is to require the agency in question to fully examine the environmental impacts of its actions before acting and to fully inform the public of the consequences of those proposed actions.

It [NEPA] ensures that the agency, in reaching its decision, will have available and will carefully consider detailed information concerning significant environmental impacts; it also guarantees that the relevant information will be made available to the larger audience that may also play a role in both the decisionmaking process and the implementation of that decision.

Simply by focusing the agency's attention on the environmental consequences of a proposed project, NEPA ensures that important effects will not be overlooked or underestimated only to be discovered after resources have been committed or the die otherwise cast.

Robertson v. Methow Valley Citizens Council, 109 S. Ct. 1835, 1845 (1989).

The EA on the proposed flight track changes at Sea-Tac fails to satisfy these requirements. The EA fails to consider and present to the public adequate information with which to assess the environmental impacts of the proposed Four Post Plan. In light of this deficiency, of the Agency's violation of its own regulations, and of the circumstances surrounding the proposed Four Post Plan, the draft EA should be deemed inadequate and a full EIS should be prepared.

PH #1

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ENVIRONMENTAL ASSESSMENT
FOR
PROPOSED CHANGES TO AIR TRAFFIC
ARRIVAL AND DEPARTURE ROUTES AT
SEATTLE-TACOMA INTERNATIONAL
AIRPORT
Seattle, Washington

Prepared by
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December 23, 1989

Prepared for the
North East District Council

DRAFT

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Submitted by
Joyce Otto
President
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I was denied the
opportunity to speak at
hearing 12/4/90

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I. THE PROPOSAL

A. Changes

The proposed F.A.A. rerouting effectively abrogates "Noise Abatement" from the flight procedures for aircraft arriving and departing from Seattle-Tacoma International Airport.

The proposed FAA rerouting makes these changes:

Current Noise Abatement Procedures	Proposed Sea-Tac Procedures
<p>Visual Flight Rules--South Flow Jets from the north and east are directed to cross North King County at least 8000 feet, descend over Puget Sound and approach by way of Elliott Bay (SEA 7110.71D, P 6 d (1) (b) (2))</p>	<p>"During south flow operations, turbojet arrivals from the Northeast and Southeast arrival fixes will be positioned so as to be established on the Runway 16 final approach course, no closer to the airport than State Route 520 (11.0 nautical miles north) and no lower than 5,000 feet MSL. . . ." (draft environmental assessment, p. 53)</p>

Departures--North Flow

Between 6:00 A.M. and 10 P.M., eastbound jets that reach 4,000 feet at eight nautical miles turn right at that point; other jets are routed westbound "avoiding areas of dense population" over the middle of Elliott Bay and proceed at least 1½ nautical miles from the east shoreline while northbound or southbound (SEA 7110.71D, P 6 d (1) (b) (2))

Exhibit . . . (4) (proposed north flow) (draft environmental assessment, p. 55)

Propeller Aircraft --

Predominantly over Puget Sound with turns on course over Elliott Bay and further south (Flight track chart, Exhibit 5)

Routes intermixed with jet traffic.

B. Arrivals under Rerouting

Under the rerouting, all in-coming aircraft from east of the Cascades and the Coast Range in California will fly over Northeast Seattle (FAA estimates 120 jets; 65 propeller planes). Those from east of the mountains and from Denver and Dallas-Forth Youth west (e.g., Phoenix, Las Vegas, Salt Lake City) will come up the east side of Lake Washington and make a U turn north of the Evergreen-Montlake Floating Bridge. When one jet follows another, the second turns over View Ridge and Wedgwood, and the third turns over Lake City and angles south. At the same time, aircraft from east and north of the Denver-Dallas line (e.g., O'Hare, Minneapolis-St. Paul, Atlanta, Kennedy, Kansas City, National, Europe etc.) angle in over View Ridge, Lake City and Lake Forrest Park respectively and turn south. The two streams merge over Northeast Seattle. Jets are to exit their turns at 5,000' at least 11 nautical miles north of the runway. These routes occur all day and all night all year.

Propeller aircraft use the same routes as jets. Propeller aircraft are to be 1000 feet below over northeast Seattle. As the aircraft fly southbound, the vertical separation narrows.

C. Departures Under Rerouting

Under the rerouting, three major changes occur:

1. The FAA estimates that three jets and 30 propeller planes per day will go north. The FAA estimates that three jets will go northeast (draft environmental assessment, p. 61 e). These include aircraft bound for Bellingham and Vancouver, B.C., which lies northwest of Seattle and intercontinental jets on the polar route to Europe;
2. Aircraft will be allowed to turn east at all hours; and
3. The direction to jets that cannot reach 4,000' at eight miles to go west ends.

The draft environmental assessment omits the key phrase in SEA 7110.7 D P 6 a (1), "at that point". As a result, aircraft may "scatter" over North and Northeast Seattle. During 1987, the FAA tested a "scatter plan" that allowed aircraft to Bellingham, Vancouver, and to Europe by way of the polar route to continue north. A Port of Seattle flight track, dated August 3, 1987, showed eight angling over North and Northeast Seattle; 1987 materials projected 12-14 per day; and residents counted as many as 24 jets going overhead.

D. Change in Runway Capacity

The draft environmental assessment rates the current arrival capacity of Sea-Tac from the north at 42 per hour (p. 11) under in good weather ("VFR conditions"). The arrival capacity in bad weather is 36 per hour (draft environmental assessment, p. 1). The FAA plan is intended to increase the arrival capacity in good weather ("VFR conditions") to 56 to 60 per hour (draft environmental assessment, p. ii, p. 50). At a public presentation of the plan at the Seattle-Tacoma International Airport auditorium on November 16, 1989, the FAA's manager, Regional Air Traffic Division, Temple H. Johnson, Jr., stated that the plan increased the acceptance rate by 42%--the equivalent of constructing a new runway.*

II. LEGAL STANDARDS

A. National Environmental Policy Act

The National Environmental Policy Act, 42 USC S 4331, ("NEPA") establishes a policy, goals, and procedures, which are mandatory for all federal agencies. It is implemented by regulations promulgated by the Council on Environmental Quality, 40 CFR Part 1500-1508 (43 Fed. Reg. 55978) and Executive Order 11514.

42 USC S 4331 states the policy and purpose of NEPA as follows:

- "(a) The Congress, recognizing the profound impact of man's activity on the interrelations of all components of the natural environment, particularly the profound influences of population growth, high-density urbanization, industrial expansion, resource exploitation, and new and expanding technological advances and recognizing further the critical importance of restoring and maintaining

*Note: An increase from 42 to 60 per hour is 42.8%. An increase from 42 to 58 would be 38%. Temple H. Johnson, Jr. in his statement presenting his plan identified himself as an official with decision-making authority. He has been quoted extensively in Seattle Times and Seattle Post Intelligencer articles as the FAA spokesman. He has appeared as the FAA spokesman in the Port of Seattle Noise Mediation process, in a meeting with the Seattle City Council on December 16, 1989, in a public meeting scheduled by the King County Council on January 2, 1990, and in a meeting with the editorial board of the Seattle P.I. Seattle P.I., Dec. 18, 1989, p. A-10.

environmental quality to the overall welfare and development of man, declares that it is the continuing policy of the Federal Government, in cooperation with State and local governments, and other concerned public and private organizations, to use all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans. (emphasis supplied)

2 USC S 4331 (b) makes it a continuing responsibility of the federal government and its agencies to use "all practical means" to further the environmental policy.

"(b) In order to carry out the policy set forth in this chapter, it is the continuing responsibility of the Federal Government to use all practical means, consistent with other essential considerations of national policy, to impose and coordinate Federal plans, functions, programs, and resources to the end that the Nation may--

- (1) fulfill the responsibilities of each generation as trustees of the environment for succeeding generations;
- (2) assure for all Americans safe, healthful, productive and esthetically and culturally pleasing surroundings;
- (3) attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;
- (4) . . . maintain, wherever possible, an environment which supports diversity and variety of individual choices; . . .

42 USC S 4331 (c) recognizes the right of an individual to a "healthful environment":

"(c) The Congress recognizes that each person should enjoy a healthful environment and that each person has a responsibility to contribute to the preservation of the environment." (emphasis supplied)

It includes a concern for the quality of urban life.

42 USC S 4332 directs implementation by federal agencies, including preparation of an environmental impact statement for any "major federal action significantly affecting the quality of the human environment":

"The Congress authorizes and directs that, to the fullest extent possible: (1) the policies, regulations, and public laws of the United States shall be interpreted and administered in accordance with the policies set forth in this chapter, and (2) all agencies of the Federal Government shall--

- (A) utilize a systematic, interdisciplinary approach which will insure the integrated use of the natural and social sciences and the environmental design arts in planning and in decision making which may have an impact on man's environment;
- (B) identify and develop methods and procedures, in consultation with the Council on Environmental Quality established by subchapter II of this chapter, which will insure that presently unquantified environmental amenities and values may be given appropriate consideration in decision making along with economic and technical considerations.
- (C) include in every recommendation or report proposals for legislation and other major Federal actions significantly affecting the quality of the human environment, a detailed statement by the responsible official on--
 - (i) the environmental impact of the proposed action,
 - (ii) any adverse environmental effects which cannot be avoided should the proposal be implemented,
 - (iii) alternatives to the proposed action,
 - (iv) the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity, and
 - (v) any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented.
- (D) Prior to making any detailed statement, the responsible official shall consult with and obtain the

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comments of any public agency which has jurisdiction by law or special expertise with respect to any environmental impact involved. . . . "

The N.E.P.A. is to read and interpret broadly, and environmental values are to be an integral part of agency decision-making. Calvert Cliffs' Coordinating Committee v. U.S. Atomic Energy Commission, 449 F.2d 1109 (D.C. Cir. 1971).

3. Council on Environmental Quality Regulations

The regulations of the Council on Environmental Quality provides basic guidelines for federal agencies 40 CFR S 1500.1 "Purpose" states:

- 80H
- "(a) The National Environmental Policy Act (NEPA) is our basic national charter for protection of the environment. It establishes policy, sets goals (section 101), and provides means (section 102) for carrying out the policy. Section 102(2) contains 'action-forcing' provisions to make sure that federal agencies act according to the letter and spirit of the Act. The regulations that follow implement section 102(2). Their purpose is to tell federal agencies what they must do to comply with the procedures and achieve the goals of the Act. The President, the federal agencies, and the courts share responsibility for enforcing the Act so as to achieve the substantive requirements of section 101."
 - (b) NEA procedures must insure that environmental information is available to public officials and citizens before decisions are made and before actions are taken. The information must be of high quality. Accurate scientific analysis, expert agency comments, and public scrutiny are essential to implementing NEPA. Most important, NEPA documents must concentrate on the issues that are truly significant to the action in question, rather than amassing needless details.
 - (c) Ultimately, of course, it is not better documents, but better decisions that count. NEPA's purpose is . . . to foster excellent action. The NEPA process is intended to help public officials make decisions that are based on understanding of environmental consequences, and take actions that protect, restore, and enhance the environment. . . . (emphasis supplied)

40 C.F.R. S 1500.2 "Policy" states:

Federal agencies shall to the fullest extent possible:

- (a) Interpret and administer policies, regulations, and public laws of the United States in accordance with the policies in the Act and in these regulations.
- (b) Implement procedures to make the NEPA process more useful to decision makers and the public; to reduce paperwork and the accumulation of extraneous background data; and to emphasize real environmental issues and alternatives. . . .
- (c) Integrate the requirements of NEPA and other planning and environmental review procedures required by law or by agency practice so that all such procedures run concurrently rather than consecutively.
- (d) Encourage and facilitate public involvement in decisions which affects the quality of the human environment.
- (e) Use the NEPA process to identify and assess the reasonable alternatives to proposed actions that will avoid or minimize adverse effects of these actions upon the quality of the human environment.
- (f) Use all practicable means, consistent with the requirements of the Act and other considerations of national policy, to restore and enhance the quality of the human environment and avoid or minimize any possible adverse effects of their actions upon the quality of the human environment.

40 CFR S 1500.1 and 1500.2 go further than the text of NEPA by stressing accurate disclosure of the facts and alternatives, the concurrent consideration of environmental values and goals with other factors in planning, encouraging public involvement, and minimizing adverse impacts. 40 CFR S 1500.3 makes Parts 1500-1508 "binding on all Federal agencies". The Steamboaters v. F.E.R.C., 759 F.2d 1382, 1393, (9th Cir. 1985); Village of False Pass v. Clark, 733 F.2d 605, 613 (9th Cir. 1984). Accord: 40 CFR S 1505.1, 1507.2;

40 CFR Part 1501 "NEPA and Agency Planning" declares a purpose of integrating the NEPA process into early planning to insure appropriate consideration of NEPA's policies, emphasizing cooperative consultation among agencies, and identifying and addressing at an early stage the significant environmental issues deserving of study. 40 CFR S 1501.1 (a)-(d). 40 CFR S 1501.2 requires agencies to apply NEPA early in the process:

"Agencies shall integrate the NEPA process with other planning at the earliest possible time to insure that

planning and decisions reflect environmental values, . . .
 . Each Agency shall

-
- (b) Identify environmental effects and values in adequate detail so they can be compared to economic and technical analysis. Environmental documents and appropriate analyses shall be circulated and reviewed at the same time as other planning documents."

40 CFR S 1501.3 directs agencies to prepare an environmental assessment (S 1508.9) when necessary under the procedures adopted by individual agencies to supplement the CEQ regulations. 40 CFR S 1508.9 defines an "environmental assessment" as follows:

"Environmental assessment":

- (a) Means a concise public document for which a Federal agency is responsible that serves to:
- (1) Briefly provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact.
- (2) Aid an agency's compliance with the Act when no environmental impact statement is necessary.
- (3) Facilitate preparation of a statement when one is necessary.
- (b) Shall include brief discussions of the need for the proposal, of alternatives as required by section 102 (2)(E) of the environmental impacts of the proposed action and alternatives, and a listing of agencies and persons consulted."

40 CFR S 1501.4 (b) requires the agency to involve "environmental agencies, applicants, and the public, to the extent practicable in preparing assessments required by S 1508.9(a) (1)." Environmental documents, comments, and responses are to be part of the record in rulemaking and accompany the proposal through existing agency review processes. 40 CFR S 1505.1.

Environmental impact statements are far superior tools for decision making than environmental assessments. An E.I.S. contains more relevant data prepared by an interdisciplinary team, focuses on significant issues, develops alternatives and mitigation measures, invites comment from other governments and the public, sets out environmental consequences,

and by setting out the array of alternatives with their consequences, sets up a background for evaluating the ultimate decision and for judicial review. 40 CFR Part 1502-1505. An agency must state whether all practicable means to avoid or minimize environmental harm from the alternative selected have been adopted, and if not, why they were not. 40 CFR S 1505.2.

40 CFR S 1508.20 defines "mitigation" to include:

- "(a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment..."

Where mitigation measures occur, the agency shall adopt a monitoring and enforcement program. 40 CFR S 1505.2(c) and 1505.3.

40 CFR S 1506.6 requires public involvement in the process:

"Agencies shall:

- (a) Make diligent efforts to involve the public in preparing and implementing their NEPA procedures.
- (b) Provide public notice of NEPA-related hearings, public meetings, and the availability of environmental documents so as to inform those persons and agencies who may be interested or affected.
-
- (3) In the case of an action with effects primarily of local concern the notice may include:

- (i) Notice to State and areawide clearing-houses
- (iii) Following the affected State's public notice procedures for comparable actions.
-
- (vi) Notice to potentially interested community organizations including small business associations.
-
- (viii) Direct mailing to owners and occupants of nearby or affected property.

(c) Hold or sponsor public hearings or public meetings whenever appropriate . . . Criteria shall include whether there is:

(1) Substantial environmental controversy concerning the proposed action or substantial interest in holding the hearing. . . .

(d) Solicit appropriate information from the public . . .

The definition of terms in Part 1508 expands the scope of the CEQ regulations. NEPA requires an EIS for proposals for "major action significantly affecting the quality of the human environment."

40 CFR S 1508.3 defines "proposal" to encompass a plan for action from its inception as a goal:

"'Proposal' exists at that stage in the development of an action when an agency subject to the Act has a goal and is actively preparing to make a decision on one or more alternative means of accomplishing that goal and the effects can be meaningfully evaluated. . . . A proposal may exist in fact as well as by agency declaration that one exists."

40 CFR S 1508.18 states that "major" in "major federal action" serves to reinforce "significantly" but does not have an independent meaning. "Actions" includes "new and continuing activities". 40 CFR S 1508.18.

40 CFR S 1508.27 defines significantly by both its context and its intensity, listing ten criteria for evaluating intensity:

"S 1508.27 Significantly.

"Significantly" as used in NEPA requires considerations of both context and intensity:

(a) Context. This means that the significance of an action must be analyzed in several contexts such as society as a whole (human, national), the affected region, the affected interests, and the locality. Significance varies with the setting of the proposed action. For instance, in the case of a site-specific action, significance would usually depend upon the effects in the locale rather than in the world as a whole. Both short- and long-term effects are relevant.

(b) Intensity. This refers to the severity of impact. Responsible officials must bear in mind that more than one agency may make decisions about partial aspects of a major action. The following should be considered in evaluating intensity:

- (1) Impacts that may be both beneficial and adverse. A significant effect may exist even if the Federal agency believes that on balance the effect will be beneficial.
- (2) The degree to which the proposed action affects public health or safety.
- (3) Unique characteristics of the geographic area such as proximity to historic or cultural resources, park lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas.
- (4) The degree to which the effects on the quality of the human environment are likely to be highly to be highly controversial.
- (5) The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks.
- (6) The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.
- (7) Whether the action is related to other actions with individually insignificant but cumulatively significant impacts. Significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment. Significance cannot be avoided by terming an action temporary or by breaking it down into small component parts.
- (8) The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss or destruction of significant scientific, cultural, or historical resources.
- (9) The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act of 1973.

- (10) Whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment."

40 CFR S 1508.3 defines "affecting" as: "'Affecting' means will or may have an effect on."

40 CFS S1508.8 defines "effects" as synonymous with "impact" and to include "growth inducing effects", as follows:

"Effects' include"

- (a) Direct effects, which are caused by the action and occur at the same time and place.
- (b) Indirect effects, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems."

Effects and impacts as used in these regulations are synonymous. Effects includes ecological . . . aesthetic, historic, cultural, economic, social or health, whether direct, indirect or cumulative. Effects may also include those resulting from actions which may have both beneficial and detrimental effects, even if on balance, the agency believes that the effect will be beneficial."

40 CFR S 1508.7 encompasses "cumulative impact" within "impact":

"'Cumulative impact' is the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other action. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time."

(A 'straw that breaks the camel's back' is significant although the first straw was not.) 40 CFR S 1508.14 defines "human environment" comprehensively to include the natural and physical environment and the relationship of people with that environment; when natural or physical environmental effects are interrelated with economic or social effects, all of the effects are considered.

The definitions both defined by scope and purpose documents and measures contemplated by the NEPA process. 40 CFR S 1508.10 defines "environmental document" to include the environmental assessment, an environmental impact statement, and a Finding of No Significant Impact (FONSI). The definition of "environmental assessment" in 40 CFR S 1508.9 was quoted at page 8 .

40 CFR S 1508.13 defines FONSI as follows:

"'Finding of no significant impact' means a document by a Federal agency briefly presenting the reasons why an action, not otherwise excluded (S 1508.4), will not have a significant effect on the human environment and for which an environment impact statement therefore will not be prepared. It shall include the environmental assessment or a summary of it and shall note any other environmental documents related to it (S 1501.7(a)(5)). If the assessment is included, the finding need not repeat any of the discussion in the assessment but may incorporate it by reference."

Any environmental document may include mitigation measures.

C. Department of Transportation Regulations

The Department of Transportation adopted NEPA procedures, identified as DOT Order 5610.16, 44 Fed. Reg. 46920, Oct. 1, 1979, amended change 1, July 13, 1982). Paragraph 14a mandates citizen involvement procedures to the maximum extent possible as early as possible:

"Citizen Involvement Procedures

- a. Citizen involvement in the environmental assessment of departmental actions is encouraged at each appropriate stage of development of the proposed action and should be sought as early as possible. Citizen involvement in the environmental process should be integrated with other citizen involvement procedures to the maximum extent possible. Attempts should be made to solicit the views of the public through hearings, personal contact, press releases, advertisements or notices in newspapers, including minority or foreign language papers, if appropriate, and other methods. A summary of citizen involvement and any environmental issues raised should be documented in the EIS."

Sub-section (c) encourages DOT agencies to have lists of interested parties available for consultation:

- c. Administrations are encouraged to develop lists of interested parties at the national, state and local levels. These would include individuals and community, environmental, conservation, public service, education, labor or business organizations, who are affected by or known to have an interest in the project, or who can speak knowledgeably on the environmental impact of the proposed action." (emphasis supplied)

Sub-section (e) stipulates that an environmental assessment should be made available to the public at least 30 days prior to the hearing:

- "(2) If a public hearing is to be held, the draft EIS or environmental assessment (or environmental analysis where the hearing is held by an applicant which is not a joint lead agency) should be made available to the public at least 30 days prior to the hearing."

FAA rerouted constitutes a "transportation action" within its scope.

D. FAA Order 1050.1D

The FAA adopted the FAA Order 1050.1D to implement the CEQ regulations and DOT Order 5610.1C (49 Fed. Reg. 28501 (1984)). The order is in the form of a handbook, entitled "Policies and Procedures for Considering Environmental Impacts", dated December 21, 1983. Its definitions adopt those in the CEQ regulations.

To carry out 40 CFR S 1501.2 integration of NEPA Processes early into agency decision making, paragraphs 16-18 states:

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- "16. PLANNING AND DEVELOPMENT. The environmental impacts of proposed actions shall be based on appropriate environmental consideration at the systems planning level and shall be assessed and considered concurrently with initial planning, development, or site considerations.
17. INITIAL REVIEW. An environmental review will indicate whether the proposed action would significantly affect the human environment with respect to noise, land, air and water quality; . . . whether the action would be highly controversial on environmental grounds. At this stage, documentation is required to alert program officers to foreseeable environmental impacts and controversies. (A proposed Federal action is considered highly

controversial when the action is opposed on environmental grounds by a Federal, State, or local government agency or by a substantial number of the persons affected by such action.)

- (18) IDENTIFICATION OF ISSUES AND PROBLEMS. Based on the initial review described in paragraph 17, the program officer(s) shall identify issues and problems having environment significance to Federal, State, or local officials in the performance of their duties, or to the public. Further, the program officer(s) shall determine whether such issues and problems, as they pertain to the proposed action, have been addressed already in a broad system, program, or regional assessment." (emphasis in order)

Paragraph 22 mandates consultation with local governments and state agencies:

- "22. CONSULTATION. The affected local units of Government, and pertinent Federal and State agencies should be consulted early in the process of preparing a DEIS, FONSI, or environmental assessment. Comments on the environmental impacts of the proposed action shall be considered, as appropriate, in determining whether the proposed action requires an EIS or FONSI and in preparing the DEIS or FONSI."

Paragraph 55 requires that all relevant disciplines be represented in the NEPA process to assure that "all environmental impacts are identified and assessed." (emphasis supplied). Paragraph 29, entitled "CITIZEN INVOLVEMENT", states:

"Citizen involvement, where appropriate, shall be initiated at the earliest practical time and continued throughout the development of the proposed project in order to obtain meaningful input."

Appendix 3, paragraph 1 b, contemplates documentation, including an analysis of environmental factors, to substantiate an environmental assessment.

Paragraph 35 on "environmental assessments" describes an "environmental assessment" as a ". . . concise document describing the environmental impacts of a proposed action and its alternatives." It is to supply "only enough analysis" . . . to understand the problem and identify reasonable alternative solutions, including the proposed action" and ". . . to determine whether any potential impacts are significant, which would trigger the environmental impact statement

process." It omits the two purposes in 40 C.F.R. S 1508.9 (a) (2) and (3). (This more restrictive scope accentuates the need for an E.I.S.) However, paragraph 36 specifies that an environmental assessment include:

- * The purpose and need for the proposal.
- * Alternative including the proposed action.
- * The Affected Environment including urban quality and means to mitigate environmental impacts;
- * Environmental Consequences, restating 40 CFR 1502.16, to encompass direct effects and their significance; indirect effects and their significance; possible conflicts between the proposed action and the objectives of state and local land use plans, policies and controls for the area concerned; urban quality, and means to mitigate adverse environmental impacts; and
- * Listing of agencies and persons consulted (emphasis supplied).

Paragraph 37, ACTIONS REQUIRING ENVIRONMENTAL IMPACT STATEMENTS, provides:

- "a. After an EA has been prepared, an EIS shall be prepared if an EA action:
- (1) Has an effect that is not minimal on properties protected under Section 4(f) of the DOT Act, or Section 106b of the Historic Preservation Act.
.....
 - (3) Causes substantial division or disruption of an established community, or disrupts orderly, planned development, or is determined not to be reasonably consistent with plans or goals that have been adopted by the community in which the project is located.
.....
 - (6) Has a significant impact on noise levels of noise sensitive areas, emphasis supplied,
 - (7) Has a significant impact on air quality or violates the standards for air quality of the Environmental Protection Agency or an affected locality or State.
.....

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- (9) Is inconsistent with a Federal, State, or local law or determination relating to the environment.
 - (10) Directly or indirectly affects human beings by creating a significant impact on the environment.
- b. An EIS is required not only when the impact of the proposed project itself is significant, but also when the cumulative impact of the proposed project and other past, present and reasonably foreseeable future actions is significant. A series of actions considered on an individual basis may have a limited environmental impact, yet, when considered together, may have a significant, cumulative impact. (emphasis in document)
- (1) If approval of the proposed action would permit further contemplated actions, the impact of those contemplated actions and the proposed action must both be considered in determining whether to prepare an EIS.
 - (2) The actions which are related to the proposed action may be undertaken by any Federal or non-Federal agency or person."

Paragraph 5 h. defines "Noise Sensitive area" as

"An area in which aircraft noise may interfere with the normal activities associated with use of the land. Noise sensitive areas may include residential neighbors, educational, health, and religious structures and sites and outdoor recreational, cultural, and historical sites. Whether noise interferes with a particular use depends upon the level of noise exposure received and the type of activities involved."

An EIS must include mitigation measures, which under Paragraph 67, include aircraft operating procedures for noise abatement. If an EIS is prepared, "every effort shall be made to resolve environmental issues. . . ." Paragraph 80 c.

Paragraph 40, GENERAL, directs the FAA to evaluate an environmental assessment to determine if an alternative provides a good solution to the problem with no significant impacts. If so, the FAA must proceed with that alternative "unless there is an overriding reason for not selecting" it, and the FAA may then prepare a FONSI.

Paragraph 28, PUBLIC HEARING, in sub-section states "A draft

EIS, FONSI, or environmental assessment should be available to the public 30 days prior to the public hearing."

Appendix 3, "Air Traffic", paragraph 3 makes new or revised air traffic control procedures which routinely route air traffic over noise sensitive areas at less than 3,000 feet above ground level subject to an environmental assessment and preparation of an EIS or FONSI; paragraph 4 h excludes new procedures that routinely route aircraft over "non-noise sensitive areas". Appendix 4, Aviation Standards, paragraph 3 g, makes the following subject to environmental assessment and procedures:

- "g. New Instrument Approach Procedures, Departure Procedures, En Route Procedures, and Modifications to currently approved instrument procedures which are conducted below 3,000 feet ABOVE GROUND LEVEL (AGL) and which will tend to increase noise over noise sensitive areas. This requires consideration of those operations that will be routinely routed over noise sensitive areas and includes residential neighborhoods; education, health, and religious sites; and cultural, historic, and recreation areas. A significant increase in noise is based on reduction of distance between aircraft and noise sensitive areas of more than 20%."

Appendix 4, paragraph 4, k, categorically excludes:

- "k. Instrument Approach Procedures, Departure Procedures and En Route Procedures conducted at 3,000 feet or more ABOVE GROUND LEVEL (AGL) Instrument Procedures conducted below 3,000 AGL which do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved instrument procedures conducted below 3,000 feet that do not significantly increase noise over noise sensitive areas. Noise sensitive areas may include residential neighborhoods, educational, health, and religious sites, and cultural, historic and outdoor recreational areas. A significant increase in noise is based on a reduction of distance between aircraft and noise sensitive areas of more than 20 percent."

However, Paragraph 32 makes federal actions, normally categorically excluded, subject to the environmental process when the action is likely to be (b) be highly controversial on environmental grounds, (e) causes substantial disruption of an established community, (f) have a significant impact on noise levels of noise sensitive areas or air quality, or be inconsistent with any federal, state or local law relating to the environment, or (g) directly or indirectly affect human beings by creating a significant impact on the environment.

E. Clean Air Act

The Clean Air Act (P.L. 91-604) establishes air quality standards throughout the United States, provides for state air quality plans and regional plans within a state, precludes degradation of air quality, and empowers the Administrator of the Environmental Protection Agency to monitor and enforce the act. Washington has adopted an air quality implementation plan with area plans for Seattle. The E.P.A. has contracted with and delegated certain enforcement authorities to the Puget Sound Air Pollution Control Commission.

FAA Order 1050.1D, p. 4, requires the FAA to provide for administrative review and comment in writing by the air quality authority on the air quality impacts of FAA actions.

F. Intergovernmental Cooperation Act

The Intergovernmental Cooperation Act in 31 USC S 6506 and Executive Order 12372, dated July 14, 1982, and 49 C.F.R. Part 17, all require federal agencies to provide state and local governments the opportunity to review and comment on federal actions and activities affecting their jurisdictions.

FAA Order 1050.1D, p. 7, requires the FAA to comply with the statute, executive order, and DOT regulation. Chapter 2, p. 15, P 27 repeats this directive and further states that the state and local elected officials, not the federal government, will determine what Federal programs and activities to review and the procedures by which the review will take place.

Accord: Paragraph 22, entitled "Consultation," quoted above.

G. Airport and Airway Improvement Act of 1982

49 USC S 2201 (a) (8) states that "aviation facilities should be constructed and operated with due regard to ministering current and projected noise impacts on nearby communities."

49 USC S 2104 (a) empowers an airport operator to submit a noise compatibility program, including among other elements, restrictions on the use of the airport by "any type or class of aircraft based on the noise characteristics of such aircraft" and "use of flight procedures to control the operation of aircraft to reduce exposure of individuals to noise in the area surrounding the airport."

III. IMPACT OF THE PROPOSED REROUTING

The rerouting is a major action significantly affecting the

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quality of the human environment. 42 USC S 4332 (2) (C). It is an "action" (40 CFR S 1508.18). It shifts flight paths from over water to over the central corridor of Seattle--the most populous area north of San Francisco and west of Minneapolis. It abandons aircraft routing--the primary and most effective noise abatement technique at Sea-Tac--as an ameliorative measure. It has a significant affect (40 CFR S 1508.27), both direct and indirect, singly and cumulatively.

The direct effects (40 CFR S 1508.8 (a)) includes introduction of aviation noise into residential areas not currently subject to it in good weather and substantially increased noise levels over other areas; degradation of air quality; increased congestion of airspace; dislocation of Boeing International Aviation; and generating runway and Sea-Tac expansion. The indirect effects (40 CFR S 1508.8 (b)) includes the impacts of increased noise on the quality of life, education, health care, outdoor recreation, personal enjoyment and health; community displacement; imposed economic and social costs. The cumulative impact of increased air traffic over background levels intensified the effect of the pollution (40 CFR S 1508.7).

This section begins with people, where they live, where they go to school, for medical care, to shop, and to enjoy the out of doors. . . . (It is not at all comprehensive.)

A. Human Environment

Seattle is shaped like an hour glass. Seattle-Tacoma International Airport ("Sea-Tac") is located several miles south of Seattle and of the center of its waist. The central corridor of Seattle from the International District north to the city limits contains 170,266 people according to the 1980 Census (Exhibit 1). It encompasses the following major universities and colleges:

University of Washington (including historic Denny Hall)
Seattle University
Seattle Community College (central, north & Gompers branches)

City University of Seattle (University District branch)
Cornish College of the Arts

High Schools:

(Seattle School District #1)	(Catholic High Schools)
Roosevelt High School	O'Dea
Nathan Hale High School	Seattle Preparatory School
	Blanchet
	Holy Names Academy

Middle Schools:

Nathan Eckstein
Alexander Hamilton
Edmond Meaney
George Washington
Woodrow Wilson

and 16 elementary schools. Another 4 high schools, 2 middle schools, and 13 elementary schools are in the central corridor south of the International District. The list also includes a variety of private schools and academies, such as:

Assumption (6220 32nd N.E.)
The Bush School (405 36th East)
Concordia Lutheran School (7040 36th Ave. N.E.)
Northgate Baptist Academy (10510 Stone Way N.)
Our Lady of the Lake School (3250 N.E. 89th St.)
Seattle Academy of Arts and Sciences (1432 15th Ave.)
Seattle Hebrew Academy (1617) Interlaken Dr. East)
St. Catherine of Siena (8524 8th N.E.)
St. Demetrious (2100 Boyer Ave. East)
St. Joseph's (700 18th East)
St. Mathew's School (1230 N.E. 127th)
Waldorf Shool of Seattle (2728 N.E. 100th)

scores of day care centers and preschool classes, and 11 branch libraries (7 north of So. Jackson St.). The central corridor has the region's major hospitals:

Children's Hospital
Columbia Medical Center
Group Health Cooperative
Harborview Medical Center
Notthwest Hospital
Providence Medical Center
St. Cabrini Hospital
Swedish Hospital Medical Center
University of Washington Medical Center
Virginia Mason Hospital

and a myriad of clinics and research laboratories.

Seattle's major outdoor business districts outside downtown Seattle are in the central cooridor:

University District
Capitol Hill/Broadway Business District
University Village
Lake City

The rerouting will take aircraft over prime outdoor recreational areas in good weather, such as:

Lake Washington Blvd. (including Madison Park and Bathing Beach, Madrona Park and Bathing Beach, Leschi Park and Frink Park)

Magnuson Park
Montlake Park and Playground
Volunteer Park
Washington Park Arboretum & Parks
University of Washington Campus

(In crossing Volunteer Park, aircraft fly over the Seattle Art Museum and the Conservatory, registered historic buildings.)

It brings aircraft closer to Green Lake Park (the most used park in Seattle) and over the I-90 lid from Mt. Baker to 23rd Ave., now under construction; Interlake Scenic Drive and over or closer to 17 park playgrounds and playfields. Husky Stadium, the largest open air stadium north of San Francisco and West of Chicago, seats 75,000 people and is located on the University of Washington campus.

Aircraft approaching from the southeast by way of the east shore of Lake Washington and then turning over Northeast Seattle affect an almost equal number of people. The aircraft would fly close to King County's Luther Burbank Park and Bellevue Slough Nature Park.

B. Direct Effect--Noise

1. Port of Seattle Study

The Port of Seattle on January 4, 1990 issued a document on the FAA's proposed rerouting, entitled:

"Preliminary Noise Analysis of the Proposed FAA 4 Post Plan Noise Mediation Options Subcommittee
January 4, 1990"

The explanatory text shows a substantial increase in Sea-Tac aviation direct noise levels under the rerouting:

	Current	Rerouting
Beacon Hill N/NW 0		
Annual average 55 dBA (minutes)	128	130
South flow	99	104
Capitol Hill NNW 4		
Average day 55 dBA	59	73
South flow "	35	59
Average day 65 dBA	16	20
South flow "	7	14

Overall average	54.9	56.2
South flow	51.8	55.0
Medina E/O		
Average day 55 dBA	30	32
South flow	4	7
Overall average)	40.1	41.6
South flow)		
Bellevue E/1		
Annual average 55 dBA minutes	25	28
South flow "	6	12
Kirkland E/8 55dBA		
Annual average	12	15
South flow "	7	11
Federal Way SSW 2		
North flow 65 dBA	30	34
" 55 dBA	109	114
Dash Point SSW		
Annual Average day 65 dBA	15	25
South flow "	22	31
Annual average day 55 dBA	52	85
South flow "	76	98
North flow "	14	20

To place these figures in perspective, the tables show measurable noise reductions over Elliott Bay, Bainbridge Island, Vashon Island, and the southwest slope of Magnolia and Queen Anne. Aircraft noise levels alone spew more accoustical energy on Beacon Hill (63 dBA v. 50), Capitol Hill (54.9 v. 50), Medina (51.7 v. 45-50), Bellevue (49 v. 45-50), Federal Way (63 v. 45-50) and Dash Point/Tacoma (55 v. 45-50) than the entire ambient noise level. The dBA numbers are logarithmic scale; an increase of ten is a tenfold power--an increase of twenty, a hundred fold. The jet noise is over 10 times the ambient noise level on Beacon Hill, and over double that on Capitol Hill.

The maximum permissible sound level for noises subject to regulation by King County and the City of Seattle in residential areas is 55 dBA. King County Code S 12.88.020; Seattle Municipal Code S 25.08.410; Washington Administrative Code S 173-60-040. Jet noise exceeds these levels on Beacon Hill for over two hours per day and will increase under the rerouting; on Capitol Hill for over an hour per day and will increase to one-and-one-quarter hours; in Medina, Bellevue, and Federal Way for over one half hour and will increase, and over Dash point/Tacoma for almost an hour and will go up to

almost one-hour-and-one-half.

65 dBA drowns out speech. Already Beacon Hill residents (13,297 strong by the 1980 census) are muted by jet noise for 49 minutes per day; Capitol Hill 925,761 people) for 16 minutes rising to 20; and Dash Point/Tacoma (more than 150,000 people) for 15 minutes, increasing to 25.

The plan at least doubles jet noise levels for 200,000 people and trebles at least for 25,000. L_{dn} numbers are logarithmic scale. A move to 45 L_{dn} from undesignated shows a marked increase; a move from 45 L_{dn} to 50 L_{dn} (e.g., Tacoma and Northeast Seattle) doubles the noise level. A move from 50 L_{dn} to 55 L_{dn} with a narrowing of the contour lines shows a trebling (e.g., north Capitol Hill).

The contour lines for north flow show an extension of the L_{dn} 55 northward in the Roanoke area of Capitol Hill and the L_{dn} 50 to encompass Laurelhurst, Ravenna-Bryant, the University District, and Wallingford. The south flow contour shows a major increase (Exhibit 4). The 55 L_{dn} moves from about Dearborn north to envelop Seattle Community College; the 50 L_{dn} line sweeps from central Capitol Hill up to and including the University of Washington Campus; and the 45 L_{dn} contour covers the east shore of Lake Union and the central corridor up to and including the Lake City business district (an estimated 25,000 people). The south flow contour for 50 L_{dn} shifts south covering all of Tacoma, including Point Defiance Park and Fort Nisqually, a registered national historical landmark.

2. Impact of Noise

The Aircraft Noise Report, dated 2/20/89, quoted Mr. Richard E. Sanderson, director of the EPA Office of Federal Activities, as follows:

"Substantial impacts can occur in the 55-65 L_{dn} contour area in terms of residents who are highly annoyed by aircraft noise and in terms of speech interference and sleep disruption."*

A noise survey by the Seattle Community Council Federation elicited the following types of responses about jet noise in Central and Northeast Seattle:

*Sea-Tac jets impair conversations.

*City of Romulus v. Wayne County, 392 F. Supp 578,593 (F. Mick, 1975) cites EPA testimony that aircraft noise at 55 L_{dn} produces "activity interference and annoyance".

- * Jet noise overpowers television or music in homes.
- * Jet noise disconnects thought--people lose ideas, and as they are about ready to recapture their train of thinking, another jet comes by.
- * It interferes with convalescing from illness.
- * Short-term memory gets blotted.
- * Hearing others on the telephone becomes difficult and people have to repeat themselves.
- * Some older people said they had difficulty distinguishing between loud background noises and conversation and just heard a jumble.
- * Some students found studying difficult.
- * The noise disrupts concentration and mediation.
- * It sets babies to crying.
- * A certain high-pitched whine causes some dogs to bark.

Golfers on Beacon Hill say they often cannot hear the warning "Fore". A resident of Columbia City said that burglars wait for the jet take-off noise to mask their break-ins. A nurse in a First Hill hospital said that doctors and medical personnel cannot use their stethoscopes and other sensitive equipment while jets thunder overhead; another observed that some patient's can't get to sleep and are given sedatives which could otherwise have been avoided. Professors in universities and teachers in classrooms in schools and colleges on Capitol Hill and as far north as the University District must pause for jets to pass. A music student cited a dilemma: open a window for air on a sultry day and jet noise drowns out the music or close the window and suffer the heat. A drama student at the University of Washington's Sylvan ("Columns' Theater) declared jet noise to be extremely frustrating; freeze and the line and spell is lost, or shout as loud as possible so the people in front will hear and go on. (This doesn't work well for a love scene or a whisper.) A Capitol Hill resident recalled that there used to be summer concerts of classical music in Volunteer Park; now, only rock-and-roll and New Age Heavy Metal can surmount the jet noise. A daycare instructor said that jet noise breaks the attention span of the toddlers. A Ravenna-Bryant resident said he now sleeps in the downstairs den and made his upstairs bedroom to be the guest bedroom.

Jet noise destroys the ambience for out-of-doors relaxation in Seattle's secluded retreats. During the "scatter" plan,

jets crossing over Ravenna Park caused an echo in steep canyon walls; Leschi residents noticed the same effect in their ravines. The sounds of nature in the Arboretum are obscured. The inspiration or relaxation from communing with nature evaporates; one might just as well be in a downtown office or studio.

People, with high noise thresholds, settled closer to Sea-Tac where land and housing prices were lower and commuting to Boeing or Kent Valley industries is quicker. People purchased homes and settled in Capitol Hill and Northeast Seattle for the quiet. The rerouting foists jet noise on people who value quietude and paid more for their homes for the quiet enjoyment these neighborhoods afforded. It is not only bringing noise to people, who are more sensitive to it; it is a violation of their social contract manifested through city planning and city zoning that neighborhoods are set aside for quiet residential living.

3. Limitations of Noise Study

The Sea-Tac Noise study understates the noise impact by a large amount. It made six assumptions and exclusions.

- (1) It assumes an equal number of aircraft with and without the rerouting;
- (2) It assumes the continuation of the 10:00 P.M. to 6:00 A.M. curfew on the "east turn" and that the curfew would apply to northbound routing;
- (3) It assumes that the northbound routing would apply to no more than six flights per day as shown in the draft environmental assessment;
- (4) It overlooks the deletion of the requirement that jets unable to reach 4,000' at eight nautical miles are to go west;
- (5) It uses August-Sept. 1989 data. August and September are months when in Perry Como's lyrics, "the bluest skies you'll ever see are in Seattle." Seattle, RCA Victor, from "Here Come the Brides"; and
- (6) It disregards background noise levels from aviation from Boeing International Airport and Lake Union Airport.

Each assumption and exclusion downplays the true noise impact of the rerouting:

* A 42% increase* in air traffic would increase the aircraft over Beacon Hill by 133 planes (42% by 270), the 1989 noise consultant's daily figure). At maximum usage, 29 per hour would enter over Northeast Seattle and fly south; 58-60 per hour would cross Beacon Hill or Georgetown.

* Under the FAA noise metric, aircraft noise generated between 10:00 P.M. and 6:00 A.M. are assigned a 10 dBA surcharge. While the "East Turn" now carries 60% of the traffic, Exhibit 6 (1989 L_{dn} Noise Contours, North Flow) shows a figure of a ball pen hammer facing west; if 60% of the night flights went east, then the pattern would reverse with the L_{dn} 60 line extending to Bellevue, L_{dn} 55 extending to Lake Sammamish, and L_{dn} 50 pushing northward past Wedgwood Rock and Dahl Field;

* The draft environmental assessment, p. 61 e, shows 3 jets bound for Bellingham and Vancouver, and 3 angling northeast to "EHAM" with love and kisses ("YXX"). An FAA Sea-Tac Jet Departures Chart, Average Day, for October 1986, with average traffic of 249 per day, showed 9 per day (Exhibit 2); a Sea-Tac Overflight Committee Eastside Study, for August 3, 1987, charted 10 flights; a Seattle Turbojet Departure per OAG 12/15/86 notes 11 Northbound flights plus 4 polar flights--2 of the flights were between 10 and 11 P.M. A resident on one day tallied 24 going one north or crossing north-east of Laurelhurst playfield. The FAA in a letter to Dr. Jerry Schneider, dated February 23, 1987 (Exhibit 3) stated 14 would do so during the summer months*(Note 1). (This is the time when people sleep with windows open, and Seattleites enjoy the out-of-doors.) The figure fails to account for the Port's aggressive marketing campaign*(Note 2).

* Aircraft that cannot make 4000 feet at 8 nautical miles north are either more heavily loaded or older aircraft.

*The 42% increase is discussed in Section 1D. A 270 per hour spread over a 16 hour day equates to about 17 per hour.

Note 1: FAA spokesman Temple Johnson, in his handout at the November 16, 1989 briefing writes that the rerouting improves capacity by 7% in the north flow; 7% of 270 is 19 aircraft.

Note 2: The Seattle P.I., Dec. 7, 1989, p. B-2 under the headline, "Airport executives to fly far from Noisy Sea-Tac", led off "As Sea-Tac International Airport's neighbors clammer for action on noisy aircraft, top airport executives are flying to Europe next week to drum up business among foreign

Summertime readings are not representative of wintertime conditions.

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These jets are probably those that generate noise levels about 65 dBA at Smith Cove, Location NNW 6 in the Noise Analysis, and set the peak sound levels. NNW 6 is more distant from the runways than NNW 24; it equates with a location close to the Montlake cut. These jets generate 85 dBA levels over Beacon Hill (NNW/O) and a stream of peak level noise en route north. (The average peak sound level drops 1 dBA between NNW/O and NNW/4 and 2 dBA at EO.)

- * August-September data minimizes the aggregate noise levels endured by residents in the Instrument Landing System ("ILS") corridor. In summer, the clouds are high, winds slight, rains sparse, visibility fairly good, and nights clear. Jets on the ILS corridor are short-cutting from the Northeast under marginal IFR conditions or as overflow traffic (Note 1). In contrast, during winter months, the cloud cover is thick; winds and rain often pelting; visibility limited; and the worse weather at night. Jets in the ILS corridor come from the northeast and the northwest (usually at a lower elevation); apply power to compensate for drizzle, headwinds, or catch-up in spacing; and fly below the clouds generating a rebound (Note 2). Most fly lower by night than by day; some have sideflaps out and wheels down. A swoop of jets commonly converge just before and after 11:00 P.M. and before 6:00 A.M. and a scattering of a score throughout the rest of the night.

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airlines." The Seattle Times, January 14, 1990, p. E-1, headlines "Port to boost air traffic", describes a port aviation marketing program to increase air-cargo volumes by 10% and international passenger traffic to Europe by a like amount. The program has a budget of \$1.3 million, and cites community opinion that cargo planes use the noisiest engines.

Note 1: The FAA has made a practice within the last two years of routing jets from the northeast on the ILS route during the morning rush hour and from 4 to 6 P.M. During the summer months over half the jets using the ILS can be seen clearly from North King County to the last low ridge just north of the airport.

Note 2: For example, the FAA used the ILS approach between 11 P.M. and 6:00 A.M. during 1989 on November 2,3,5,6,8,9,11,13, 14, 16-18, and 20-26, and on December 2-8, 11-15, 18-20, 22-31. Residents estimate that it was in use two-thirds to three-quarters of the time in December.

- * Floating planes taking off and landing on Lake Union particularly generate long and loud peak noise levels for the properties around Lake Union, residences along the Montlake Cut, and neighborhoods from Wallingford and Fremont West. See Seattle Times, January 10, 1990, A-7, "Come Hear the Planes: Temple Johnson's invited to spend a few days with us"; letter of Sue and Don Bernhardt to Pat Davis, Port Commissioner, dated May 30, 1986. Boeing International aviation often circles over Beacon Hill awaiting arrival clearance. Lake Union and Boeing International aviation are promoted and under the supervision of the FAA.

If adjustments were made for the foregoing factors, the noise data and contour lines would be substantially greater.

C. Direct Effect--Air Quality

Air quality is a serious concern in the greater Seattle and Tacoma areas. The Puget Sound Air Quality Control Commission declared air quality alerts during the last two summers for both Seattle and Tacoma areas. It banned barbecuing, discouraged unnecessary driving, and advised people with respiratory difficulties to stay indoors. The Commission imposed stagnant air alerts this winter with bans on using home fireplaces and wood-burning stoves in effect for over two weeks. The Seattle Times in its weather almanac publishes Air Quality Statements along with the Tidedables.

Residents in the central corridor of Seattle day-after-day see jets on take-off lay down a plume of dark exhaust over Beacon Hill and Capitol Hill. Residents say they can smell it. They can see its effect:

- * A Beacon Hill resident said you can wash your car on a clear Sunday when the Duwamish factories are shut, and in several hours see a dust coating from drifting jet exhaust.
- * A volunteer at Veterans' Hospital, who lives in North King County, said that when she drives down in the morning with a clean car and parks in the V.A. lot, she'll find it dirty several hours later.

People in the ILS corridor smell it too:

- * A lady at the January 2, 1990 meeting at the NOAA auditorium said she can taste the air and attributed it to planes.
- * People in the ILS corridor in the Montlake to Ravenna trough say that they can smell the fuel.

Many Beacon Hill residents have felt a mist of being rained upon by fuel dumping.

Seattle, once prided as a city of seven hills, has valleys. The topography generally has ridges on a northerly-southerly axis. One ridge line runs from West Seattle, Queen Anne, Crown Hill; the adjoining valley is the Duwamish Industrial basin, Lake Union, Green Lake. Another ridge line runs from Beacon Hill, First Hill, Capitol Hill, Roosevelt-Maple Leaf; the adjoining valley includes Rainier Valley, the Central Area, Montlake and the Arboretum, and along 25th Avenue N.E. and Lake City Way north. The easterly ridge line runs along Mt. Baker, Madrona, View Ridge, and Inverness. The ridges confine the air movement. Two east-west cuts are troughs: one along the I-90 corridor in the middle of Seattle and the other in the Montlake Cut/State Route 520 (Evergreen-Montlake Floating Bridge). Another stagnant air pocket occurs in Rainier Valley. Under stagnant air conditions, the smog tends to settle in the valleys and get trapped.

The rerouting degrades the air quality directly by moving northbound aircraft that would go west along the Duwamish Corridor and out of Elliott Bay due north--the heavier loaded jets; jets for eastbound destinations between 10 P.M. to 6:00 A.M.; propeller aircraft that are routed to follow jet flight paths (Exhibit 5 shows current routing); and for the Montlake area and areas northward, the northbound jets. It degrades the air quality directly by moving in-coming jets from over Puget Sound to directly over the central corridor of Seattle. Jet fuel exhaust will be ejected down along the 23rd to 25th Ave. N.E. corridor, the Central Area, and Rainier Valley in clear weather. (In the winter at least, the Seattle drizzle can rinse the air.) On clear days with a local fog at Sea-Tac, the stream of jets on the ILS corridor leaves a trail in the sky that appears darker than sky further east and west. The rerouting of jets to turn north of the Evergreen Montlake Bridge accentuates the degradation of air quality. The jets tend to add power when coming out of a turn--a practice well-known to residents on Beacon Hill, Capitol Hill, and Ravenna-Bryant successively who experience aircraft from the southwest arcing into the ILS corridor during south flow conditions. Under the rerouting this powering will occur as well as in good weather in the Montlake trough--University District area, a residential area with lower air quality in Seattle already. The jets will cross the I-90 corridor in the Central Area, an area that the City intends to re-develop for residential purposes. Air quality studies during the arbitration proceedings in 1972 between the City of Seattle and the State of Washington relating to the lid over I-90 showed the area to have substantially lower air quality than other residential areas; one of the purposes of the lid and its ventilation system is to filter and cleanse the I-90 related air pollutants. The rerouting gainsays this advantage.

When jets fly over Puget Sound and Elliott Bay, the off-shore breezes distribute the air pollution over a wider area. Much of the pollution--particularly particulate matter--precipitates over Puget Sound well away from the shore. In short, the rerouting concentrates the air pollution over the people, rather than spreading it over Puget Sound.

D. Increased Congestion of Airspace: Impact on General Aviation

The rerouting moves the flight path in clear weather directly over Boeing International Airport and shifts aircraft on the east closer to Renton, both general aviation airports. The rerouting is designed to increase the arrival rate from 42 to 58-60 per hour, and, correspondingly reduce the interval between jets. At its November 16, 1989 briefing, FAA spokesman Temple Johnson explained that it permits parallel streams of jets, landing "wing tip to wing tip", on Sea-Tac's two runways.

1. Impact on Boeing International Airport

The decreased spacing between Sea-Tac jets will cause delays in Boeing Field takeoffs and landings. The convergence of aircraft on parallel tracks in short intervals may intensify or affect the duration of aircraft air turbulence. The rerouting shifts commuter aircraft from over Puget Sound to over Boeing Field (see Exhibit 5 for current routing) further increases the air traffic in the vicinity.

After deregulation, the Port of Seattle and King County commissioned a Sea-Tac International Airport/King County International Airport Airspace Study, dated January 1983 (the "Study") points out that Boeing International Airport is a much busier airport than Sea-Tac in flight operations (p. xv)--in fact, it is the busiest general aviation airport north of San Francisco and west of Chicago--and that due to the proximity of the airports, the two need to be essentially operated as one. Both airports direct traffic in the same north or south direction simultaneously. Sea-Tac overflights reduce the opportunity for general aviation destined toward Boeing International to land. An aircraft bound for Boeing International under south flow conditions may have to abort its landing and increase altitude; the increase would bring it directly into the path of the Sea-Tac arrival. Moreover, jets on take-off cause "wake vortices" and air turbulence that can affect private aviation (Study, p. 8-9).

At the November 16, 1989 presentation, FAA Spokesman, Temple Johnson, stated that the rerouting would affect flight tracks at Boeing Field. He did not say what the changes would be.

2. Congestion

The rerouting will congest the airspace over the central corridor of Seattle. It adds more aircraft to the confined space and reduces the separation interval for cross traffic. Beyond 12 nautical miles north, roughly north of the Lake Washington Ship Canal, uncontrolled airspace (0-3000') can accommodate cross-traffic. However, over South Capitol Hill and Beacon Hill, the uncontrolled air space falls to 1,800 feet. (54 Fed. Reg. 52682).

The uncontrolled air space is further constrained by ground objects. Aircraft are required to maintain a distance of at least one thousand feet vertical distance from the nearest ground obstacle until making their final descent, 14 CFR S 91.79 and 91.119. The ground line of Capitol Hill is 403' at 18th Avenue and E. Madison St. The KCTS-TV Tower adds 590' for a total of 993' and KTZZ (Channel 22) adds 637' for a total of 1040'. The City of Seattle granted Columbia Center (950' above ground line) a building permit to build a 200' T.V. tower atop Columbia Center, the tallest building north of Los Angeles and west of Chicago, Daily Journal of Commerce, January 5, 1990, p. 1. The television stations, which maintain towers on top of Queen Anne Hill, have applied for permission to heighten their T.V. towers also. The Washington Aeronautics Commission anticipates that the T.V. Tower on Columbia Center will deflect general aviation further east to over First Hill. There will be more cross traffic and less space and time for it. Circling traffic over Beacon Hill awaiting an opportunity to land at Boeing International will intensify the congestion.

3. Safety

The rerouting raises safety concerns:

- * It brings aircraft "wing tip to wing tip" to the two Sea-Tac runways, whose centerlines are separated by a mere 800 feet. (Draft environmental assessment, p. 6). This is scarcely half the minimum FAA standard, Seattle Weekly, December 13, 1989, p. 28.
- * It intermixes commuter aircraft and faster moving jets. The lines of descent of commuter aircraft and jets will converge over Beacon Hill, narrowing and then eliminatng vertical separation. A jet pilot advises that this causes the jets to slow down, making more noise, and through the use of flaps and wheels, to generate more air turbulence; private pilots have expressed concerns.
- * The consequences of a mid-air collision magnify. A crash over Puget Sound destroys the aircraft and their

passengers and scatters debris over open water. A mid-air collision over the central corridor will destroy not only the aircraft but also multi-family residential structures, schools or homes. The horror will be worse than the collision in Los Cerritos, California on August 31, 1986 of the PSA crash over San Diego on September 25, 1978 or the Kenner crash on September 25, 1978. A south end resident cited Horizon Airlines Flight 2658 with an engine aflame, landing at Sea-Tac on April 16, 1988 (fortunately safely). Accidents can happen here. See Seattle Times, November 30, 1989, p. E-1.

- * It increases the chances of injury from dropping debris. The U.S. airline fleet is aging and includes "geriatric jets". Seattle Times, June 19, 1988, p. 1. The Aloha Airline incident left torn skin over the Pacific Ocean; another airline dropped an engine in a mid-West cornfield. Aircraft mechanics doing maintenance work on airlines note a missing rivet head from time-to-time. Any such debris, falling from an airplane travelling at several hundred miles per hour, has the impact of a bullet. The more aircraft overhead, the more opportunity there is for such an accident.

Beacon Hill residents have observed near collisions already. One resident told the Joint Committee on Aircraft Overflights that "her heart left into her throat" when a big jet closed in on a private craft; another recalls covering her eyes with her face so that she would not see a collision about to occur. At a north end community meeting, one man recalled seeing a private plane thrown into a flutter from the turbulence of a large jet. A Maple Leaf resident has photographs of close encounters. A Lake City resident and a retired World War II pilot says that there have been too many close calls and is writing letters to prevent the rerouting and more of them. A Seattleite remembered being a passenger in a small plane and feeling it jump and shake in a jet wake and admitting being scared. All of these incidents occurred over the central corridor of Seattle.

E. Direct Effect--More Traffic and More Runways

Increased capacity will generate more air traffic. The Seattle Times, January 14, 1990, P. E-1 and 3 describes the Port's aggressive marketing program and quotes the Port's director of aviation marketing as follows:

"I don't know how quickly we're accelerating the rate of growth and how fast we're running out of capacity . . . I'd rather say going and getting them now is smarter than letting market forces fill up our capacity."

In short, whatever is available, the Port will fill it if it can.

The Port staff envisions Sea-Tac as a "regional hub airport". If more aircraft can arrive per hour, Sea-Tac and airline officials will schedule more aircraft.

The rerouting invites more runways and Sea-Tac expansion. The draft environmental assessment at page 7 states:

"While an addition of another runway at the present location is feasible, it will probably not improve capacity or efficiency unless route modifications can be made to bring the aircraft to the runway more efficiently.

It anticipates increased demand (p. 14), accommodates it, and stimulates it.

In fact, the rerouting is designed for and to assist that demand. Sea-Tac has plans for converting a taxiway into a commuter runway. The Seattle Times mentioned it as its lead story on Sunday, March 26, 1989, p. A-1, "Jet-city traffic jam." Port officials had planned a third runway through Burien, but backed off under public protest. Seattle P.I., May 5, 1988, P. B-1. Port capital improvement plans, distributed at the November 16, 1989 presentation of the rerouting plan, shows the commuter runway planned for 1991. The Port's Aviation Director has been touting the commuter runway in the mediation process, and soon after the November 20, 1988 meeting of the mediation process, the media disclosed a Port memorandum for funds to design the runway.

The rerouting is in fact keyed to runway expansion. The FAA spokesman maintains the current routing a a bottleneck that restricts a major increase in operations--the very function the commuter runway and a third runway would serve.

F. Indirect Effects

1. Increased Capacity and Facilities

The Port has committed itself to a cycle: more capacity, more runways and terminals, more air traffic; more capacity, more runways, etc. The cycle is reminiscent of freeway building in the 1950's and early 60's:

Build more freeways to accommodate peak usage;
More freeways stimulate more auto traffic;
More vehicular traffic demands more freeways etc.

The FAA rerouting and the runway planning are so concurrent and so interrelated that the two should be treated in the environmental analysis for whichever comes first.

2. Noise Impact

Jet noise levels impact health and people's sense of well being. The noise disrupts daily activities; it causes delays in everyday functions such as speaking, listening, thinking; it diminishes productivity in tasks requiring concentration; it impedes relaxation needed to recharge for daily affairs; it induces stress and creates tension. It disturbs sleep and generates fatigue. Studies in Japan have found psychological or mental fatigue to be more wearying than physical fatigue and to cause shortening of life span.* Noise studies show that people feel the effects of noise even though they have conditioned themselves not to notice it. The threshold differs with different people.

No man is an island: the impact on an individual may affect others with whom the individual comes in contact. When the impact affects many, the more likely those affected influence others and the greater the cumulative impact in interpersonal and community affairs.

3. Transferred Burden

Increased noise levels impose upon the owner of property the burden of insulating his/her premises to make them liveable or usable, e.g. In the early 1970's, the Highline School District spent its entire proceeds from the Port's acquisition of a grade school for airport purposes to insulate its other school buildings. Ads to lease apartments and sell condominiums for properties in South Seattle sometimes carry the notation; "well insulated" referring to noise; the renter or buyer pays extra to protect himself/herself from noise pollution. New construction in the central corridor of Seattle will probably have to insulate for noise abatement, adding increased development expense.

4. Community Displacement

Community growth patterns follow the amenities of a location.

The tideflat industries of Fife and Tacoma polluted the air and generated an "aroma of Tacoma". It deflected residential settlement toward the Lake region and Clover Park areas south of the city. Sea-Tac noise is having the same blighting effect in areas subject to overflights.

Instead of a healthy population mix (age, income status, families and ethnic backgrounds), environmental disamenities cause a separation over time. Newcomers, with means, choose

*E.g., Yomiuri Shimbun, October 2, 1989.

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the more desirable areas. Many factors come into play, e.g. location of jobs, schools, the nature of the housing etc.

Until the 1980's, Beacon Hill and Capitol Hill had been very desirable residential areas: close to downtown, nice views, centrally located, equivalent schools, etc. Young families, with means to choose, in the 1980's were settling on the Eastside where they can enjoy the out-of-doors. Schools and housing prices are factors; so is the jet noise from Sea-Tac. Real estate prices on Beacon Hill and further south in the flight path have not kept up with the rising real estate values in Seattle. New development lags there vis-a-vis the north end of Seattle. Jet noise pollution is the primary culprit.

Some flatland areas have potential for industrial or commercial usage. Beacon Hill and Capitol Hill by their topography are committed for residential use and the long run healthy growth of Seattle, as a metropolitan center, requires that the noise levels be brought down to be compatible with quality residential living.

The FAA's overflights generate noise in the I-90 corridor almost equal to the levels that would occur if I-90 had remained uncovered from 23rd Avenue to Martin Luther King Way. The lid not only re-unites the communities spanning it; it completely contains the highway noise. The lid involves an estimated expenditure of twenty million dollars (\$20,000,000), mostly with assistance of the U.S. Department of Transportation. The rerouting of jets imposes an equivalent new noise source.

The rerouting by imposing incompatible jet noise over long established residential areas encourages urban sprawl with gradual resettlement of people away from Seattle's central corridor to rural areas that state and local land use planning is trying to preserve.

IV. THE DRAFT ENVIRONMENTAL ASSESSMENT

A. Not Bona Fide Assessment

An environmental assessment differs from a technical study in that it selects the best alternatives for presentation, identified the environmental issues, evaluates the proposal and alternatives by ten criteria, states the affected environmental consequences and puts forth mitigation measures. 40 CFR S 1508.9, 40 CFR S 1508.27, 40 CFR S 1501.2 and FAA Order paragraph 17, 36 and 37. Its purpose is to help the agency determine whether or not to prepare an environmental impact statement and if so, assist in preparing one. 40 CFR S 1508.9.

The FAA's draft environmental assessment is a retouched version of the FAA's airspace study, dated October 18, 1989, entitled

"FEDERAL AVIATION ADMINISTRATION
Northwest Mountain Region
Seattle-Tacoma Tower

Airspace Study: "Settle Arrival and Departure
Routes, Simulation, Analysis, Recommendations."

The FAA changed the title, added a few pages on noise and air quality, appended a list of persons consulted and "slipped a mickey" on the map (p. 61e); the northbound rerouting. Ninety-seven percent of the draft assessment is a verbatim repeat of the air space study. (See Exhibit 6, Comparison Table) The air space study's goal is to move 50 to 60 planes per hour in good weather. The document describes 13 computer simulations of routing patterns, most of them with arrivals due south over the central axis of Seattle, evaluating each by efficiency under high (52) arrival rates per hour. One-third of the document is a glossary of terms.* The airspace study concerned arrivals only; the map in the environmental assessment (p. 61e) shows the northbound routing. Nothing in the text of the draft environmental assessment suggests or discusses this change.

The draft environmental assessment has these glaring omissions:

- * There is no discussion of the human environment or even recognition that a noise sensitive area is involved.
- * There are no mitigation measures (40 CFR S 1508.20).
- * The list of people "contacted" excludes important entities, such as:

King County
The State of Washington
The Puget Sound Air Quality Control Commission
The Cities of Mercer Island, Bellevue,** Redmond,

*40 CFR S 1500.1(b) quoted at page states: "Most important, NEPA documents must concentrate on the issues that are truly significant to the action in question, rather than amassing needless detail."

**The Seattle P.I., November 29, 1989, p. B-2, quotes the mayors of Mercer Island and Bellevue as saying that they had not been consulted about the rerouting.

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Tacoma, Clyde Hill, Medina, Tukwila, Federal Way and Renton.
 King County Boeing International Airport
 The University of Washington
 Seattle Community College
 Seattle School District No. 1
 Lake Washington School District and others

and as a result, the assessment presumes no impact on any of them. Two of those listed above, King County and Tacoma, operate airports.

- * The discussion of noise and air quality impacts is superficial; other environmental consequences described in Part III, "Impact of the Proposed Routing" above are not considered (cf. FAA Order 1050.1D P 36).
- * There is no recognition of cumulative impacts (40 CFR S 1508.7).
- * The "no action" alternatives of limiting arrivals per hour are summarily dismissed (cf. FAA Order 1050.1D P 36). There is no analysis of the impact of increased air traffic made possible by the expansion in capacity or of the increase in peak noise levels from the increased capacity.
- * There is no identification or analysis of the factors or cumulative impacts as contemplated by the facts in 40 CFR S 1508.27 or FAA Order 1051.1D P 37.

There is no acknowledgement that the matter is controversial despite the fact that

- (1) Congressman John Miller, Rod Chandler, and James McDermott had written to the Secretary of Transportation on December 8, 1989, asking for an environmental assessment and stating that "noise control is a high priority" and "should be given as much weight as capacity and efficiency" (Exhibit 7).
- (2) When the FAA had proposed a plan based on efficiency only, every member of the Washington legislature from Seattle signed a letter, dated April 23, 1987, opposing the plan (Exhibit 8). That plan and the rerouting are very similar.
- (3) The Seattle Federation of Community Councils is strongly opposed to the routing of jets over the central corridor and commented about it by letter, dated January 7, 1989, to the Secretary of Transportation in response to DOT's "Airport Noise Compatibility Planning, Request for Public Comment,

53 Federal Register 44554". On May 2, 1989 the Northeast District Council wrote to the Port of Seattle and the mediation committee in June 1989 its strong opposition to such a routing. The two sub-caucuses most affected in the Sea-Tac Noise Mediation Process, the Eastside and North/Northwest, both rejected the proposal outright when originally presented.

- (4) The Seattle City Council had passed Resolution 28114 calling for an Environmental Impact Statement on December 18, 1989 (Exhibit 9).

The fact that an action is highly controversial on environmental grounds removes any categorical exemption that the FAA might claim under Appendix 4, paragraph 4, k (the "3000 foot" rule). FAA Order 1050.1D, paragraph 32. DOT Order 5050.4A Airport Environmental Handbook P 246; U.S. General Accounting Office, Report to Congress "Aircraft Noise, Implementation of FAA's Expanded East Coast Plan," August 1988, p. 34. It is a factor to consider in deciding whether to do an environmental impact statement.

B. Low Quality Environmental Information

1. Noise

The same refrain runs from the air space study through to the draft environment assessment. It comes down to two key paragraphs:

"For the proposed changes in north or south flow patterns to affect the noise contours presented in Exhibit 2, the changes would have to take place with the DNL 65 contour since it is aircraft flight in this area that produces the noise depicted by the noise contours (Environmental Assessment, p. iii and p. 58; Air Space Study, p. 88).

"Given that the DNL 65 and greater noise contours do not change, all locations outside of the DNL 65 contour remain compatible with the airport." (Environmental Assessment p. 58 and 60; airspace study p. 89)

In presenting the plan on November 16, 1989, the FAA's spokesman supplied the public statement with this emphatic conclusion: "The proposed procedures do not change existing

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noise contours.** The mediators prepared a memorandum of Questions and Answers, dated November 17, 1989, with this exchange:

"Question? What environmental analysis procedures did the FAA use and what is required of the FAA?"

Response: The FAA is not required to do environmental analysis for changes above 3000'. The FAA did do an internal environmental review which showed that there were no changes to L_{dn} 65."

Both the draft environmental assessment and the air space study confined their environmental analysis to the area where no flight path changes are said to occur and disregarded the area where the changes occur.** Both assume a constant number of aircraft, although the plan is designed to increase the flow!

Both documents overlooked certain key changes: propeller aircraft that now turn west, south of the Duwamish River will fly in the jet flight paths; the heavily-laden aircraft that cannot make 4,000 feet at 8 nautical miles will now go due north rather than angle westerly over the Duwamish corridor; and with propeller aircraft in the same flight path with jets, jets over Beacon Hill may have to slow down by using flaps and lowering wheels ("flying dirty"). The noise contours within the 65 L_{dn} may well change.

2. Air Quality Data

The air quality analysis simply notes that there is no quantitative data on any of the alternatives (draft environ-

*Statement of Temple H. Johnson, Jr., Manager Air Traffic Division, p. 2. While the spokesman may have had in mind the L_{dn} 65 contour line, laymen understood it as not increasing noise levels further out. The Port of Seattle's noise analysis shows substantial impact on noise contour lines where the change in flight paths occur. The draft environmental assessment differs from the air space study in this quirk: the air space study (p. 89a) has its exhibit with north toward the top of the page; the draft environmental assessment, (p. 61c) has north toward the bottom of the page.

**The Seattle Times, December 23, 1989 states William Butler said that the FAA has no plans to predict the effects of flight changes outside the area because there is no data for those areas. The FAA had access to the 1987 noise consultants data and the Port consultant planned to report on January 4, 1990; less than two weeks away.

mental assessment, p. 60). A bona fide environmental assessment would have recognized the issue and consulted with air quality agencies and experts.

3. Northbound Routing

Only the map, p. 61 E, shows the northbound routing. The draft environmental assessment is otherwise silent about it. The map shows 6 jet flights. The figure understates flight data from earlier FAA materials. See Limitations of Noise Study, III B 3 above.

4. Delay Data

The draft environmental assessment, p. 4, founds the need for the rerouting on presumed delays in aircraft arrivals.

"In the Summer of 1989, Sea-Tac Airport experienced unprecedented delays, 5,409 aircraft experienced a total of 1,303 flight hours of arrival delays in the months of June, July and August."

Ninety-five percent of the aircraft during these months arrived without delay. The Christian Science Monitor, November 20, 1989, listed a chart for On-Time arrivals at the U.S. busiest airports. Sea-Tac ranked 22nd in passenger traffic and sixth in on-time arrivals, with 84% of the arrivals on time and 88% of the departures on time.

The figures for delays in August of 1989 fail to break out several factors accounting for delays.

- (a) Summertime events: The Navy's Blue Angeles precision flying team performed for the Seafair Hydroplane Race and practiced the day before. Air traffic north of Sea-Tac was virtually closed while the Blue Angeles were in the air. Boeing International Airport hosted its annual airshow with flight acrobatics and vintage aircraft. Sea-Tac aircraft were diverted for the two-day festival. The Seattle Times and local television stations had warned local residents to expect delays lasting several hours for each event.
- (b) Malfunctioning localizer: At the FAA's November 16, 1989 presentation of its plan, a pilot inquired about how much of the October delays was caused by repair of defective Sea-Tac equipment and received an answer that the amount was substantial but not identifiable because of the manner that the statistics were compiled in. The localizer was also malfunctioning and receiving maintenance in August of 1989.

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- (c) The Seattle-Tower used instrument flight rules during August to a greater extent than customary. The acceptance rate under visual flight rules is greater than under instrument flight rules. Whenever airlines schedule for arrivals under IFR conditions, back-ups will occur if IFR conditions prevail. This is true irrespective of whichever routing or rerouting system applies.

Unless the data can be broken down with particulars as to the cause of delay, the information is not useful.

Sea-Tac is known for its fogs that can come even when the rest of the area is clear, e.g., Sea-Tac had 48 days of fog with one-fourth mile or less of visibility. Daily Journal of Commerce, Dec. 19, 1986, p. 16.

5. Maps

The maps of the routing p. 61e and g are misleading. Exhibit 61e shows one heavy arrow going over the northern end of Mercer Island and two areas of half the width going north and northeasterly, south of Webster Point. The Port's noise consultant's outline (Exhibit 9) shows five arrows going east--the most southerly around the northern tip of Mercer Island, the most northerly clipping over Laurelhurst in Seattle. Exhibit 61g shows an end profile of a hibachi. A layman can hardly tell where the planes converge over Seattle. The noise consultant's outline (Exhibit 10) shows clearly six arrows converging over Seattle from the west. The Noise Consultant's outline also shows half the arrows from the west entering north of Elliott Bay. Yet, the FAA told the Mediation Committee and the public that flights from the west would go south over Puget Sound and Elliott Bay as currently and Northwest Seattle would see a reduction of overflights in clear weather. Compare the maps in the draft environment assessment to those shown in the Seattle Post-Intelligencer, January 12, 1990, p. B-2. The P.I. is not only more graphic, but far more informative to the public. The United States General Accounting Office, Re "Aircraft Noise Implementation of FAA's Expanded East Coast Plan," dated August, 1988 (GAD/RCED-88-143) p. 51 states: "These steps would include informing the public in unambiguous terms about the major airspace changes. Producing maps that show the proposed changes and that the public can understand would also help in this process."

The text of the draft assessment explains that the jets from the southeast are to complete their "U" turn at eleven nautical miles north of the runways (draft assessment, p. 53). However, the Terminal Control Area published in the 54 Federal Register 52682 shows the Evergreen Montlake Bridge to be at least 12 nautical miles north.

The text uses technical locations such as "VORTAC" and "radials" and "DME fix". No map shows where these fixes or angles are. A layman cannot therefore follow the discussion using the draft environmental assessment.

V. THE F.A.A.'s PROCESS

A. Lack of Consultation

Whatever consultation the FAA has had with state and local governments occurred after the storm of public protest against the rerouting. CF. Seattle P.I., November 29, 1989 p B-2; Seattle Times, November 30, 1989, p. E-1 and December 3, 1989. Its contact with Seattle consisted of an FAA presentation of its plan to the Seattle City Council but no meaningful dialogue. Its contact with Pierce County was with the airport manager, not its elected officials. The FAA participation in the Port of Seattle noise mediation process cannot excuse its failure to inform municipal and state government officials about its rerouting plan early on, solicit their views, and give them careful consideration in its decision-making. 31 USC S 6506; Executive Order 12372; 40 CFR S 1500.2 (f), S 1508.9 (b), S 1506.6; DOT Order 5610.1C S 14 (c); FAA Order 1050.1D P 22.

On January 1, 1990 a new mayor, City Council (one-third new) and city attorney took office in Seattle as did newly elected officials in Tacoma and Bellevue and the Eastside cities. The first task of a new administration was to organize itself, appoint key officials, etc. The FAA's January 24th deadline limits their opportunity for effective comment.

B. Citizen Involvement

The FAA has made no direct contact with community organizations in Seattle or Tacoma about its proposed rerouting. It sent no information on its rerouting plan and never solicited the views of the Seattle Community Council Federation, an organization of over a score of neighborhood community councils throughout Seattle; or the Lake Union District Council, the Northeast District Council, and the North District Council, all organizations with members comprised of neighborhood and business organizations in the areas affected by the flight changes. The only citizen involvement that the FAA had occurred through the Port of Seattle Noise Mediation Process.

In the Noise Mediation Process, FAA spokesmen assured the citizenry that no changes in flight paths would be made while

the process was underway. That assurance was given at the first meeting in March 1989, again in June 1989, and through Temple M. Johnson, Jr. to the North/Northwest Sub-caucus on September 26, 1989 at the Jefferson Community Center. The FAA's November 10, 1989 announcement repudiated that assurance. See Seattle Times, November 10, 1989, p. 1 and 9; November 30, p. E-1 and December 1989, D-1; Seattle P.I. November 11, 1989, B-1 and November 29, 1989, B-2. At all of its presentations, the FAA stated that the "4-poster plan" was an ideal to maximize efficiency, but did not indicate it was a plan to be implemented soon. These assurances dissuaded some community organizations from commenting on the proposed alteration of the Seattle Terminal Control Area published in 54 Fed. Reg. 33564 (August 28, 1989), a predicate for the Sea-Tac rerouting. The presentations omitted several important elements of the plan: (a) all continued the "east turn" curfew; (b) all had the "U" turn for traffic from the southeast at or south of the Evergreen-Montlake Floating Bridge; and (c) none mentioned the elimination of the mandatory west turn for heavily loaded traffic. At all of them, the FAA spokesman argued that any increase in noise levels would be minimal (e.g. Seattle P.I., December 15, 1989, p. C-1)--an assumption at variance with the Port consultants' January 4, 1990 noise analysis.

The FAA announcement of its intent to implement its plan on January 11, 1989 came on November 10, 1989. It was timed to occur after the comment period on the proposed alteration of the Seattle Terminal Control Area had expired. The announcement came too late for public discussion as an issue in the Port Commission elections held November 7, 1989. The announcement came just before the Thanksgiving-Chanukah-Christmas-New Years holidays, a time when people are preparing for, or in the holiday rush. The FAA indicated that the Noise Mediation panel could "tweak" the plan afterwards. It did not invite comment about the basic decision to implement the rerouting at all--the fundamental environmental question.

This procedure violates 40 CFR S 1500.1 (b) and S 1506.6; DOT Order 5610.1C S 14 a; and FAA Order 1050.1D S 29.

C. Notice of Hearing and Availability of Draft Assessment

The FAA published notice of its hearing on the draft environmental assessment on December 29, 1989. Seattle Times, December 29, 1989, p. C-6. It requires comment on the draft environmental assessment by January 24, 1989.

Draft environmental assessments are practically available only at libraries for reading there. (Citizens who called in to the FAA were told to visit their libraries.) The FAA sent 4 copies to the Seattle Public Library and two copies are

available at the downtown library only.* At most, one copy was distributed for each 10,000 people in the King County-Pierce County Area. The Seattle Public Library first received its copies on Tuesday, December 26th. The documents then had to be sorted, catalogued, distributed, and shelved. Citizens report that copies first appeared at the reserve counters on December 29, 1989. Since the Seattle Times is an evening newspaper, a citizen, who was alert to the notice, would first gain access on January 2, 1989. The effective opportunity for a citizen to comment on the document is 22 days--not 30 days.

Many libraries are closed on Sundays. All are closed on New Years Day and Martin Luther King Day. This further diminishes the opportunity for review of the document. Nothing in the document or the forwarding letter mentions the public hearing or solicits public comment. It gives an address for "information", but not for sending comments.

The FAA notice therefore violates DOT Order 4610.1C(e)(2) and FAA Order 1050.1D S 28 d.

D. Timing of Hearing

The FAA published its notice of hearing six days after it issued its draft environmental assessment. It issued its draft environmental assessment on the Friday before Chanuka and Christmas. It selected the only 30 day span in the entire calendar year with three legal holidays: Christmas, New Years Day and Martin Luther King Day. It allowed only 26 days from date of publication. Until the official notice was published, people might learn of the scheduled hearing from newspaper stories, criticizing the draft environmental statement, but would not know where to read the document. For example, The Seattle Times, December 23, 1987, under the headline "New FAA Report is Silent About Jet Noise", wrote: "A new report by the FAA on its proposed changes to Seattle-Tacoma International Airport flight patterns does everything but answer the central question, How much noise will this bring to Puget Sound neighborhoods?" The short interval prejudices community organizations, who meet monthly, e.g., the Seattle Community Council Federation's next regular meeting occurs after the January 24th hearing; the North District's Council's meeting occurs scarcely a week before. The answer to the Seattle Times' key question first came on January 4, 1990--only 20 days before the hearing.

This compression of time violates DOT Order 5610.1C S 14 (e) and FAA Order 1050.1D S 28 (d).

The rush to issue the draft environmental assessment before Chanuka/Christmas (without even waiting for any noise analysis due soon after New Years), the minimal distribution

*North Seattle Press, January 10-23, 1990, p. 1 and 8. The North East Branch Library did not receive a copy.

of the document, the shortness of time for the hearing, and the skimpy environmental analysis in the document itself, shows an agency just going through the motions without a sincere intent to allow public involvement in its environmental processes. It manifests an intent to steamroll over the citizenry and put its rerouting plan into place, whatever the environmental and community consequences may be.

E. List of Persons Contacted

The community organizations in the "List of Agencies and Persons Contacted" (pp. 63-66) include organizations, whose sole contact was

- (a) sending a letter to the Port and the FAA protesting the plan, e.g., the Northeast District Council and the Seattle Community Council Federation; or
- (b) having a member of the organization participate in the Port of Seattle Noise Mediation process, e.g., Ravenna-Bryant Community Association (RBCA)* and the Mount Baker Community Club.

Its list omits C.A.S.E., Citizens' Alternative to Sea-Tac Expansion, an organization of several hundred members in the immediate vicinity of Sea-Tac. FAA Order 10501.1D P 36 uses the word, "consulted", not "contacted". The "contact" does not equate to "counseling" because the FAA did not seek the views of the organization--such as attending a meeting or writing for comments with a disclosure of the proposal--or given careful thought to the ideas expressed.

VI. THE NECESSITY OF AN ENVIRONMENTAL IMPACT STATEMENT

The FAA needs to prepare and circulate an environmental impact statement because the rerouting appears to be a major action significantly affecting the quality of the human environment. (See Part III.) Under south flow conditions, the proposed plan routes jets on take-off directly over the third largest city in Washington, Tacoma--an introduction of new jet noise--and it shifts in-coming aircraft over to the central corridor of Seattle, the largest city, and over Bellevue, the fourth largest. On north flow take-offs, it routes many more jets and propeller planes over the populated

*The FAA's association was so distant that it got the wrong name for the R.B.C.A. and misspelled "Queen Anne" in Queen Anne Community Council.

center of Seattle all the time, and opens up North Seattle for jets taking off. Overall, it shifts noise and other aircraft pollution (including safety hazards) from over water to over people. The rerouting maximizes jet noise while federal environmental policy mandates abating it. No FAA official in the Port of Seattle's Noise Mediation Process has yet been able to show another airport that routes its aircraft below 5 to 6,000 above ground over the population centers of three of the four largest cities in the state. NEPA (Part II) therefore, requires the FAA to prepare and circulate an environmental impact statement. That is reason enough for doing so.

A. Consideration of Alternatives

Preparing and circulating an environmental impact statement will force the FAA to confront the underlying fundamental issue: whether environmental and community values over-balance maximizing "efficiency" in the movement of aircraft.

The FAA goal is to move planes--its goal should be to move people and cargo. The existing flight patterns can move more people more efficiently without environmental degradation if properly managed. The environmental assessment should focus on how to make the current routing more efficient in moving people and cargo.

The draft environmental assessment, p. 3, describes the problem as "airspace saturation" during high demand periods:

"At several times during the operating day, demand for services alternate between arrival 'banks' and departure 'banks'. This occurs because of the marketing strategy used increasingly by air carrier and air taxi companies over the last decade. Under the 'hub-and-spoke' system, large numbers of aircraft, an 'arrival bank', arrive at an airport in a brief period, exchange passengers and then leave as another compact 'departure bank', creating peaks of demand and delays" (p. 5).

An examination of a Sea-Tac schedule shows a flock of simultaneous arrivals, e.g., 7 planes at 11:00 A.M. and some peak hours on some days have more than 42 scheduled during a 60 minute span. Delay is inevitable for the former and under instrument conditions, in the latter case. To change flight paths lets the airline executives determine the degree of pollution inflicted on the public; to hold the current flight patterns forces the airline executives to make more efficient use of the existing capacity.

The statutes authorize the FAA to set quotas. It has done so at O'Hare, Kennedy, LaGuardia, and National Airport. It can

and should do so with Sea-Tac. When statistics for Sea-Tac and King County's Boeing International Airport are aggregated, Seattle is a high density air traffic area eligible for quotas.

According to the FAA's statistics, 40% of its operations are by air taxis--commuter planes. The air carrier flights have been fairly constant over the last few years; the commuter flights have risen very rapidly--mostly from one airline, Horizon, now owned by a major carrier. Other contributing factors are:

- * Airlines are flying smaller planes. The Seattle Weekly, December 13, p. 28 reports that the passenger capacity has declined from 164 per plane in 1982 to 100 passengers today. The airlines had more seats in the air with fewer airplanes than it has today.
- * The airlines are flying with lower load factors today than before. In some cases, airlines are flying planes to primarily hold the time for marketing purposes.
- * Sea-Tac has more touchdown traffic, i.e., airplanes making a stop at Sea-Tac enroute to a further destination. The Christian Science Monitor cited in Section IV B-1, the figures for enplanements of passengers appear to factor out "pass through" or "transfer" traffic and produces statistics half of those of Port staff. Direct flights are a better allocation of limited airspace.

Once airspace is rationed, the airlines come under pressure to use it more efficiently--much as the slowdown in building freeways has promoted the use of buses, carpooling, and light rail for commuting. The competition for favorable slots gives the airport operator leverage to secure quieter aircraft and to enforce noise abatement measures.

In 1983, the Port of Seattle and King County commissioned the Sea-Tac/King County International Airport Airspace Study. The study at page 7-8 recommended "demand management". It encouraged surcharges for peak periods to even out the flow, and it recommended quotas per hour. The study recognized that expansion of Sea-Tac traffic impinges on general aviation; and that aviation must operate within the limits of community acceptance.

Government has the responsibility to regulate and protect the environment and the community. Otherwise the property of everybody becomes that of nobody, and "everyone takes for himself". The Port and the FAA are acting as developers, pushing beyond the limits of noise acceptance in order to

accommodate the noise polluters. When reminded of their governmental responsibility, each replies "people are buying the tickets and the airlines are doing the scheduling". Public demand for a product or service does not justify unnecessary pollution in producing it. Aviation like other forms of transportation needs to accept some delays in order to accommodate the community. NEPA's ultimate goal is to have the water drinkable, the air breathable, cities liveable, and the environment enjoyable and healthy.*

B. The Mitigation Measures--Routing

Mitigation measures are an essential element of an environmental impact statement and need to be developed and adopted. Some are listed below.

East Turn Curfew: The Port's noise consultant recommended retention of the east turn curfew between 10:00 P.M. and 6:00 A.M. and extending it to northbound traffic. January 4, 1990 Report, Recommendation A. The FAA's concern about that peak period travel has no applicability to travel during the late night/early morning hours. Take-off jet noise is particularly disruptive during night-time hours and the noise levels recorded at the consultant's monitoring posts on Beacon Hill, Capitol Hill, First Hill, and the Eastside exceed sleep disturbance levels. Report of the Joint Committee on Aircraft Overflights dated December 17, 1987, Recommendation 3, stated:

"In north flow departures, aircraft should fly over the Duwamish/Industrial areas and not directly over Beacon Hill and West Seattle."

Bob Bullock, aviation noise officer of the Port of Seattle,

*Delays occur in freeway traffic; with buses on downtown streets waiting for bus stop space; with shipping and pleasure boats at the Ballard (Hiram Chittenden) Locks; with rail traffic, at tunnels and bridges, and even in large office buildings with crowded elevators. Some 15,000,000 Sea-Tac passengers per year equate to about 41,000 people per day; the L_{dn} 55 contour encloses a population several times that number. The passenger can choose when noise is thrust upon them. The delay per passenger is less than 5 minutes in August, the peak month. The noise level over 55 L_{dn} on Beacon Hill will endure 2 to 3 hours per day; one to one-and-two-thirds hours on First Hill; one-half hour to one-and-one-third hours on the Eastside; two hours in Federal Way; and one hour and one-hour-and-a-half in Tacoma. The noise causes more disruption to more people for a longer period than the time saving to those avoiding delay.

had devised and the Port recommended departure to implement this recommendation. The FAA's deletion of the "East Turn Curfew" vitiates without cause, all this planning, the Committee's recommendation, and the Port noise consultant's advice.

South Flow Restriction: The Port's noise consultant recommended that during hours when arrivals are 18 or fewer per hour (roughly 9:00 P.M. to 7:00 A.M.) traffic from the southeast would be vectored to the west side and blended into traffic from the southwest "post", and traffic from the northeast "post" would be vectored north of the Seattle area and blended into the traffic flow from the northwest "post". The consultant stated:

"GOAL. The goal of this modified 4 Post plan is to keep traffic flows generally the way they are now, (i.e., Elliott Bay), yet allow FAA transition into the 4 Post concept when capacity would be constrained if traffic flows were not changed during the heavier periods.

* * * * *

BENEFIT/DIS-BENEFIT. The benefit of this procedure would be that only during heavier traffic periods would the full 4 Post plan be utilized. During the less busy periods, traffic flows would be similar to the flow currently being used. Dis-benefits would include considerably more work on the part of the controllers . . . " (Jan. 4, 1990 Report, Recommendation A)

This recommendation gives the central corridor of Seattle a measure of relief during the warm, clear nights from May through September, when people often sleep with windows open. It also lets residents, who are deprived of sleep during the grey, drizzly, foggy nights of winter, catch up on the clear, cold nights. It should also apply on major holidays such as Thanksgiving, Christmas, Easter, New Years Day, etc.*

Overloaded Aircraft and Stage II: The Port's noise consultant recommended that the FAA direct some Stage II departures and the particularly noisy aircraft to overfly the Duwamish Corridor and use the Puget Sound area for departure regardless of destination:

GOAL. The goal of this modification is to limit the number of noise aircraft over populated areas during the

*During 1988 and 1989, the FAA made a practice of routing arrival traffic down the U.S. corridor on major holiday weekends, including Memorial Day, July 4th, and Labor Day. This was particularly true for jets from the Northeast.

first phase of departure. Aircraft that depart out of the Corridor and commence their climb over the water will be at higher altitudes by the time they overfly the more populated areas and making less noise due to their added height.

IMPLEMENTATION FEASIBILITY. This modification is feasible but possibly for a small number of operations. . . . However, implementing this modification now even if only on a limited basis could become an incentive to the airlines to speed up their timetable for phasing out Stage II aircraft at Seattle Tacoma Airport.

BENEFIT/DIS-BENEFIT. The benefits of this modification include reducing noise in residential areas, overflights at higher altitudes over residential areas, and a possible incentive for a quicker fleet change to Stage III aircraft. . . . Some aircraft will not depart on course as quickly as they do now, resulting in some additional flight time and fuel costs." (Jan. 4, 1990. Report, Recommendation E)

Industrial Area Departure: The Joint Committee on Aircraft Overflights in its report, Recommendation 3, called for routing jets bound for the south or west on a course over the Duwamish/Industrial area. This used to be the departure pattern. In the 1980's, the FAA routed jets further north so that most jets pass Veteran's Hospital and many go as far north as Columbia Medical Center. A mid-line departure over the Duwamish Industrial area would substantially reduce the peak noise levels over the residential areas of Beacon Hill. Noise on the east slope of West Seattle (e.g., Highland Park and Pigeon Point) would increase but not as much as the decrease on Beacon Hill. A mid-line split is a do-able compromise.

U Turn from South East: Moving the "U" turn for air traffic from the southeast further south would enable aircraft to make their turns over Lake Washington at its widest point. A commercial pilot recommended that the arrival fix be positioned so as to be established on the Runway 16 final approach south of State Route 520 at about 9 nautical miles north, for these reasons:

- (a) There is a better distribution of arrival noise: the first would be south of the Evergreen-Montlake Floating Bridge; the second north of the bridge over the Laurelhurst area; and the third View Ridge. The spacing of arrivals is such that the turning noise is better distributed. The areas further north in Northeast Seattle will get the turning noise from jets angling in from the northeast.

- (b) Noise from traffic on the floating bridge to some extent raises the ambient noise level and may thereby reduce somewhat the "peaking effect" and annoyance level of aviation noise; and
- (c) It is symmetrical with the approach from the west and reduces the area of travel over Seattle.

The pilot added that the approach would be efficient: a pilot prefers not to travel further north than need be and then double back south.

Westbound Departures for Vancouver and Bellingham Traffic: Sea Island/Richmond airport, serving Vancouver, B.C., is directly on the water at least 123° West Longitude while Sea-Tac is at most no more than 122° 30". Sea Island Airport is directly north of Sequim. Bellingham Airport is north of Edmonds. The most direct route is by way of Elliott Bay and Puget Sound. The Ravenna-Bryant Community Association had recommended to the Joint Committee on Aircraft Overflights (JCAO) in response to the "scatter plan test" that Vancouver and Bellingham traffic be routed in this manner. The FAA's advisor to the JOAC replied that the direct route would interfere with military air space off Oak Harbor. An environmental impact statement may consider alternatives which may be outside the agency's jurisdiction, Natural Resources Defense Council, Inc. v. Morton, 458 F.2d 827 (D.C. Cir. 1972); Save the Niobrara River Ass'n. Inc. v. Andrews, 483 F. Supp. 844 (D Nebr. 1977). With the winding down of the Cold War and cutbacks in military spending anticipated, the time may be at hand to re-allocate some military air space in order to accommodate commercial aviation. The circulation and comment process on an environmental impact statement should present the mitigation measure and let the Department of Defense react.

C. Other Mitigation Measures

In a Working Paper presented to the Mediation Committee on November 20, 1989, the consultant recommended the following measures for study:

- (a) Limit and Control of Overall Noise
 - * A noise budget, i.e., a freeze on current levels of overall noise from aircraft with a goal of future reductions of noise through the increased use of new quieter aircraft;
 - * An enhanced Noise Remedy Program for insulation homes [and public facilities such as schools, hospitals, and community centers].

- (b) Nighttime Noise
 - * Nighttime Operational Limits to reduce both the number of nighttime operations and the noise levels from these operations, considering both cargo and air carrier aircraft;
 - * Nighttime flight corridors.
- (c) Improving Duwamish Corridor Noise Abatement Procedures
- (d) Control of Ground Noise (e.g., engine run-ups and testing)
- (e) Controlling Noise from Most Annoying Operations

Other noise mitigation measures recommended by community associations have included:

- (f) Controlling flying "dirty" e.g., adopting a rule such as in effect in many European and other American airports, requiring the pilot to fly the aircraft in a manner consistent with safety that produces the least disturbance;
- (g) Field noise monitoring with incentives for the airlines with the best records, and penalties for those that are the noisiest; and modified take-off procedures to reduce noise on close-in areas and applying power over the water.
- (h) Increasing the angle of the glide slope under VFR conditions and marginal VFR conditions in order to increase the distance from noise source to residences.
- (i) Compensating noise-reduction changes in the central corridor under ILS flight rules so that aircraft converge further south making more use of Lake Washington and Puget Sound/Elliott Bay. Except for jets from the south, jets converge under ILS flight rules over North Seattle so that an ILS flight track chart looks like a funnel with a long stem. This concentrates the noise in the central corridor with the maximum population.
- (j) Increasing the glide slope on the ILS system to the full 3° slope and requiring pilots to fly at or about the glide slope.
- (k) Regular noise sensitivity training for commercial pilots, including "encounter sessions" with affected residents.

While each measure may only make a small contribution, cumulatively the impact may be significant.

D. Re-examination of Critical Assumptions

The E.I.S. process gives an opportunity and requires an agency to examine its critical assumptions to determine whether they have a continuing validity.

The FAA's draft environmental assessment is confined to the area within the L_{dn} 65 contours as determined by its noise metrics in FAA Order 1050.1D. The L_{dn} 65 standard has been severely criticized. For example, the GAO Report to Congress "Aircraft Noise Implementation of FAA's Expanded East Coast Plan", dated August 1988, at page 18-19, summarizes the critique as follows:

Despite its use as the national noise standard, L_{dn} has been the subject of criticism. One common criticism is that the averaging process that is an essential part of L_{dn}'s methodology dilutes high levels of intermittent noise that may be experienced at various times during 24-hour period. For example, 30 overflights of aircraft that each reach 83 dBA (approximately equal to the noise level within a typical city bus) during the hours of A.M. to 10 P.M. will result in an L_{dn} of about 60, well below the level considered incompatible with residential land use. Another criticism of L_{dn} is that it does not account for seasonal variations in aircraft noise because it presumes that climatic differences do not have significant impact upon annoyance experienced. That is the effective amount of noise heard will be different in a typical northern-moderate climate where the open window, out-of-doors living season may average few months of the year than in a warmer climate. Nevertheless, FAA believes that L_{dn} should remain the standard measure, given its long history and broad acceptance and that research has offered no strong alternative to date.

According to a survey at London's Heathrow Airport in 1963 30% of the people responding, found the noise level unacceptable for residential use. At page 41, the report recommended plotting the L_{dn} 60 contour and at page 42 an analysis giving greater weight to the low frequency component of jet noise.

The National Airport Watch Group ("NWAG"), a citizen network for safe aircraft noise control recommends use of an L 10 contour (Exhibit 11). L 10 is the average noise (measured in decibels) for a 10 minute period during the busiest flight hour of the day. The Metropolitan Airports Commission has used it for analysis. NWAG explains its utility:

"Homeowners can easily relate to the new noise metric. They know that the 'rush' hours are the noisiest. These are the most disruptive, most painful hours of their day. Not surprisingly, 65 L 10 contours, or noise footprints, enclose four times the number of residences as in the old outmoded 65 L_{dn} contours."

This noise metric should be analyzed inasmuch as the prime purpose of the rerouting is to increase rush hour aviation traffic and allow parallel landings, ultimately expediting take-offs.

E. Securing Public Confidence in the Process

The preparation and circulation of an environmental impact statement will correct the failures in the FAA's current process, allow meaningful public participation, and provide public confidence in the process.

Neither the FAA nor the Port have ever prepared an E.I.S. on Sea-Tac routing or the impact of increasing Sea-Tac aviation on the broader community.

The EIS process would provide for full consultation now lacking. See Section V. A, Lack of Consultation.

The EIS process would assure a high quality of data, now absent. See Section IV. B, Low Quality Information.

The EIS process would introduce meaningful public participation in the process. See Section V. E, Citizen Involvement.

The EIS process would overcome the "ram through" railroading tactics the FAA adopted with its inadequate notice of hearing; (See Section V. C, Notice of Hearing and Availability of Draft Assessment); its preferring of an airspace efficiency study as a draft environmental assessment (see Section V. A, Not a Bona Fide Assessment); and its scheduling of a hearing within thirty (30) days of its published notice and allowing only three (3) hours for public comment (See Section V. D, Timing of Hearing) on a rerouting that affects at least 250,000 people.

The EIS process would allow racial and ethnic minorities an opportunity to be heard. Racial and ethnic minorities are well represented in the elected offices of Seattle and King County's governments and in their civil service; and they participate actively in Seattle's community council movement. Yet, no minority participated as part of the FAA's senior staff on the rerouting; in the Port's senior staff in the Port's mediation process or the noise abatement office; or among the negotiators, in the Port's noise mediation process. The rerouting adversely affects integrated neighborhoods in

Seattle, including Rainier Valley and the Central Area. The United States Civil Rights Commission has encouraged federal agencies to actively seek participation of racial and ethnic minorities in agency affairs.

The FAA's spokesmen object to preparation of an environmental impact statement on the basis that it will cost money and take time. The United States District Court in Calvert Cliffs' Coordinating Committee v. United States Atomic Commission, 449 F.2d 1109, 1114-1115 (1971) heard a similar complaint about N.E.P.A. processes and replied:

"We must stress as forcefully as possible that this language [to the fullest extent possible] does not provide an escape hatch for footdragging agencies; it does not make NEPA's procedural requirements somehow 'discretionary'. Congress did not intend the Act to be such a paper tiger. Indeed, the requirement of environmental consideration to the fullest extent possible, sets a high standard for the agencies, a standard which must be rigorously enforced by the reviewing courts." (449 F.2d at 1114)

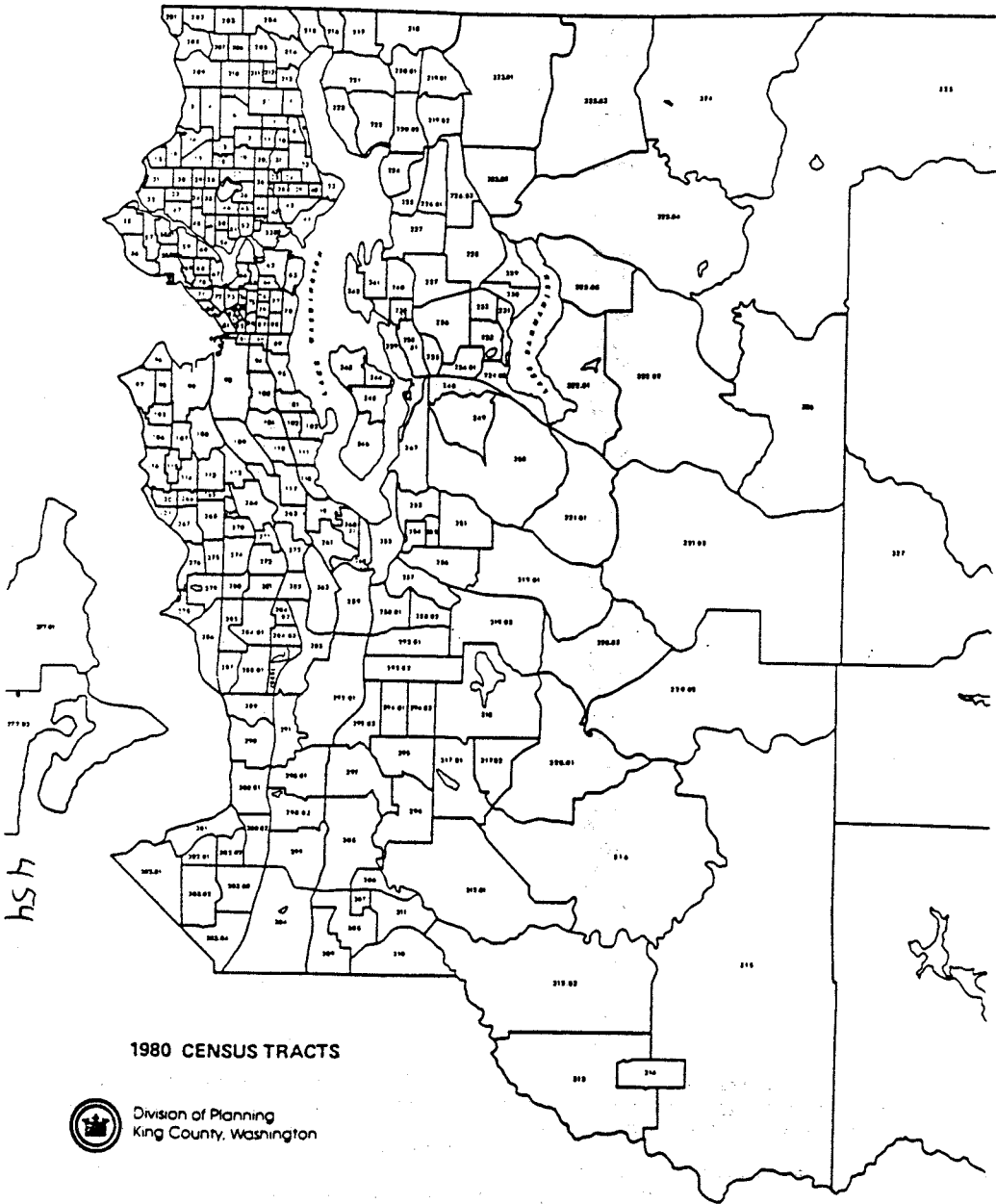
"Considerations of administrative difficulty, delay or economic cost will not suffice to strip the section of its fundamental importance."


"We conclude, then, that Section 102 of NEPA mandates a particular sort of careful and informed decision-making process and creates judicially enforceable duties." (449 F.2d at 1115)

Seattle City Council Resolution 28114 is therefore correct. The FAA must therefore proceed to prepare and circulate an environmental impact statement or decide to abandon its re-routing plan.

LIST OF EXHIBITS

1. 1980 Census Data.
2. F.A.A. Jet Departure Materials.
3. F.A.A. Letter to Dr. Jerry Schneider, Dated February 23, 1987.
4. South Flow Contour Lines.
5. Current Routing Charts.
6. Comparison Table, Draft Environmental Assessment and Airspace Study.
7. Letter to F.A.A. of Congressman John Miller, Rod Chandler, and James McDermott, dated December 8, 1989.
8. Letter of Washington Legislators to F.A.A. dated April 23, 1987.
9. Resolution 28114 of the City of Seattle.
10. Extracts Preliminary Noise Analysis of the Proposed F.A.A. 4 Past Plan Noise Mediation Options Subcommittee, January 4, 1990.
11. National Airport Watch Group, "Noise Metrics".



 Division of Planning
King County, Washington

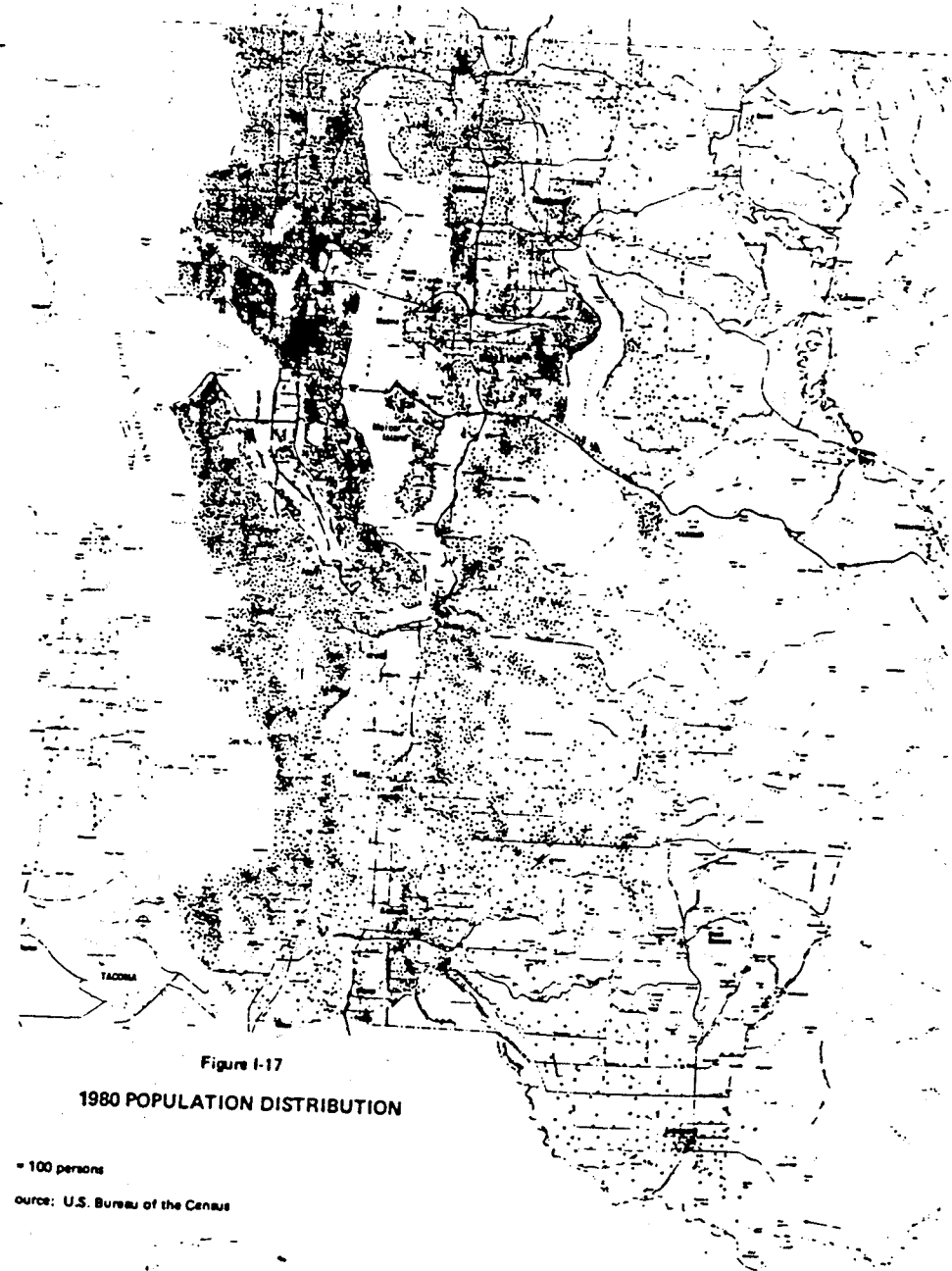


Figure I-17
1980 POPULATION DISTRIBUTION

= 100 persons
Source: U.S. Bureau of the Census

1:300,000
Scale

1:300,000
Scale

A jet that flies in a straight line north from the runway to the City limits or from the city limits on a straight line south to the runway flies closer to:
170,266 people

than a jet, which flies over the midchannel of Elliott Bay, will come to the nearest person in West Seattle or Magnolia. This comparison uses the international district north for comparison purposes.

The distance from Duwanish Head to Magnolia Bluff is greater than the distance from Elliott Bay to Lake Washington at Yesler Way. These calculations use the width of Yesler Way in a straight line corridor, as follows:

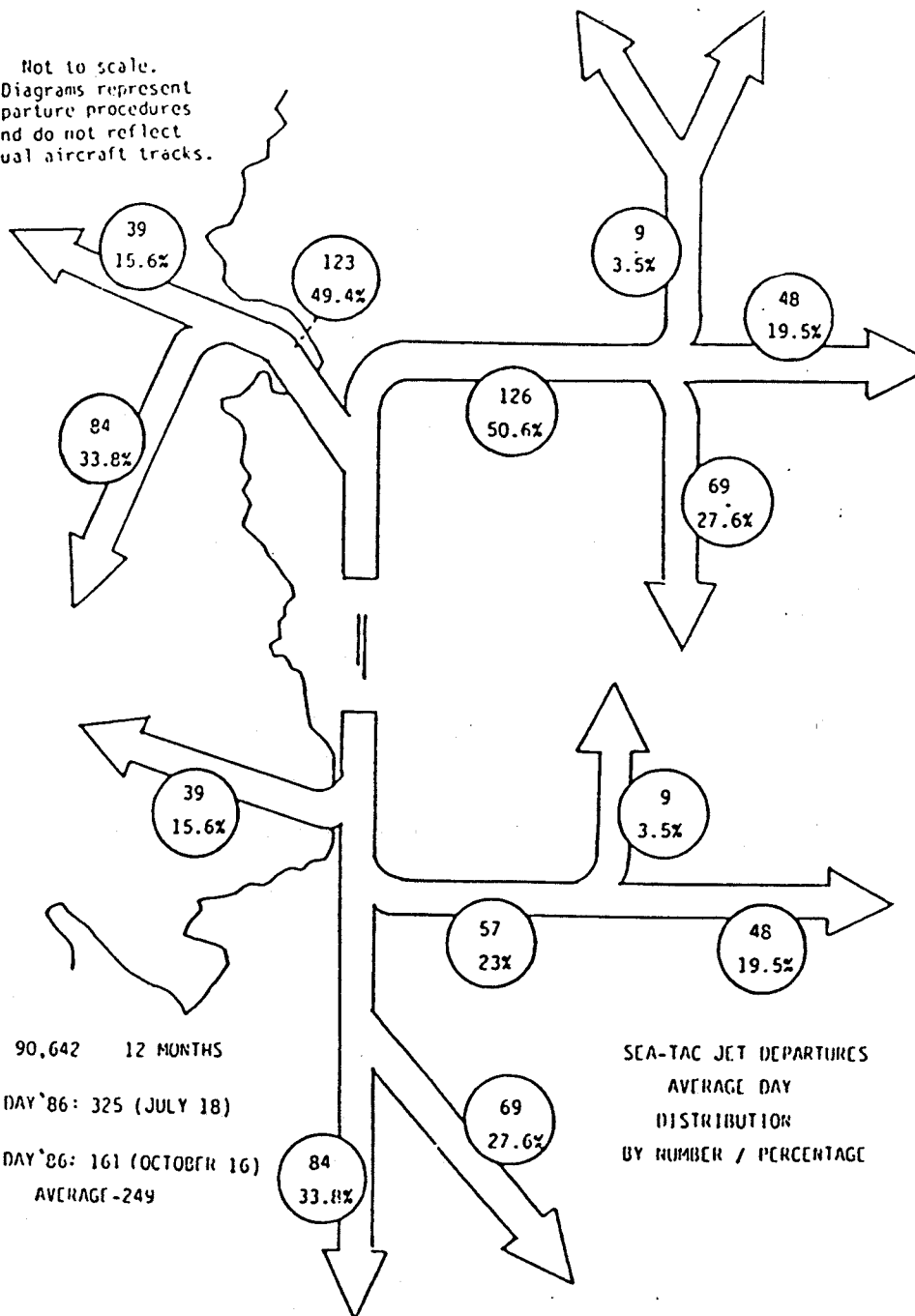
Census Tract	Population
1	4231
2	6603
1/2 3	1153
1/2 6	2744
7	3121
8	2440
9	1807
10	1461
11	2026
12	5090
19	3042
20	2870
21	3382
22	5326
36	4101
26	3832
28	3878
29	3882
40	1994
41	7116
13	3283
45	2237
44	5003
43	5416
42	6432
53	3460
66	3213
65	3846
64	3435
63	4710
73	804
74	7453
75	5054
76	3196
77	3869
78	3869
79	3521
84	2599
83	3769
88	3530
87	3525
86	3184
85	2594
91	1397
90	1848
89	3873

47 Tracts

170,266

455

Not to scale.
 Diagrams represent departure procedures and do not reflect actual aircraft tracks.



90,642 12 MONTHS

HI DAY '86: 325 (JULY 18)

LO DAY '86: 161 (OCTOBER 16)

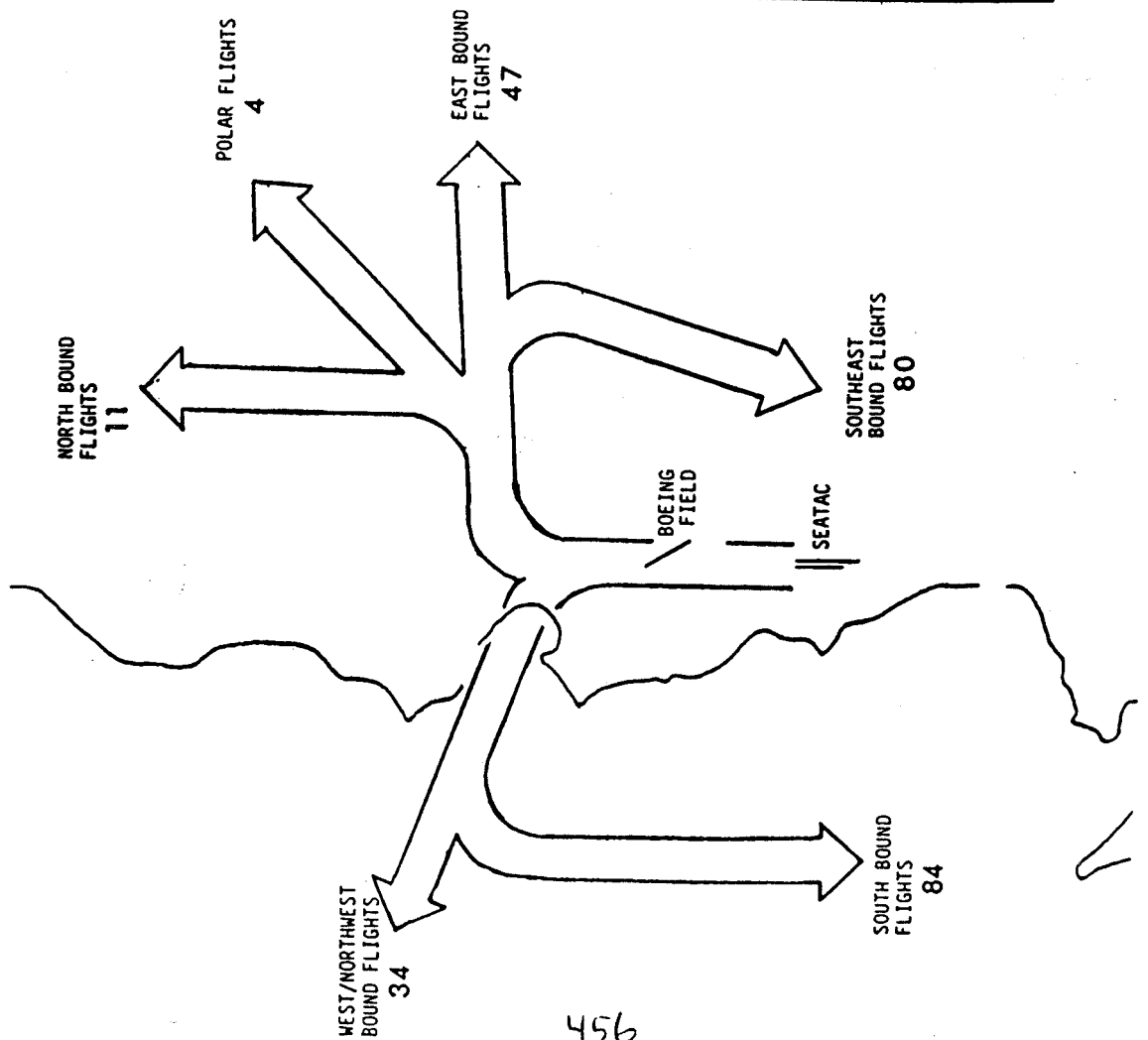
AVERAGE -249

SEA-TAC JET DEPARTURES
 AVERAGE DAY
 DISTRIBUTION
 BY NUMBER / PERCENTAGE

SEATAC TURBO-JET DEPARTURES 16 HOUR TOTAL PER OAG 12/15/86

	NOON									
	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	
NORTH BOUND	1 B727				1 B727 1 MD80		1 B727	1 B737 1 MD80		
POLAR									1 DC10	
EAST BOUND	2 MD80	3 B727 1 MD80 2 DC10	1 B727 1 B757 1 B767	2 B727 1 DC9 1 MD80 1 A300	1 B727 1 DC10	1 B727 2 B747	2 B727 1 DC9	3 B727 1 B737 1 B747 1 B757 1 MD80	1 B727 1 B747 3 MD80	
SOUTH EAST BOUND	5 B727 1 B735 1 DC86 2 DC9 1 MD80	3 B727 1 B737 2 MD80 1 FA28	3 B727 1 B735 2 MD80	4 B727 1 B735	1 B727 1 B767 1 MD80	1 B727 2 B737 1 B747 1 B767 2 MD80 1 BA46	3 B727 1 B737 1 B757 1 MD80 2 DC10 1 B735	1 MD80 1 FA28	1 B727 1 B737 1 B767 3 MD80 1 A300	
SOUTH BOUND	3 B727 2 B737 1 DC86 1 DC9 1 MD80	5 B727 1 B737 1 DC9 2 MD80 1 B735	1 B727 2 B737 1 MD80 2 DC10	1 DC9 1 BA46 1 L101	1 B727 1 B737 1 MD80	1 B757 1 MD80	5 B727 1 B735 1 DC9 5 MD80	1 B727 1 B737 1 DC9	1 B737 1 B747	
WEST-NORTHWEST BOUND	2 B747	1 B727 2 B737	1 B737		2 B727	1 B727 1 B737	2 B727 1 DC9	4 B727 3 B747 1 DC10	1 B747	

SEATAC TURBO-JET DEPARTURES
16 HOUR TOTAL PER OAG 12/15/86



23 February 1987

Dick Leir
 Air Traffic Manager
 Federal Aviation Administration
 Sea-Tac International Airport
 Terminal Building, Room 417
 Seattle, Washington 98158

Dear Mr. Leir,

As you know, I have been trying to get some specific information as to what additional air traffic can be expected to occur over the North Seattle area that I represent. At the last meeting of the Overflight Committee, you stated that there would be about 14 additional flights departing directly north than at present. Since I am getting lots of questions about this matter, it would be most helpful to me if you could provide me with answers to the following questions:

1. Will the 14 additional flights per day all be flights that now make the East Turn?
2. What is your best estimate as to the types (stages) of aircraft, by time of day, that would be flying due north during the experiment?
3. Given some estimates of the types and loads of these aircraft, at what locations could you expect each of them to attain an altitude of 3000 and 4000 feet?
4. Would Saturday and Sunday be similar to or different from a typical weekday in terms of frequency, time of day, type, load and locations of 3000/4000 foot altitudes?
5. Would any of the aircraft that now depart over Elliott Bay for destinations generally north of Sea-Tac be allowed to fly directly north instead during the East Turn experiment?
6. How many aircraft that now make the East Turn and then turn north would be allowed to assume headings to the northeast instead of making the East Turn during the experiment? I am thinking of flight paths that would take such planes over Lake Washington near Laurelhurst, then passing over the area between Bothell and Kirkland to the north. Again, what types, times, loads and locations of 3000/4000 altitudes might be expected.

Some answers to these questions would be most helpful to me in trying to explain the implications of the East Turn experiment to the people in my area that are quite concerned about the prospect of receiving even more noise than they now experience from overflights, both incoming and departing. I believe that the most effective way to avoid what you have termed to be "misinformation" on a topic as sensitive as noise in residential environments is to provide detailed and copious information in a form that most people can comprehend as early in the process as possible. I do not think that this was done in the current case and I am hoping that your answers to these questions will be helpful in this regard.

Yours sincerely,

Jerry Schneider

Jerry Schneider
 Member, Joint Committee on Aircraft Overflights

SEATAC TURBO-JET DEPARTURES

(continued)

	15-16	16-17	17-18	18-19	19-20	20-21	21-22	16 HOUR TOTALS
NORTH BOUND	1 B727			1 B727 1 M880			1 B727 1 M880	11
PCLAR						1 B747 1 DC10	1 DC10	4
EAST BOUND	1 DC10	2 M880	1 B737 1 B757 1 DC9		1 B727 1 DC9 1 M880		1 B737 1 DC9	47
SOUTH EAST BOUND	3 B727 1 B747 1 M880 1 DC10	1 M880	2 B727 1 M880 1 B446	2 B727 1 B735 2 M880	1 B727 2 B737 1 M880 1 DC88	1 B727	1 B727	80
SOUTH BOUND	2 B727 1 B737 1 B747 3 M880	2 B727 1 B737	2 B727 1 B737 1 DC9 2 M880 1 FA28 1 B735	2 B727 1 B737 2 M880 2 FA28 1 B735	1 B727 1 B737 1 DC9 1 M880 1 A300	2 B737	2 B727 1 B757 1 M880	84
WEST/NORTH-WEST BOUND		1 B727	1 B737 1 DC10	3 B727		1 B727 1 B737	3 B727 1 M880	34

457



U.S. Department
of Transportation
Federal Aviation
Administration

March 5, 1987

Prof. Jerry Schneider
Member, Joint Committee on Aircraft Overflights
FX-10
University of Washington
Seattle, WA 98195

Dear Prof. Schneider:

This is in response to your letter of February 23, 1987, regarding additional flights over North Seattle during the proposed Overflight Committee's test.

Figures/data provided herein are based on the Official Airlines Guide (OAG) for February 1987. Actual flight numbers will vary, depending upon schedule changes, flight additions/cancellations, unscheduled flights, etc.

Under the test procedures, aircraft on two routes (or flows) will not be required to turn 90° right (east) from the initial (straight north) departure track. Those are aircraft destined for Bellingham, WA (BLI) or Vancouver, B.C. (YVR); and aircraft to European destinations via the polar routes. Aircraft for BLI/YVR would continue directly north; polar flights, upon reaching 4,000' would turn northeast to intercept the en route airway structure.

In answer to your specific questions:

1. The "14" additional flights per day we referred to are the YVR/BLI flights. These flights do make a right (east) turn today. The most flights per day scheduled (for February) is actually 10. We would expect this number to be closer to 14 during summer months.
2. We have prepared a daily/hourly chart (attached) to provide the time of day/type aircraft information requested. Stage III aircraft involved are the MD80s, B747s, and DC-10s. B727s and B737s are Stage II aircraft.
3. We have no way of determining at what point any aircraft will reach 3,000' or 4,000'. This depends on variables such as load factors, temperature, wind, climb profile (procedures) employed, etc. We anticipate that most aircraft will normally reach 4,000' somewhere between 4 and 10 nautical miles from the airport.



4. There are fewer flights scheduled on Sundays (8) than Monday through Saturday (10). The 3000' and 4000' locations can only be accurately determined by observing these operations - ergo the test.

5. North departing aircraft that are now routed over Elliott Bay will not be included in the test. Those routes will remain unchanged.

6. According to the February flight schedules, only 2 aircraft per day will be turned northeast. The hourly distribution and aircraft types are listed on the attached charts under "polar". Load factors, etc. are unknown to us.

I hope that this response is somewhat helpful in your attempt to gain understanding of the flights involved in the test procedures. Actual aircraft performance, numbers involved, and impacts will be documented during that test to provide the committee with the basis for a thorough evaluation.

If I can be of further assistance, please feel free to call me at 764-6614.


Richard R. Lien
Air Traffic Manager

Current Conditions

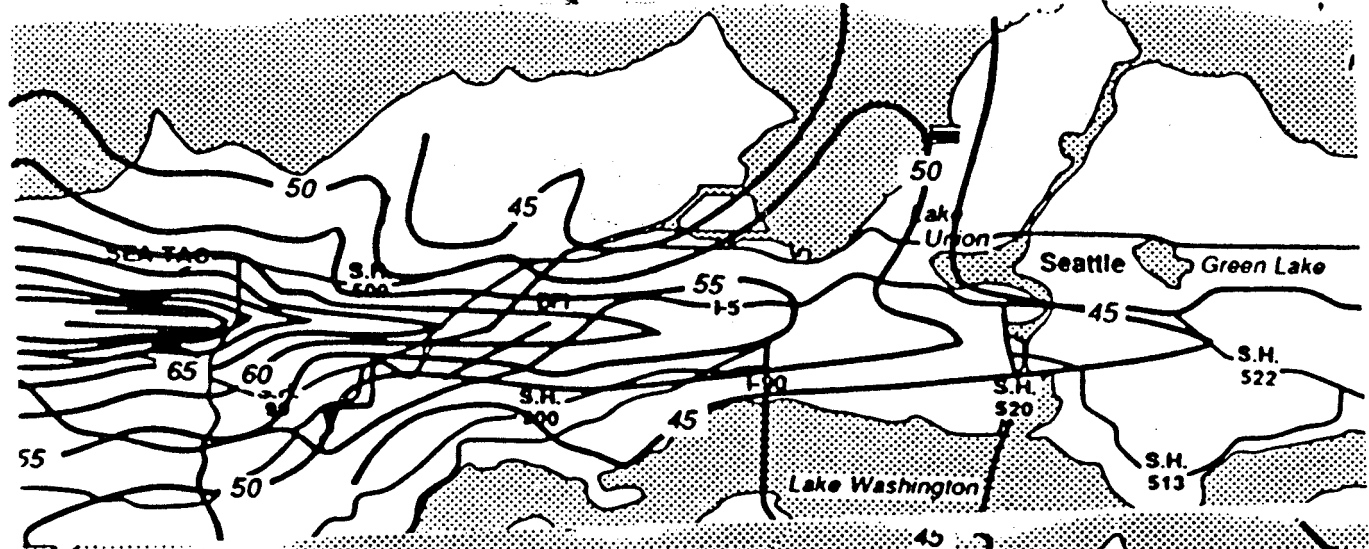
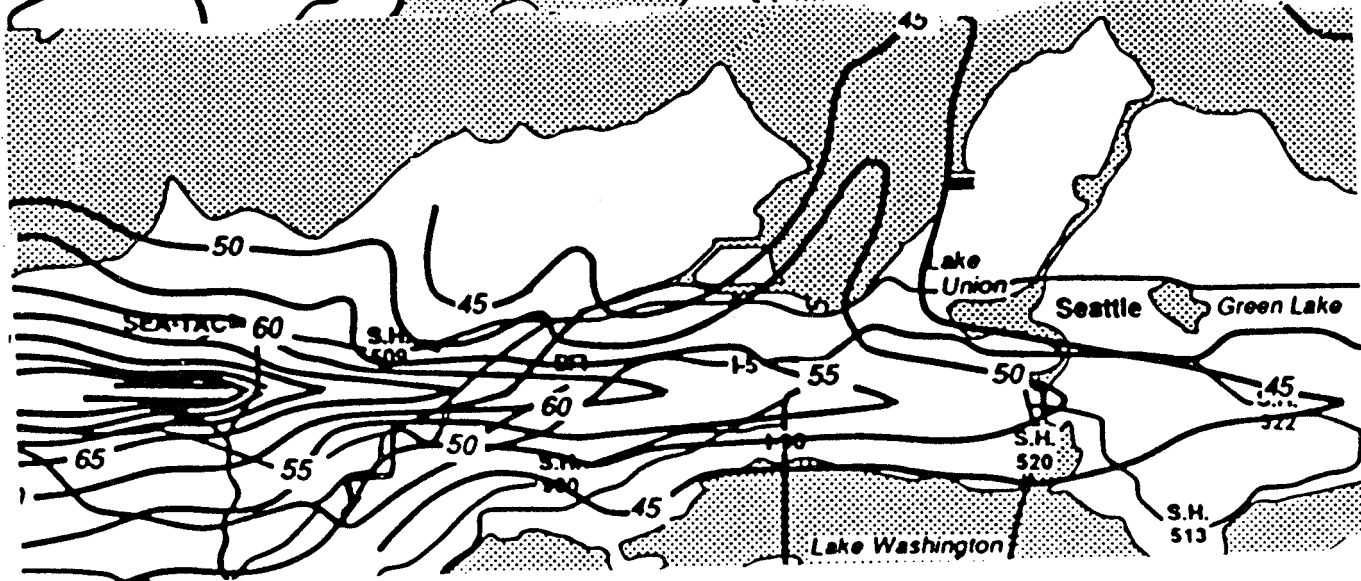


Exhibit 4

4-Post Conditions



PORT OF SEATTLE FLIGHT TRACK SAMPLE

AIRPORT: SEA

04/29/88

10:00 - 16:00

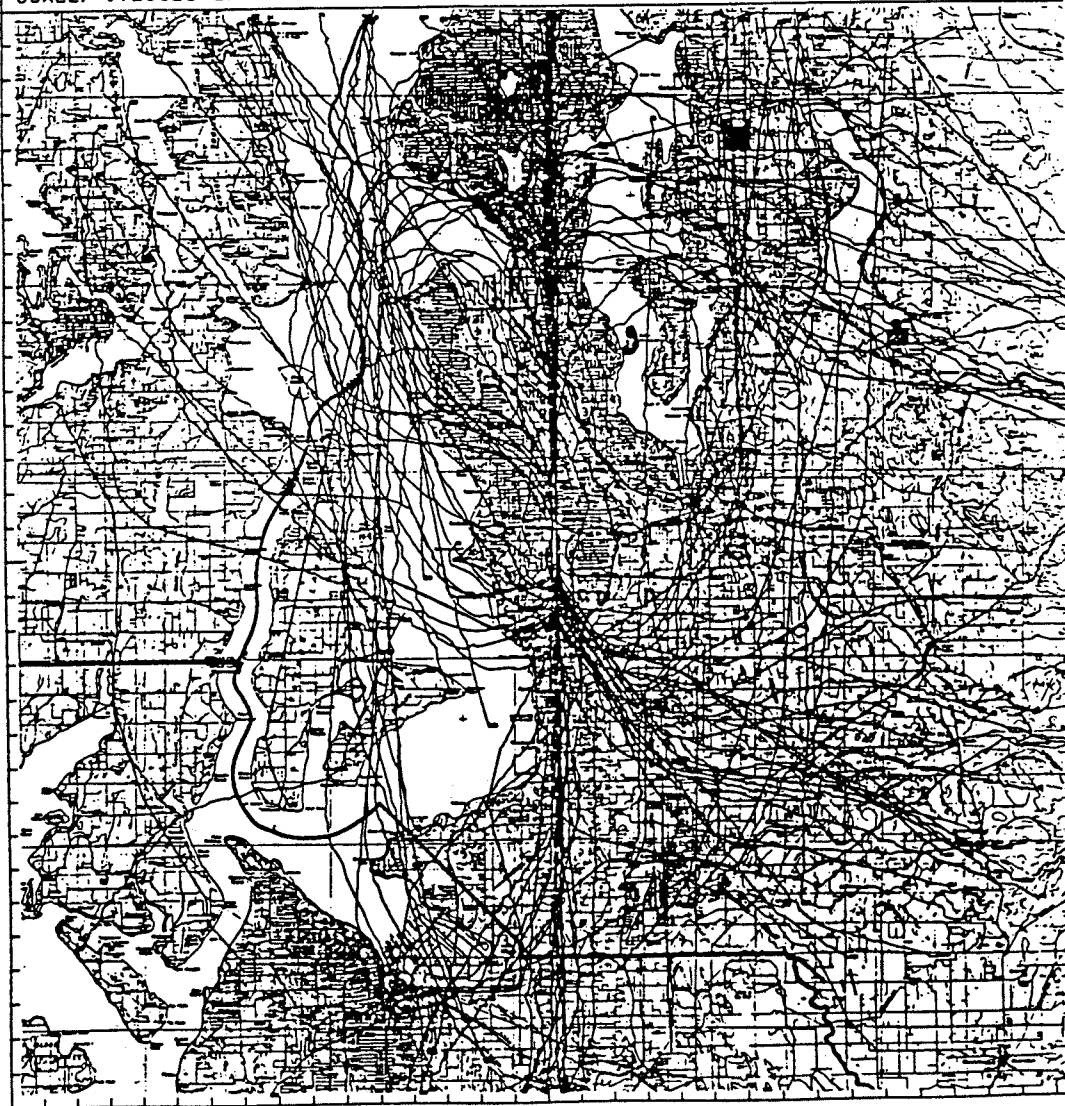
ARRIVALS / DEPARTURES

ID: ALL FLIGHTS

A/C: PRCP

SCALE: 0.28125 IN = 6000 FT

REMARKS: SOUTH FLOW



4/30

PORT OF SEATTLE FLIGHT TRACK SAMPLE

AIRPORT: SEA

06/14/87

06:35 - 21:12

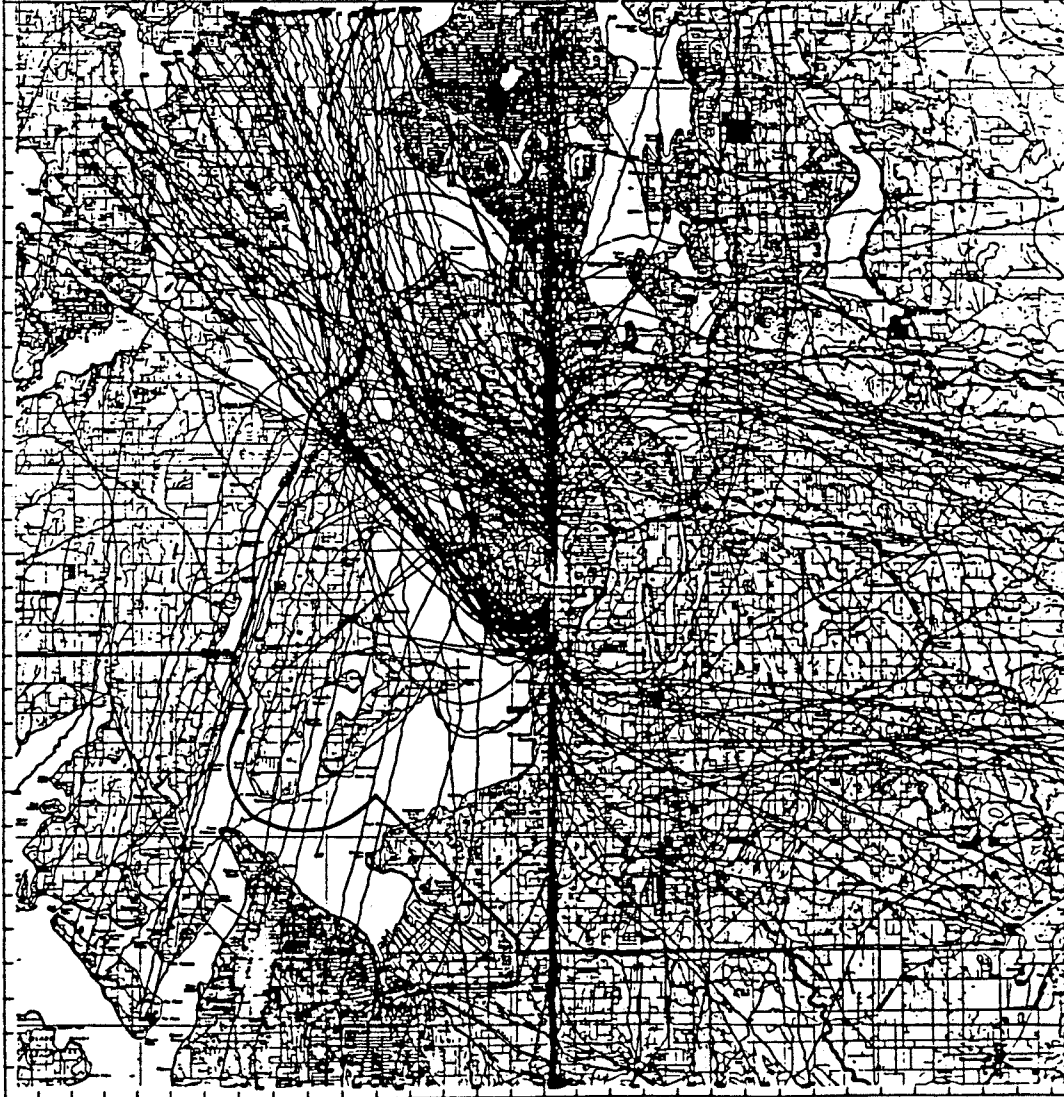
ARRIVALS / DEPARTURES

ID: ALL FLIGHTS

A/C: PROPS

SCALE: 0.28125 IN = 6000 FT

REMARKS: NORTH FLOW



17

PORT OF SEATTLE FLIGHT TRACK SAMPLE

AIRPORT: SEA

09/13/88

11:00 - 14:00

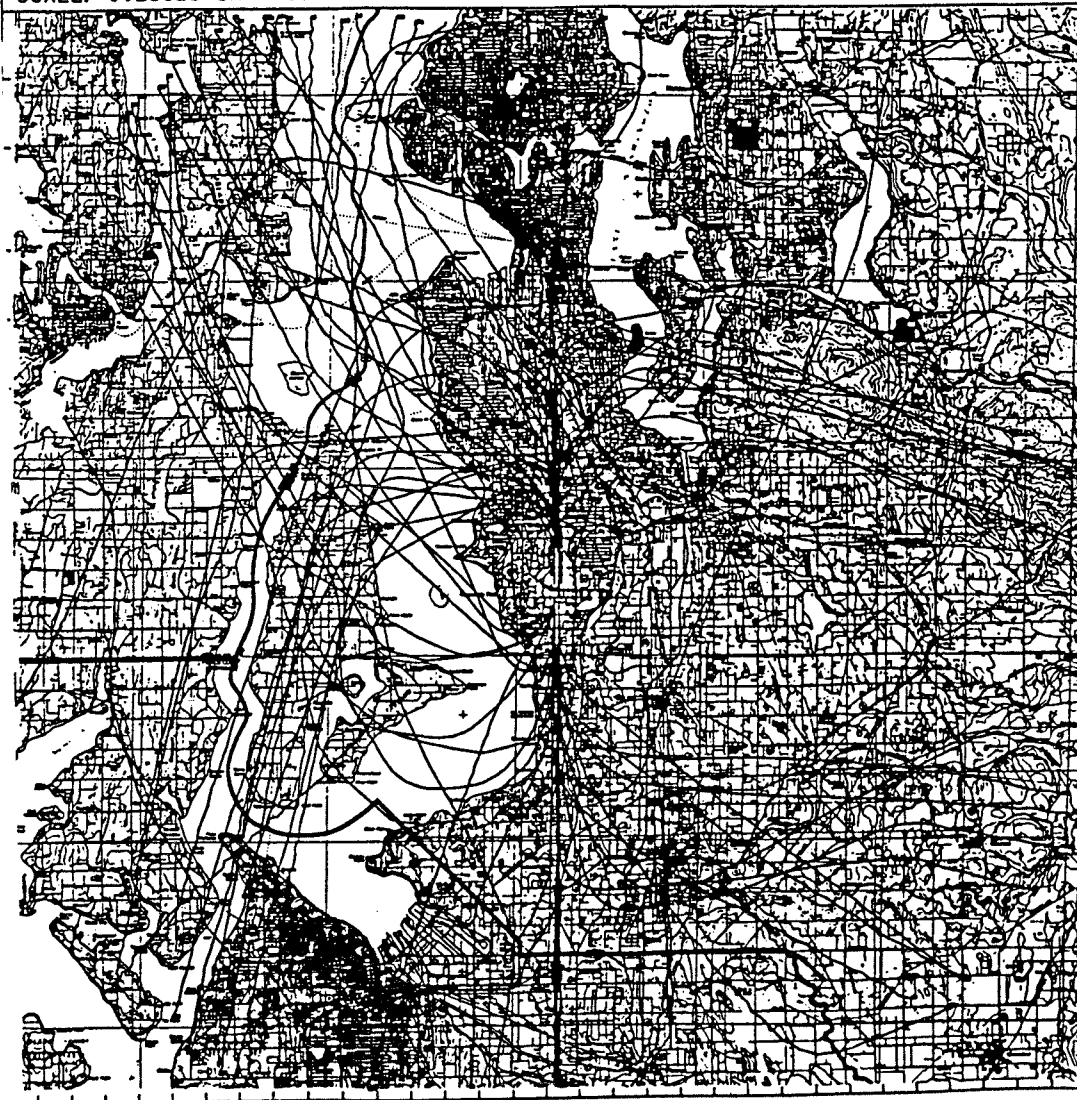
ARRIVALS / DEPARTURES

ID: ALL FLIGHTS

A/C: PROPS

SCALE: 0.28125 IN = 6000 FT

REMARKS: NORTH FLOW



412

COMPARISON TABLE

DRAFT ENVIRONMENTAL ASSESSMENT

AIRSPACE STUDY

Page 1 1st paragraph added
 2nd paragraph
 3rd paragraph (sentence added)
 4th paragraph
 5th paragraph new
 6th paragraph new
 11 new
 111 new, except last sentence
 taken from p. 89 airspace study
 1 1st paragraph added (repeat of
 1st paragraph, page 1)
 2nd paragraph
 3rd paragraph (slight change)
 4th paragraph
 2 same as
 3 "
 4 "
 5 "
 6 "
 7 "
 8 "
 9 "
 10 "
 11 "
 12 "
 13 "
 14 "
 15 added
 16 same as
 17 "
 18 "
 19 "
 19a "
 20 "
 (sentence added)
 21 "
 21a "
 22 "
 23 "
 23a "
 24 "
 25 "
 26 "
 26a "
 27 "
 28 "
 28a "
 29 "
 30 "

Page 1 (1st paragraph deleted)
 same
 last sentence same
 same
 same
 Page 2-3
 " 3-4
 5
 5-6
 6-7
 7-8
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 14
 15
 15-16
 16
 17
 17a
 17-18
 18-19
 19a
 20
 20-21
 21a
 22
 22-23
 23
 23a
 24
 24-25
 25a
 26
 26-27

COMPARISON TABLE (CONT.)

DRAFT ENVIRONMENTAL ASSESSMENT

AIRSPACE STUDY

Page 31 same as
 31a "
 32 Same as, except c. revised
 slightly
 33 "
 33a "
 34 "
 35 "
 35 a "
 36 "
 37 "
 37 a "
 38 "
 39 "
 40 "
 40 a "
 41 "
 42 " , except c revised
 slightly as at page 32
 42 a "
 43 "
 44 "
 44 a "
 45 "
 46 "
 47 "
 48 "
 49 "
 50 " , except "Preferred alternative"
 substituted for "recommendation"
 51-55 new, explication of air space
 study recommendation
 56 1st paragraph added
 2nd paragraph same as
 3rd paragraph revises
 57 new
 58 same as, except two paragraphs added
 59 "
 60 new, except 1st paragraph from
 61 new
 61 a new (Source is F.A.A. Order 1050.1D)
 b "
 c same, except north faces down
 d new
 e new
 f same as
 g " , except call letters of
 originating airports added
 62 new
 63-67 new
 68-102 same as
 Page 27
 27 a
 28
 28-29
 29 a
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 30-31
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 32-33
 33 a
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 35-36
 36 a
 37
 37-38
 38 a
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 39-40
 40 a
 41
 41-42
 43
 43-44
 44-45
 46
 --
 86, 1st paragraph
 86, 2nd paragraph
 89, 88
 88-89
 89
 --
 89a
 --
 --
 17a
 21a
 47-81

463

House of Representatives

Washington, DC 20515

December 8, 1989

The Honorable Samuel Skinner, Secretary
U.S. Department of Transportation
Office of the Secretary
Room 10200
400 Seventh Street SW
Washington, D.C. 20590

Page 2/Secretary Skinner

Dear Secretary Skinner:

We are writing to express our concern about plans by the Federal Aviation Administration (FAA), Northwest Mountain Region, to change air traffic patterns around Seattle-Tacoma International Airport (Sea-Tac).

In order to increase capacity and reduce delays at Sea-Tac, the FAA has proposed major changes in air traffic patterns by early February. The FAA proposal, known as the Four Post Plan, has alarmed many of our constituents who are concerned about overflight noise. First, the plan would add a new arrival route over neighborhoods north and east of Seattle. As a result, it is estimated the number of arrivals into Sea-Tac from the north will increase from 42 to 56 per hour during peak arrival times. Second, the plan would route additional northerly departures over several residential communities east of Seattle.

496 We understand that noise control is not the first priority for the FAA. However, to many residents in the Puget Sound area, noise control is a high priority. While safety must come first, we believe noise control should be given as much weight as capacity and efficiency when the FAA decides on flight pattern changes.

This Four Post Plan has been announced while the FAA, the Port of Seattle, and representatives of the community have been discussing ways to reduce overflight noise through a mediation process. While we appreciate that the FAA has given the Sea-Tac Noise Abatement Committee an opportunity to comment on the proposal, there is concern that the FAA has not given the noise impact of this plan full consideration. Additional time is necessary for the committee to evaluate the impact of this plan on the quality of life of affected neighborhoods.

Therefore, we request the FAA work directly with the mediation committee and its technical consultant to reach a consensus on the FAA's plan. If this is not possible by February, then we request the

FAA conduct an Environmental Assessment of the proposed changes. As you know, if the assessment mandates an Environmental Impact Statement, its findings may be independently reviewed.

We do not oppose any changes made because of immediate safety concerns. However, we ask that if the FAA makes such a decision, it continues to participate in the mediation process and undertake an environmental assessment of the proposed changes, including those that already may have been put into effect.


In addition, we request portable noise monitoring equipment be stationed in communities affected by overflights. Locations should include both existing and proposed take-off and landing patterns, with special emphasis on those areas that have generated the most noise complaints. We are aware that most of the noise complaints concern departing flights and therefore request special attention to this. We urge the FAA to continue to study alternative take-off procedures.


The capacity problems at Sea-Tac are an indication of growth in the area and must be recognized. Yet, any decision to increase airport capacity in the region must take into account the impact of noise levels on surrounding communities. Additional environmental analysis of the proposed changes will increase public confidence in the objectivity of the FAA's ultimate decision.

We appreciate your assistance in this matter and look forward to hearing from you before the new year.

Yours truly,


John Miller, M.C.


Rod Chandler, M.C.


Jim McDermott, M.C.

RECEIVED

MAY 1 - 1987

FACILITIES AND
REAL ESTATE DEPT.



APR 27 1987

PORT OF SEATTLE
COMMERCIAL

FILE COPY

WASHINGTON STATE LEGISLATURE

Senate • House of Representatives • Legislative Building • Olympia, Washington 98504

RECEIVED BY
AVIATION ADMINISTRATION

April 23, 1987

Jim Wright, President
Port Commissioner
Port of Seattle
P.O. Box 1209
Seattle, WA 98111

Dear Commissioner Wright:

We, as residents and elected officials, know from personal experience and constant complaints from our constituents, that jet aircraft are flying over the residential areas of Seattle with ever increasing frequency. The volume of their noise is disturbing resident's daily activities, disrupting sleep and becoming a regular complaint at community meetings.

It is our understanding that the Regional Director of the Federal Aviation Administration has proposed rerouting aircraft arriving and departing Sea-Tac Airport from the north. This would permit increased commercial aircraft flights and their resulting noise over some of the most populated residential areas of the state.

In addition, the Regional Administrator's plan would concentrate commercial aircraft in the same corridor as aircraft from Boeing Field, Renton Field, and Lake Union.

We join with the Central Seattle Community Council Federation in supporting the enclosed resolution and urge that the Port of Seattle take measures that will minimize public exposure to aircraft noise.

Sincerely,

Marlin Appelwick
MARLIN APPELWICK
State Representative
46th Legislative District

Joanne Brekke
JOANNE BREKKE
State Representative
32nd Legislative District

George Fleming
GEORGE FLEMING
State Senator
37th Legislative District

Gary Locke
GARY LOCKE
State Representative
37th Legislative District

Ray Moore
RAY MOORE
State Senator
36th Legislative District

Janice Niemi
JANICE NIEMI
State Representative
43rd Legislative District

Nita Rinehart
NITA RINEHART
State Senator
46th Legislative District

Al Williams
AL WILLIAMS
State Senator
32nd Legislative District

Seth Armstrong
SETH ARMSTRONG
State Representative
36th Legislative District

Grace Cole
GRACE COLE
State Representative
1st Legislative District

Ken Jacobsen
KEN JACOBSEN
State Representative
46th Legislative District

Jim McDermott
JIM MCDERMOTT
State Senator
43rd Legislative District

Dick Nelson
DICK NELSON
State Representative
32nd Legislative District

John L. O'Brien
JOHN L. O'BRIEN
State Representative
37th Legislative District

Helene Sommers
HELENE SOMMERS
State Representative
36th Legislative District

Jesse Wineberry
JESSE C. WINEBERRY
State Representative
43rd Legislative District

32
Res. 28114

RESOLUTION 28114

Memorial to the United States to stay re-routing of Sea-Tac flight patterns unless first preceded by an Environmental Impact Statement

A Resolution and Memorial to the United States, requesting that the United States forbid any re-routing of Sea-Tac jet traffic from flight paths over Puget Sound to routes over Seattle, unless preceded by an environmental impact statement and adopted by the Port of Seattle Noise Mediation Process.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE that the following memorial be sent to the Congress of the United States of America and to the Secretary of Transportation of the United States of America:

WHEREAS, the Federal Aviation Administration has just announced major changes in the flight patterns to Seattle-Tacoma International Airport, so that almost 40 percent, of the south-bound arrival jet traffic and over one-third of the commuter aircraft traffic under visual flight conditions will be shifted from routes over Puget Sound to a route directly over the central corridor of Seattle (Beacon Hill, International District, First Hill, Capitol Hill, University District and Northeast Seattle) and many departing jets (including polar route jets), now turned over Elliott Bay or Lake Washington in the interests of noise abatement, will be directed over North Seattle; the change is designed to increase Sea-Tac runway capacity by 42 percent and to move more aircraft more quickly; it will bring two streams of arriving jets parallel over Boeing Field, the busiest general-aviation airport in the West, enroute to landing "wingtip to wingtip" at Sea-Tac's runways. The re-routing alone affects more aircraft over more people per day than all the commercial flights at any other Northwest airport. The re-routing will cause a massive increase in jet noise levels over the most densely populated residential areas of the United States north of San Francisco and west of Minneapolis, an area of hospitals, colleges and universities, closely packed apartment houses and condominiums. The areas under the "east turn" and those under the instrument-landing-system approach paths are already subject to excessive jet noise levels. Citizens have expressed strong objections to more overflights;

WHEREAS, the FAA did not circulate or prepare any environmental impact statement or consult with the City of Seattle about the re-routing, and the FAA had presented a similar plan to the Port of Seattle Joint Committee on Aircraft Overflight in 1987, to which the City's officials were consultants, and the Joint Committee had rejected the plan; and

WHEREAS, the regional office of the FAA has declared that it has no intent of preparing an environmental impact statement; the re-routing is of such importance that a full environmental impact statement is needed, in order to determine the impact of the proposed action before a commitment is made, to secure consideration of environmental and community values, to provide public input into the process and to assist in proper decision-making; and

RESOLUTION

WHEREAS, the Noise Mediation Process has not agreed to the proposed changes nor been afforded an opportunity to consider them; changes in flight paths are but one of many possible courses of action being considered by the retained consultants; any action should be carefully coordinated with other measures; and the FAA has been unable to present any compelling reasons for its pre-emptory action, NOW, THEREFORE,

YOUR MEMORIALIST, THE CITY OF SEATTLE, RESPECTFULLY REQUESTS THAT

1. The United States forbid any re-routing of jet-aircraft traffic to and from Seattle-Tacoma International Airport that would change the flight patterns contained in FAA Noise Abatement Procedures, SEA 7110.710, dated October 1, 1984, unless preceded by an environmental impact statement prepared and circulated in accordance with the National Environmental Policy Act; and

2. The City of Seattle shall be included in the decision making process and as a member of the Noise Mediation Committee.

3. The United States direct the Federal Aviation Administration to participate in good faith in the Port of Seattle Noise Mediation Process, and as long as that process is proceeding to adhere to its Noise Abatement Procedure, SEA 7110.710, dated October 1, 1984.

4. The FAA not implement changes in landing patterns over Seattle until after completion of the sound mediation process.

BE IT FURTHER RESOLVED THAT a copy of the foregoing memorial be delivered to the Speaker of the House of Representatives of the United States, to the President of the Senate of the United States; to each member of the Washington delegation to the Congress; and to the Secretary of Transportation of the United States.

BE IT FURTHER RESOLVED THAT the Mayor be requested to transmit copies of this Memorial of King County, to the Port of Seattle and to other public officials and bodies, and to request their support of this Resolution and Memorial.

BE IT FURTHER RESOLVED THAT if no environmental impact statement is prepared and circulated, the City Attorney shall sue to secure full compliance with the procedures and requirements of the National Environmental Policy Act.

ADOPTED by the City Council of the City of Seattle this 18th
day of December, 1989, and signed by me in open session in authentication of its adoption this 18th day of December, 1989.

[Signature]
President of the City Council

Filed by me this 18th day of December, 1989.

ATTEST: Norwood J. Brooks
City Comptroller and City Clerk

BY: Theo Dumban
Deputy

THE MAYOR CONCURRING:

Charles Royer, Mayor

467

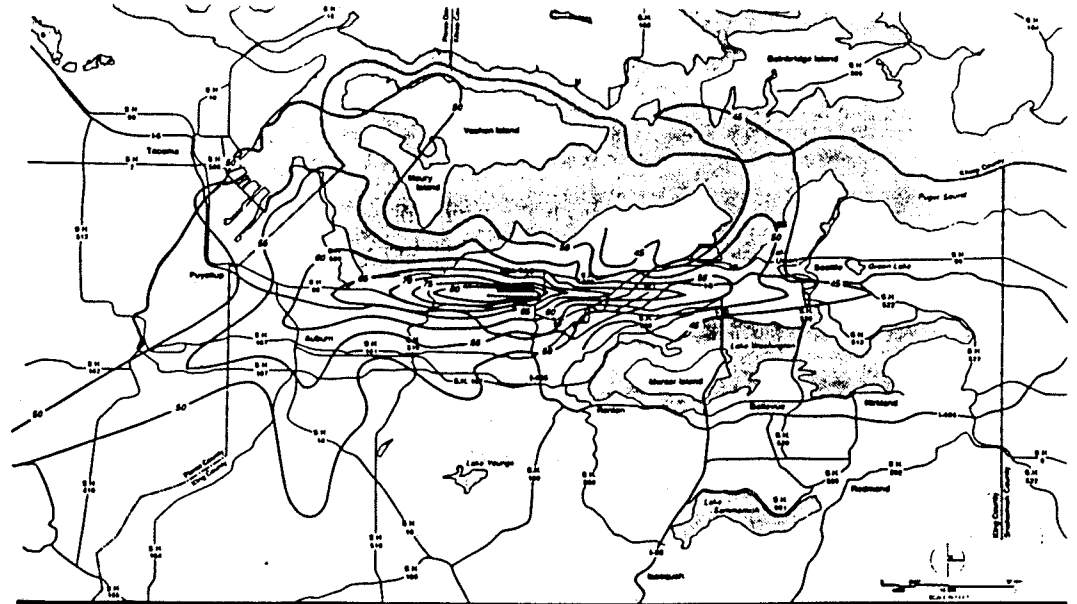


Exhibit 7
1989 Ldn Noise Contours (South Flow)

Current Conditions

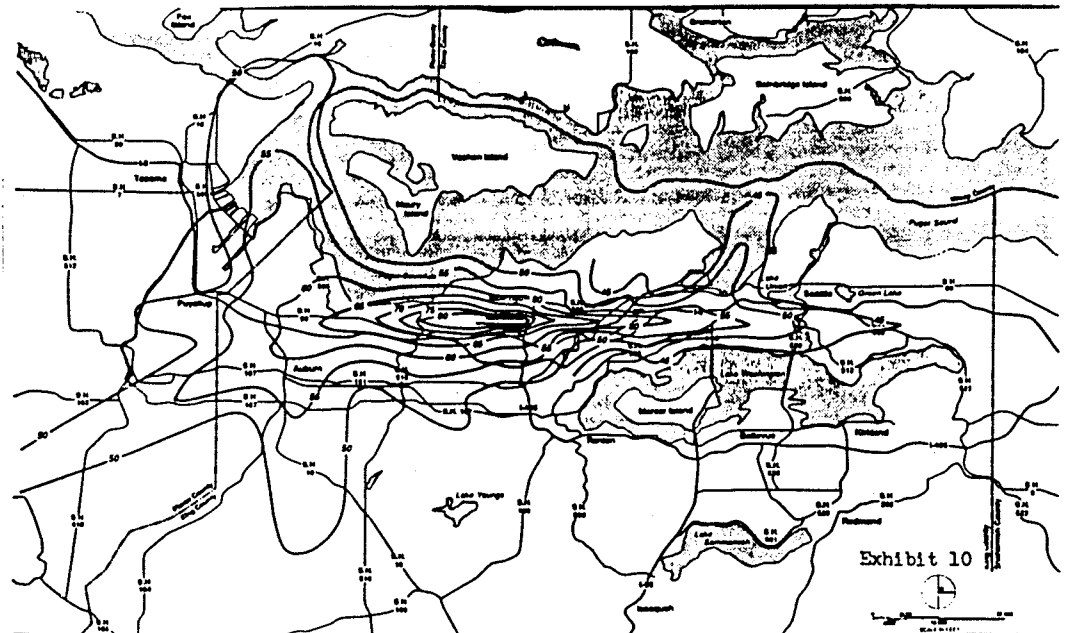


Exhibit 14
1989 Ldn Noise Contours (South Flow)

Proposed 4-Post Conditions

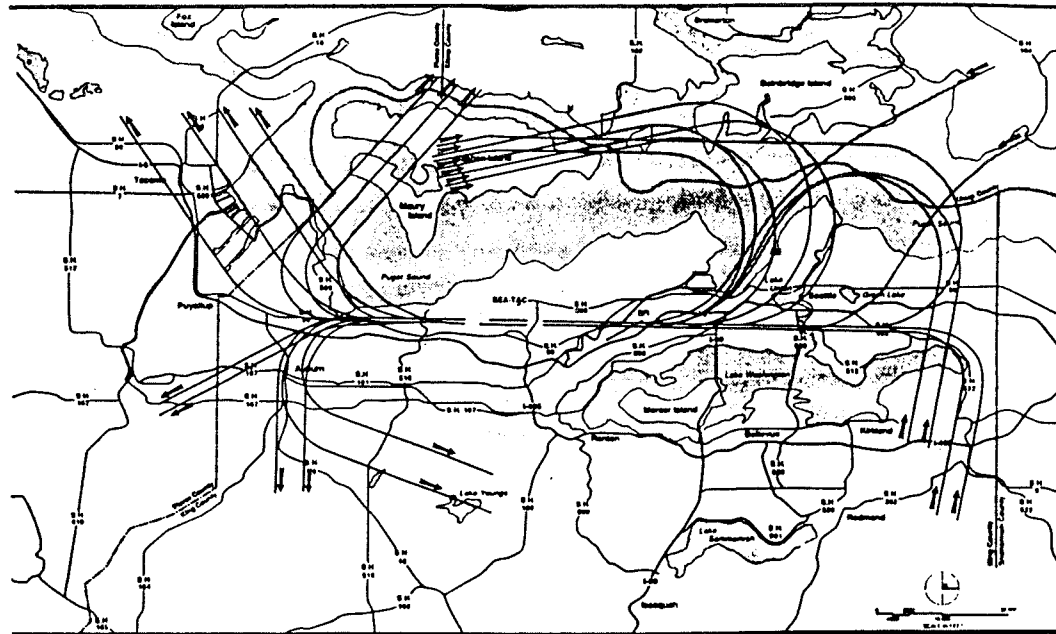


Exhibit 1
Flight Track Map - Jets (South Flow)

Current Conditions

Notes: Modification Project South Islands International Airport

498

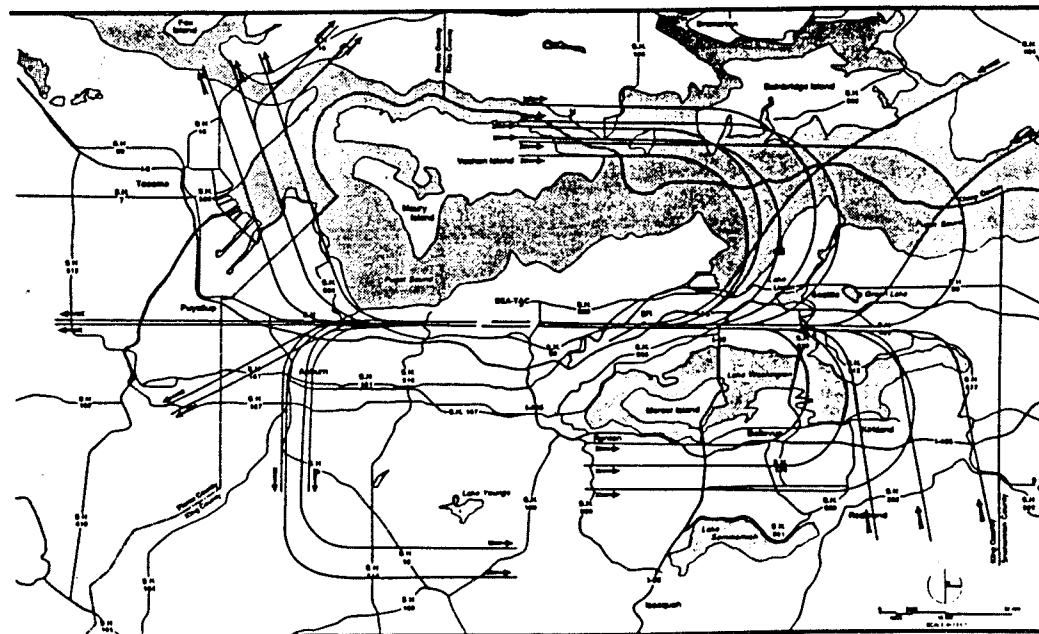
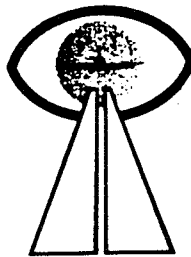


Exhibit 8
Flight Track Map - Jets (South Flow)

Proposed 4-Post Conditions

Notes: Modification Project South Islands International Airport

NATIONAL
AIRPORT
WATCH
GROUP



207 HUMBOLDT AVENUE NO. • MINNEAPOLIS, MN 55405 • (612) 374-2604

NOISE METRICS

The FAA uses 65 Ldn contours to describe the noise impacted area around airports. 65 Ldn is a 24 hour average (weighted for night flights) of a theoretical estimate generated by a computer model of take off noise events only. Actual noise measurements and landing noise events are NOT used to generate this noise metric.

Since deregulation and the great increase in air traffic and noise, it has become apparent to everyone except the FAA that 65 Ldn distorts and greatly minimizes the noise impacted areas. Airport operators, public officials, university professors and health experts characterize it as "unrealistic", "inadequate", "misleading" and "a cruel deception".

In 1989, Steven Vecchi, Manager, Noise Abatement and Environmental Affairs for the Metropolitan Airports Commission, developed some models showing both 65 Ldn and the more accurate L1065 contours for the Metropolitan Area Sound Abatement Council (Minneapolis - St. Paul Airport). See the four noise maps enclosed.

L10 is the average noise (measured in decibels) for a 10 minute period during the busiest flight hour of the day. L1065 contours enclose 3 to 4 times the area and number of residences as 65 Ldn contours. It is a much more accurate way to visualize the worst noise impacted area.

Because 65 Ldn distorts and minimizes aircraft noise pollution the FAA continues to use it, for Part 150 studies, etc. Until Congress asks for L1065 contours, the public will never be made aware of the actual size of the noise problem areas.

Ask your Congressman to ask for both 65 Ldn and L1065 contours for your airport. Have him send you a copy. Get it published in the newspaper. Then you can expect more public attention!

FROM: LOREN J. SIMER

--

November 30, 1989

A Citizen Network for Safe Aircraft Noise Control

Exhibit 11

4169

TH #2

1112 E. LYNN
Seattle, WA 98102
1-24-90

Dear Sir
As a Capital Hill resident I am very concerned about the proposed flight plan change that would increase air traffic over my home.
I would like an EIS on the effects of added noise and air pollution for our neighborhood especially with the close proximity we live in with I5 and 520.
Thank you

Sincerely
Chris Garner

1/20

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Table with 3 columns: Name, Mailing Address, Phone. Contains handwritten signatures and addresses of petitioners.

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

18/1/20

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Table with 3 columns: Name, Mailing Address, Phone. Contains handwritten signatures and addresses of petitioners.

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

(19)
1/20

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect
number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active
advocate and proceed with due diligence on the issue of aircraft
noise abatement.

Name	Mailing Address	Phone
N. Martinez Lopez	4836 54th Ave SE	232-3777
Robert A. Scherzinger	6030 80th Ave S.E.	232-0900
Michael A. Yammmer	8474 SE 61st SE	232-6509
TD GODWIN	8501 SE 20th St	232-5702
Joni Stepan	4 Wedgden Ln	232-3446
KEVIN O'BRIEN	8435 SE 45th St	232-1787
LESLIE M. ROACH	8321 SE 3rd St	232-0679
Donald W. Glass	6910 E Aspen Way	232-8729
W. P. Willson	7835 51st Pl SE	232-9645
Bill Green	7425 5th Ave SE	232-2844
473 M. J. ...	7125 W ...	322-312
...	9127 51st Ave SE	
...	8440 12th St SE	232-1513
...	6415 13th St SE	232-3155
...	8710 50th St SE	232-8512
...	...	232-3116
Madison Laidin	4558 47th St SE	232-7145
...	...	232-2114
...	...	232-7649
...	...	232-0156
...	...	232-2581

Please get signatures and return this petition to: **ANAC (Aircraft Noise Abatement Committee)**, P.O. Box 681, Mercer Island, Wash. 98040

(20)
1/20

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect
number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active
advocate and proceed with due diligence on the issue of aircraft
noise abatement.

Name	Mailing Address	Phone
James P. Minello	8225 SE 61st	232-8128
Robert A. Muccler	8225 SE 61st	232-8128
...	8225 SE 61st	232-7473
James Baulmann	7123 W. Mercer Way	232-0263
...	705 13th Ave SE	232-9610
...	8726 85th Ave SE	232-6387
...	8295 SE 61st	232-1016
...	8862 11th Ave SE	232-1100
Kathleen P. Schang	8440 SE 7th	232-8116
...	14 Shaw Way	232-1355
...	8647 SE 76th	232-7784
Ruth M. Solomon	6603-82nd Ave SE	232-3067
Edna M. Solomon	6603-82nd Ave SE	232-3067
...	6822-83rd Ave SE	232-0869
...	4228 92nd SE	232-2160
...	5721 92 SE	232-1950
...	7012 82nd SE	232-3552
...	3876 W. Mercer Way	232-0432
...	6125 79th SE	232-4879
...	8215 SE 57th	232-8358
...	8225 W. Mercer	232-2885

Please get signatures and return this petition to: **ANAC (Aircraft Noise Abatement Committee)**, P.O. Box 681, Mercer Island, Wash. 98040

1/20

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Table with 3 columns: Name, Mailing Address, Phone. Contains handwritten entries for various residents including Paul Duszil, Roger Kowatch, and others.

474

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash, 98040

1/20

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Table with 3 columns: Name, Mailing Address, Phone. Contains handwritten entries for various residents including James M. Puccio, Wayne K. Uransh, and others.

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash, 98040

(23)
1/20

PETITION
to the
Mercer Island City Council
on Aircraft Noise

Number: _____

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Richard Curlette	6702 SE 28	2361694
Richard Curlette		
Richard Curlette	7611 SE 29th	232-7882
Patricia K. K...	4121-10th St SE	232-8280
Margaret J. ...	7721 SE 58	232-9455
* Maurice H. ...	2955 23rd St	232-9456
John P. ...	8581 23rd St	232-6034
John ...	4104 85th St	232-5341
John ...	2424-73rd St	232-5672 (u)
* Jim ...	8115 77th St	232-0725
William ...	5111 23rd St	232-0725
John ...	743 ...	232-1444
John ...	4222 W. ...	232-7678
John ...	3450 174th Ave SE	232-2133
John ...	1421 17th St SE	232-5367
John ...	3636 ...	232-6172
John ...	9020 ...	232-1567
John ...	3200 ...	232-1143
David P. ...	2226 71st Ave SE	232-2005
John ...	1210 ...	232-1524
* John ...	7430 ...	232-1602
John ...	3000 ...	232-1581

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP, or
no later than Saturday midnight, January 20, 1990.

(24)
1/20

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
John J. ...	3836-80th St SE	232-2881
John ...	1895 W. Mercer Way	232-5940
John ...	4121 13th Pl	232-8292
John ...	3405 72nd Pl SE	232-2015
John ...	2045-80th St SE	232-1947
John ...	8460 N. Mercer	232-1332
John ...	8466 N. Mercer	232-6886
John ...	8538-SE 29th Pl	232-5818
John ...	7225 Ridgecrest	232-2215
John ...	7274 W. Mercer Way	232-4891
John ...	7330 W. Crest Way	232-3080
John ...	9202 SE 46th St	232-4787
John ...	2040 Falcon Dr	236-1895
John ...	6700 81st St SE	232-4266
John ...	2401 Killarney Way	457-3105
John ...	P.O. Box 73 9804	232-3802
John ...	3621-93rd St SE	232-7391
John ...	3935 West Mercer Way	232-9649
John ...	4125 96th St SE	255-7742
John ...	2525 71st Ave SE	236-0503

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash, 98040

475

2/20

PETITION to the Mercer Island City Council on Aircraft Noise

~~Selected~~ *initiated*

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name Mailing Address Phone

- Jane McClure 3820 80th SE MI 232-2121
Fred McClure 3820 80th SE MI 232-2121
... [handwritten list of names and addresses] ...

476

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash, 98040

1/20

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name Mailing Address Phone

- WILLIAM M. SPEER 2804 CTAV SE MER. ISL, WN 98040 232-9222
William M. Speer 232-9222
Doris J. Speer 8804 67th Ave SE Mercer Isl, WA 98040 232-9222
Doris J. Speer 232-9222
... [handwritten list of names and addresses] ...

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash, 98040

(27)

PETITION
to the
Mercer Island City Council
on Aircraft Noise

Number: _____

(3)
1/20

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name Mailing Address Phone

* Charles E Soughmy 4225-83rd AVE SE 232-2891
 James F Walsh 4233 83rd AVE SE 232 2634
 Charlotte M Walsh 4233 83rd Ave SE 232-2635
 Mary E Parden 4234 83rd Ave SE 232-7063
 Tom M. Shoop 4216 83rd Ave SE 232-2013
 Elizabeth S Thomas 8305-SE 42nd (206) 232-7618
 Theodore S. Turner " " " " "
 Joan Morgan 4141 83rd Ave SE (206) 232 1333
 Margaret A. Muzzey 4141 83rd Ave SE (206) 232 1333
 Robert A. Muzzey 4131 83rd Ave SE 206 232 4397
 Elaine G. Gibson 4124 83rd Ave SE 206 232-9787
 Lisa Nielsen 4114-83rd " " 206 232-5698
 G. M. West 7712 4117 83rd SE 206 232 5852
 Rosalyn D. Rantz " " " " "
 Rosemary J. Rantz 4104 83rd Ave SE 206 232 5497
 Paul J. Rantz 4104 83rd Ave SE " " "
 William J. Wall 8280 SE 41 232-5011
 Maryann M. K. Parns 8216 3241 232-1674
 Jack Petrus 8205 SE 41st 232-7174
 Susan Williams 8215 SE 41st 232-3184
 Kelly A. L. 4134 33rd Ave SE 232-3810
 Nancy S. Cochran 8325 SE 42nd St 232-5667

477

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
midnight January 20 1990.

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name Mailing Address Phone

Christina Salak 703 810 Pl. SE ^{MERCER ISLAND} 232 4538
 Sheila Burke 7060 West Mercer Way 236-0844
 Susan Guralnick 7109 East Mercer Way 236 0913
 Nancy K. Kowalski 7415 85th Ave SE 232 4043
 Norman K. Kowalski 2728-72nd St Mercer Isl -3086
 Gary L. Crowl 5370 90th Ave SE MI 6-0263
 Pamela K. Williamson 6353 84th Ave SE M.I. 232-8333
 Anne M. Muzet 5711 93rd Pl SE M.I. 232-4444
 G. MAE NURMATHI 7815 40th Pl SE MI 232-3921
 Betty Keli Sutter 716 681st Pl SE MI 236-7274
 Lynn Meyer 2213-71st SE MI 232-2952
 Heather Shlosser 7431 9th Ave S.E. MI 232-4388
 Dana Mackay 2085 W Mercer Way MI 236-2990
 Nancy S. Kowalski 8230 SE 59th MI 296-2760
 Debbie 7550 88th Ave SE 232-7300
 Judith F. Heland 5405 90th Ave SE MI 232-9208
 Jack T. Fisher 7340 W Mercer Way 232-9016
 Marion J. Fisher 4650 144 Pl SE Bellevue WA 425-8461
 Susan Westley 4733 SE 78th MI
 1419th PUNNY 9316 SE 33rd St MI, 232-8222

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

(4)
1/20

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Blaine Palabroue	9012 SE 59TH	232-2913
Greg Roberts	2602 SE 78th St	232-9861
Karen S.C. Hill	8511 S.E. 82nd ST	232-2246
Massimo	Box 597	232-7004
Maura Morrison	8200 1st St	232-7827
James W. ...	2769 73 SE	232-6634
David ...	5070 - 96th Ave SE	236-2525
Cherise ...	3069 - 71st St SE	232-3924
Lynne Colquhoun	6160-94th Ave SE	232-2373
Wanda ...	9435 SE 52nd	232-1468
STUART ...	4219 91st Ave SE	232-8339
Yvonne ...	8400 SE 82	232-1320
John ...	5704 - 91st St SE	232-7712
David ...	8174 W. Mercer Is	232-9341
Wanda ...	7807 SE 75th St	232-6508
John ...	8845 SE 72nd St	232-2216
John ...	7710 80th St SE	236-5227
John ...	7707 Independence Lane	236-1712
James ...	7499 E. Mercer Way	232-5171
John ...	5341 SE 61st	232-6515
John ...	6511 - 85th Pl. SE	232-7657

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

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(5)
1/20

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Stephen D. Hansen	8620 SE 78th M.I.	232-6526
Carol St. Helley	7635 SE 72nd Pl.	232-2679
Paul G. Berkshin	1515 71st	236-0503
Monica M. Scott	8214 SE 24th St.	232-1165
William ...	4620 SE 78th M.I.	232-6526
Kathleen G. Hansen	8020 SE 78	232-6526
Barbara ...	8828 SE 72nd Pl. M.I.	232-0553
Paula ...	7248 Mercerwood Dr.	232-0598
John ...	7760 Pl. Pl. SE	232-1774
John ...	8321 SE 83rd St	232-0679
Chamber ...	8420 SE 35th	232-0577
Ling ...	8113 SE 79th	236-2431
Robert ...	7320 81st Pl. S.E.	232-9780
Robert ...	8238 SE 72nd St	232-5139
John ...	8235 SE 72nd St	232-5139
John ...	7050 93rd St	232-7743
John ...	7080 43rd Ave	232-7743
John ...	7891 SE 71st	232-9488
Samuel ...	8290 S.E. 61st	232-1272
John ...	9130 SE 54	232-7454
John ...	6855 83rd Ave SE	232-7454
James ...	8441 SE 71st	232-0789

Please get at least 5 signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or no later than Saturday midnight, January 20, 1990.

1/20 (6)

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside... We, the undersigned: want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

(7) 1/20

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside... We, the undersigned: want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

5/16

Table with 3 columns: Name, Mailing Address, Phone. Includes entries for Mary Beth Brennan, Susan Kelly, Patricia K. Coleman, etc.

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash, 98040

Table with 3 columns: Name, Mailing Address, Phone. Includes entries for Ruth Hanson, Johnnie Brown, Deborah Baker, etc.

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash, 98040

1/20

PETITION to the Mercer Island City Council on Aircraft Noise

Number: _____

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Table with 3 columns: Name, Mailing Address, Phone. Includes signatures of J. S. Anderson, William E. ... , Helen Schwedler, Richard Chalker, etc.

Please get at least 5 signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or no later than Saturday midnight, January 20, 1990.

1/20

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Table with 3 columns: Name, Mailing Address, Phone. Includes signatures of C. Ann Vajfore, ... , Scott Keenan, ... , etc.

Please get at least 5 signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or no later than Saturday midnight, January 20, 1990.

1/20

PETITION
to the
Mercer Island City Council
on Aircraft Noise

Number: _____

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Robert White	3835 17th SE	232-57
David Miller	3660 93rd SE	232-6848
John Miller	3660 93rd SE	232-6848
KIMBA METZ	3716 E. Mercer Way	232-7265
Burlingame Nelson	3431 74th Ave SE	232-7535
Greg Johnson	6875 SE 5th	232-3690
John Johnson	5421 SE 7th St	232-0473
William Morrison	4707 W. Mercer	232-0131
Bob Neimer	8618 N. Mercer Way	232-2440
Robert Johnson	P.O. Box 1131	232-1213
Ken Johnson	5845 Laurelhurst Lane	232-3593
David Miller	5835 SE 26th St	232-8123
Mark Miller	5700 74th St	232-3597
James Johnson	7225 SE 28th St	232-0465
John Johnson	7221 SE 22nd St	232-0465
John Johnson	3760 FAIR SE	232-5755
John Johnson	8215 SE 26th St	232-6875
John Johnson	3658 W. Mercer Way	232-6931
John Johnson	3678 W. Mercer Way	232-6931
David Miller	4920 E. Mercer Way	232-0571
John Johnson	7930 SE 34th St	232-1520
John Johnson	4660 SE 16th St	232-8417

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
no later than Saturday midnight, January 20, 1990.

1/20

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
John Johnson	4101 35th Ave SE	232-5341
John Johnson	4101 35th Ave SE	232-5341
John Johnson	9319 SE 47th St	232-7138
Ryanne A. Bailey	2208-80th SE	232-2200
Camryn Ransom	2233 90th Ave SE	232-1574
Robert K. White	3040-71st Ave SE	232-0345
Eric T. Cox	4342 E. Mercer	232-5037
John Johnson	5019 E. Mercer	232-1892
John Johnson	4295 Drexel Ave	232-5916
John Johnson	2221 74th St	232-2503
John Johnson	3732 74th St	232-1430
Thomas Johnson	8015 SE 16th	232-5592
John Johnson	4451 Fairview Hill	232-2487
William Johnson	2441 76th St	232-0332
John Johnson	7115 SE 26th St	232-8774
John Johnson	9111 Fairview Ave	232-8031
John Johnson	8132 W. Mercer Way	232-2446
John Johnson	3206 27th St	232-2321
John Johnson	3621-80th Ave SE	232-1249
John Johnson	3210 Alverswood Dr	232-4183
John Johnson	2970 76th Ave SE	232-2406
John Johnson	2421 62nd Ave SE	232-1723

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
no later than Saturday midnight, January 20, 1990.

1881

2)
1/20

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name _____ Mailing Address _____ Phone _____

Judy Nalle	3035 70 th SE	232-8139
Mary Beth Hogue	3712 88 th Ave SE	232-4124
Holly Chan	3722 77 th Pl SE	232-1826
ROSZKOWSKI, E.F.	2243 80 th AVE SE	232-1174
Rudolf STROH	7227 SE 27 th ST	232-5380
Jane Murphy	9025 SE 51 st Pl.	236-0264
Janis McElroy	3467 84 th Pl SE	232-0910
Paul Pfeiffer	2235 78 th Ave SE	232-5246
Peter Holmberg	2836 73 rd Ave SE	232-7877
Winnona Bernhardt	4723 rd S.E. 36 th St.	232-8353
Susan Rimpler	5010 90 th Pl SE	232-3391
Barbara Tunney	4816-88 th SE	232-8421
Kevin Youngkin	7701 SE 58 th SE	232-2293

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Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash, 98040

1/20

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name _____ Mailing Address _____ Phone _____

Christina Wesley	4410 E. Mercer	232-1114
Robyn Smith Brossier	6837 W Mercer Way	232-7439
John J.	3402-97 th Ave SE	232-1511
Shelley Johnson	4240 94 th Ave SE	232-9594
Bea J. Mackay	8134 W Mercer Way	232-1780
Janet Tomita	12416 91 st Ave SE	232-6894
Carrie Maxwell	7 Meadow Lane	232-3680
Marilyn Weaver	8175 SE 76 th Pl.	236-1515
Andy Fellows	8420 SE 71 st St.	232-3957
Ebe Green	7350 85 th Ave SE	232-5177
Christine M. Marshal	8100 SE 70	236-8100
Judy Austin	6857 West Mercer Way	236-1202
Tom W. J. J.	2725 60 th Pl SE	232-1415
Jenny Wickste	" "	" "
John Lambert	74670 NE 74 th Av	236-8461
Ben Pomant	8140 SE 37 th St	236-8101
Walter	4277 86 th Ave SE	232-0545
John Bernhardt	3702 W Grand Way	232-4812
Shirley Bernhardt	10901 SE 26 th St	427-0125
Christine Hubert	6920-93 rd SE	236-1069
Tom Ward	4541 SE 88 th	232-6384

Please get signatures and return this petition to: **ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash, 98040**

28

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Table with 3 columns: Name, Mailing Address, Phone. Includes signatures like J. McDonald, Josephine P. McDonald, etc.

483

Please get at least 5 signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or no later than Saturday midnight, January 20, 1990.

29

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Table with 3 columns: Name, Mailing Address, Phone. Includes signatures like D. Eugene Helms, Pearlley W. Nguyen, etc.

Please get at least 5 signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or no later than Saturday midnight, January 20, 1990.

30

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect
number of flights over the Eastside...
We, the undersigned:

want the City of Mercer Island to continue to work as an active
advocate and proceed with due diligence on the issue of aircraft
noise abatement.

Name Mailing Address Phone

Name	Mailing Address	Phone
* Sharon Hardman	39 Holly Hill Dr	232-4121
Mary Baker	31 Holly Hill Dr. MT	232-5928
Helen Moon	8309 NE 57th Dr. N.V.	232-3111
Joan Barchas	6220 72th Ave SE mt	232-8759
Mary Cantor	7825 SE 73rd Pl MT	232-1536

ASH

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
no later than Saturday midnight, January 20, 1990.

31

PETITION
to the
Mercer Island City Council
on Aircraft Noise

Number: _____

In light of proposed new FAA flight plans which will affect
number of flights over the Eastside...
We, the undersigned:

want the City of Mercer Island to continue to work as an active
advocate and proceed with due diligence on the issue of aircraft
noise abatement.

Name Mailing Address Phone

Name	Mailing Address	Phone
* Judith E. Burgess	9 Brook Bay	232-1033
Ernest M. Burgess	9 Brook Bay	232-1033

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
no later than Saturday midnight, January 20, 1990.

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
------	-----------------	-------

Maileigh	Will H. Kaley	5059 - 84 th Ave SE	232-2543
Brown	Ed Bizon	9018 W Shoreline Dr.	232-4113
Madie	W. H. MADIE	4751 E. Mercer Way	232-3949
Morrissey	John H. Morrissey	3059 1st Ave NW	232-0841
Dixon	W. J. Dixon	4141 85 th Ave SE	232-7702
Little	Thomas Little	4211 90 th Ave SE	232-4650
Daniels	Linda Daniels	8435 1 st SE	232-0625
Brockmeier	Rene Brockmeier	2762-72 SE	232-2934
Haibeck	Bette Haibeck	8408 S.E. 33 rd St	232-8791
Peterson	Mario Peterson	8438 11 th Ave NW	232-7110
Coughlin	Kelly T. Coughlin	3324 7 th Ave SE	232-2747
Peterson	Judy Peterson	8438 7 th Ave NW	232-7415
Firnstahl	Dr. Firnstahl	3451 W. Mercer Way	232-5906
Thornton	Harold Thornton	3419 7 th Ave SE	232-0794
Klugh	Maureen Klugh	8436 4 th St SE	232-4234
Crow	Ron Crow	2550 2 nd SE	232-5971
Hawes	Adrian Hawes	700 L 7 th SE	232-0025
Harwood	C. B. Harwood	9839 MERCEWOOD DR	232-7446
Ellis	W. J. Ellis	4815 W. Mercer Way	232-4281
Bradley	Charles M. Bradley	8860 SE 3 rd St	232-6498
Hanes	Kathleen Hanes	4651 W. Mercer	232-4190

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash, 98040

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
------	-----------------	-------

Frank Gambelchini	8905 SE 45	232-0788
Catherine S. Gambelchini	8905 SE 45	232-8788
Judith Wilson	4533-89 th Ave SE	232-4798
John Walle	4526-59 th Ave SE	236-0415
Kathleen E. Noble	4526-89 Ave S.E.	236-0415
W. J. Nelson	4540-89 th SE	232-4580
Marlin Tom Lamberson	1610-91 st Ave S.E.	232-8501
Don C. McGill	7446 7 th Ave SE	232-8526
Terry R. Gaffney	4400-92 nd SE MI	232-4420
Debbie Baker	4104 SE 53 rd Pl	232-9348
Melinda Lane	4595 89 th Ave SE	232-4639
Barbara Charles Bank	4548 89 th Ave SE	236-2913
John W. Friedman	4541-89 Ave SE	232-1246
Raymond Steedley	4532-89 th Ave SE	232-5506
Richard Smith	9105 S.E. 4 th	232-2252
John Rippey	4310 85 th Ave S.E.	236-2530
William J. Smith	6421 W. Mercer Way	232-2162
Jim Smith	4027 W. Mercer Way	232-4417
Thomas J. Smith	8411 SE 3 rd St	232-9387
Steve Pitt	2930 S.E. 35 th MI	232-1148
W. J. Smith	1614-70 th Ave SE	232-0624
Patricia Raleigh	5059-84 th Ave SE	232-2543

Please get at least 5 signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or no later than Saturday midnight, January 20, 1990.

21595
32
1/20

485

36
1/20

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name Mailing Address Phone

487

GARY FEIN		
Gary Fein	1619 Rosinole	645-1456
Jim E. Baker	4355 Mercerwood Drive	232-2535
Judy Bruch	9355 Mercerwood Dr	232-6110
DOROTHY KLUM	4767 E. Mercer Way	232-0194
SANDY T. KLUM	"	"
Paul H. Hill	8437 SE 3rd Place	232-3014
William DeFrost	7409 Blue Tan Dr.	232-6107
Emily Anderson	4219 S.E. 43rd	232-8415
ERIC SUNDSON	2440 61st Ave SE	232-4550
John M. Schindler	4004 9th Ave SE	232-2105
Phyllis Jones	4544 84th Ave. SE	236-2163
Arthur Zolner	4220 SE 3rd Pl.	232-5175
John J. Johnson	"	"
John J. Johnson	7271 E. Mercer Way	232-6509
James Peterson	7030 N. Mercer Way	232-7669
Jim Garrison	5000 SE 6th	232-5219
Robert Jensen	800 SE 4th	232-4331
John D. Hill	7617 W. Hillside	232-6962
Christina Wallhite	1611 E. Mercer Way	232-4517
John H. Hill	7409 S.E. 7th St	232-2381

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

37

1/20
195

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name Mailing Address Phone

Alice VanPatten	3932 E. Mercer Way, Mercer Island	236-0762
Ruby Bryan	4224 S. Mercer St. M.I.	232-7522
James Hill	58th St. Mercer Island	
Caroline Sablin	2127 7th Ave S.E. M.I.	
John A. Hill	4717 9th St M.I.	
John A. Hill	5741 SE 3rd St M.I.	232-7524
John Hill	2526 70th St SE M.I.	232-6115
John Hill	5853 9th St SE M.I.	232-6816
Charles Anselm	6905 SE 32	232-5959
John Hill	5715 84th SE	232-2414
Antoinette Williams	3202 W. Concord Way #405	236-5248
Susan Webster	9058 E. Shorewood Dr #165	236-1352
Lance Nagel	8436 SE 40th St	232-6532
Ston Ambro	3432 76th Pl SE Mercer Is.	232-6955
Ann M. Tallarico	2421 64th Mercer Island	232-0774
Clifford Olopan	4035 78th Mercer Island	232-0395
M. D. Halant	9852 S.E. 42nd Place M.I.	232-2764
John Hill	3322 84th Ave SE M.I.	232-4149
Chris Hill	3050 41st Place SE M.I.	232-1237
John Hill	4364 86th SE M.I.	236-2811

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

38
1/20
25

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...
We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
STASE SAUTI	3727 77th PL. SE. MERCER ISLAND	
Lu Ann	3503 88th AVE SE MI 236-1770	
W. Litt	PO Box 351 MT. 232-1679	
LEE	7525 S.E. 71st. 232-6022	
Elizabeth	281 75th PL SE 232-7898	
Shel S.O. Maria	8852 SE 72nd PL 236-1248	
John E. Moore	" " " 237-1457	
Phila Nelson	6270 W. Merenuky 236-1032	
Dr. Sandra Babcock	2801 W. Merenuky Ave 236-7900	
Nishi Kaller	2450 61st SE 232-7348	
Casteney Cole	3221-87 Ave SE 232-0282	
Ben Nolle	2278 72nd SE 232-2673	
Jean K. Barlas	8204 SE 62nd St. 232-4648	
Carl Borda	8211-SE. 67th St. 232-9329	
Alvin H. Brune	8251 SE 26th St 232-6410	
Robert Feldman	8110 SE 71st 236-8137	
Dorothy Goshorn	8271 Merimount Dr. 232-8837	
Fouzel Goshorn	2929-74th S.E. 7201 232-0792	
Cheri Crothamel	5812 W. Mercer Wy 232-7152	
Richard Dwell	3903 W Mercer Way 236-0730	
Angela Smith	2758-71st SE 236-0781	
Shelley Barba	6531-80th SE 232-9424	

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
no later than Saturday midnight, January 20, 1990.

488

39
1/20
Signs

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...
We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Wendal Burt	2823 72nd Ave 236-2110	
Jeanne Aiken	8429 S.E. 33rd Pl 232-4693	
Robert P. Mendota	6205 bland Crest Way 232-0898	
John P. Mendota	6205 bland Crest Way 232-9025	
Gail Auld	7924 74th SE 232-4032	
W. Lawrence	2005 W. Mercer 232-5975	
Stephen M. Gully	8525 S.E. 70 232-8748	
Mary Guff Weyel	4650 Forest Crest 232-5694	
Gladys E. Pugh	4524 90th Ave SE 232-6599	
Donna Christy	9020 W Shorewood Dr. 232-5754	
Frances Benson	2926 76th S.E. Mercer Is. 232-2435	
Cheryl Charles	2717 76th Ave SE 232-2131	
Benny Houghton	4556 84 Ave SE 232-2703	
Stephen J. Pugh	7500 S.E. 71st 232-2861	
Carl Heston	4721 94th St 232-5584	
Helmi Anderson	8445 SE 33rd Pl. 232-4239	
Carol Bill	9104 Fortuna Dr 232-9263	
Kenny Sussex	4021 96th St 232-9263	
Barbara B. Bradshaw	9052 E. Shorewood 232-3121	
Robert Pugh	3501 80th SE #157 236-3221	
John Pugh	3482 97th Ave SE 236-1311	
John Pugh	6220 86 22 232-5759	

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
no later than Saturday midnight, January 20, 1990.

40
1/20

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...
We, the undersigned:
want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Harland R. Blodgett	4065-ICW	232-8603
Jane Lamson	7840 S.E. 20th	232-5726
John A. Dassow	4510 86th SE	232-1408
K. Therie Cooper		232-2891
Janette K. Goode	3507 72nd Ave SE	232-5680
Queenie Jones	9930 S.E. 40th St	236-1816
C. Landwehr	9341 SE 46th St	232-9381
Frank Smith	404 75th SE	236-1411
Tom Brown	4605 W. Mercer Way	236-1321
Joseph W. Early	2240 71st Av. SE	232-0982
Mary F. Carley	2240 71st Av. SE	232-0982
MARIE D. COFFEE	5007 E. Mercer Way	232-9231
Phyllis A. Roberts	4618-89th Ave S.E.	232-1498
John Smith	3957 Smeadbrook	232-0877
Billie	6130 93rd Ave SE	232-1442
Ann King	3635 74th SE	232-1480
Paula Wood	5409 91st SE	232-2457
Jane Becker	4330 E. MERCER WY	236-1005
Rene Allison	7616 SE 37th Pl	232-9636
Bob & Schuyler	6236 E. Mercer Way	232-8966
Robert J. Schwan	6236 E. Mercer Way	232-8966

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

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41
1/20

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...
We, the undersigned:
want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
ELIZABETH M TUBBS	3630 40th Av. S.E.	232-3798
ERIC H. CRUDDEN	3464 72nd A. SE	232-5799
John Korman	2500 - 91st SE	236-2791
Marilyn Thompson	6 Lindley Rd	- 8042
Robert R. Smith	4102 26th St NW	232-7132
CATHERINE WILSON	9241 SE 60th ST	232-2428
Terry L. Aruse	7740 51st Pl SE	236-1848
Dave Aruse	7740 51st Pl SE	236-1848
Kuo YAMAMOTO	3545 81st Ave S.E.	232-0655
Angie Maddy	6021 W. 55th Ave W	232-6314
Dr. Arthur M. ...	5021 SE 37th St	232-2863
W. J. ...	4204 95th Ave S.E.	232-3144
Sharon J. ...	7900 SE 67th St	232-7999
Marilyn ...	4818 E. ...	232-1444
Paul ...	7005 80th S.E.	232-6272
Chris ...	8457 SE 39th St	232-5403
John ...	3023 67th St S.E.	232-4470
Randy ...	5444 E. ...	232-7109
Nahiel ...	9545 S.E. 45th St	232-9769
Shannon ...	6794 60th ...	232-0225
Brandon ...	4130 100th Ave SE	232-2697

No phone calls

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

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1/20

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name Mailing Address Phone

John [unclear]	8114 SE 133rd	232-1010
John [unclear]	7820 SE [unclear]	232-7777
S. [unclear]	711th Pl. SE - M.I.	232-6316
Thomas [unclear]	4105 [unclear]	232-4732
John [unclear]	2500 - 81st Ave. S.E.	232-4284
Marjorie [unclear]	" " "	" 9735
John [unclear]	" " "	" "
John [unclear]	9007W [unclear]	1815
John [unclear]	9020A [unclear]	2-4735
Thomas [unclear]	4810 56th SE	2-5621
Jerry [unclear]	4722 Forest Ave SE	232-9251
John [unclear]	4130 - 44 SE	232-5375
Debbie [unclear]	4134 [unclear]	232-9688
Ma [unclear]	3500 90th Ave S.E.	232-1476
John [unclear]	4511 25th SE	232-8112
John [unclear]	2772 72nd Ave S.E.	232-6907
John [unclear]	4707 85th NESE	756-2551
John [unclear]	4215 [unclear]	232-7733
John [unclear]	8426 SE 40th Ave M.I.	232-4734
John [unclear]	3612 - 90th Ave S.E.	232-0821
John [unclear]	3612 - 90th Ave S.E. M.I.	232-0821

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash, 98040

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PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name Mailing Address Phone

Barbara [unclear]	3459 7th Ave SE MI	232-4508
John [unclear]	7500 - 81st SE	232-3415
John [unclear]	7720 - 76th SE M.I.	232-2290
John [unclear]	1108 101st Ave SE - M.I.	232-3745
John [unclear]	" "	" "
John [unclear]	4532 116th SE	232-5228
J. [unclear]	9800 - 75th Ave SE MI	232-0892
John [unclear]	8417 S.E. 35th St	232-7504
John [unclear]	6147 92nd SE	232-4365
John [unclear]	8141 SE 44th St.	232-2249
John [unclear]	4512 90th Ave SE	232-8163
John [unclear]	4242 88th Ave E	232-9342
John [unclear]	7740 74th Ave S.E.	232-9454
John [unclear]	7740 76th Ave SE	232-9468
John [unclear]	8424 Ben [unclear]	232-7092
John [unclear]	3504 SE 88th St.	232-4121
John [unclear]	4236 - 91st Ave S.E.	232-9454
John [unclear]	7628 SE 34th	232-9454
John [unclear]	3633 93 SE	232-9454
John [unclear]	7660 87th SE	232-9454
John [unclear]	6016 SE 28th Ave	232-9454

Please get signatures and return this petition to: Noise Abatement Committee, P.O. Box 681, Mer 98040

067

44

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Table with 3 columns: Name, Mailing Address, Phone. Contains handwritten signatures and addresses of petitioners.

Please get at least 5 signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or no later than Saturday midnight, January 20, 1990.

45

1/20

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

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Table with 3 columns: Name, Mailing Address, Phone. Contains handwritten signatures and addresses of petitioners.

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash, 98040

46

1/20

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Table with 3 columns: Name, Mailing Address, Phone. Lists names and addresses of petitioners.

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash, 98040

865

47

1/28

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Table with 3 columns: Name, Mailing Address, Phone. Lists names and addresses of petitioners.

Please get at least 5 signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or no later than Saturday midnight, January 20, 1990.

545

48

1/20

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Table with 3 columns: Name, Mailing Address, Phone. Includes names like Robert E. Rehbeck, William O. Wilson, Madeline M. Merson, etc.

Please get at least 5 signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or no later than Saturday midnight, January 20, 1990.

493

49

1/20

PETITION to the Mercer Island City Council on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Table with 3 columns: Name, Mailing Address, Phone. Includes names like Robert E. Rehbeck, William O. Wilson, Madeline M. Merson, etc.

Please get at least 5 signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or no later than Saturday midnight, January 20, 1990.

25195

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1/20

PETITION
to the
Mercer Island City Council
on Aircraft Noise

Number: _____

195

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Carolyn Boutsman	3210 74 Ave SE MI	236-0949
Emil Kicard	5308 LANSOMORE Lane	232-1470
* [Signature]	2940 SE 26th Ave FAU1 MI	232-3303
[Signature]	9235 SE 35th St MI	232-4305
[Signature]	5022 W. Main Way MI	232-2748
[Signature]	5735 1/2 Hillside Dr	232-2274
[Signature]	7005 70th St SE	232-0196
[Signature]	8336 Greenwood Ave	232-3411
[Signature]	2430 76th St SE	232-8257
[Signature]	3404 72nd SE MI WA	232-3886
[Signature]	4301 87th St SE	232-3665
[Signature]	4301 87th St SE	232-3665
[Signature]	3987 W. Pioneer Way	232-1402
[Signature]	6140 W. Mercer Way	232-1987
[Signature]	16 Brook Bay MI	232-421
[Signature]	16 Brook Bay MI	232-4210
[Signature]	4825 90th Ave SE MI	232-7392
[Signature]	3440 77th St SE	232-1495
[Signature]	2529 76th Ave SE 103	232-6648
* [Signature]	8404 W. Mercer Way	232-3881
[Signature]	2453 64 SE	236-2488

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
no later than Saturday midnight, January 20, 1990.

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51
1/20

PETITION
to the
Mercer Island City Council
on Aircraft Noise

195

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
* SUSAN MATERI	3614-84th Ave SE	236-2811
* Francis Materei	3614-84th Ave SE	236-2816
LINDA A. JONES	4639 91st Ave SE	232-1265
J. & S. SNELL	4138 91st Ave SE	232-1265
Helen Russell	6614 SE 25th	232-6218
Ellie Anderson	7017 SE 29th	232-3560
[Signature]	3230 26th St SE	232-2677
[Signature]	4725 SE 43rd	232-2917
Robert Williams	4534 91st SE	236-1842
Constance D. Hurd	4534 91st SE	236-1842
Joseph R. Pennadelli	3207 E. Livingston	232-1503
Mary Louise Hanata	2323 71st E	232-5133
Al Dun	5712 W. Main	232-5879
[Signature]	2948 91st SE	232-0331
[Signature]	3211 74th Ave SE	232-7791
[Signature]	3940 76th St SE	232-3496
[Signature]	8116 SE 62	232-5251
[Signature]	3405 72nd St SE	232-2015
[Signature]	4612-86 SE	232-8906
[Signature]	10217 SE 18th St	232-1012
[Signature]	2802 64th Ave SE	236-1751
[Signature]	8253-SE-3C MI	232-1632

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
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52
1/20

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...
We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Peter Suga	2511 - 71 SE	232-6345
Barbara Swain	2511 71 st SE	232-6345
Katie Anderson	2444 71 st SE	232-3176
David C. Anderson	2444 71 st SE	232-3176
Marianne Clunie	1121 85 th Pl SE	232-7960
John Medeiros	2517 71 SE	232-5527
John Medeiros	2520 70 th S.E.	232-9896
Kathryn (Duck) Medeiros	2520 70 th SE	232-9896
Leonard J. Revik	2278 77 th SE	232-7987
Susan Barron	8916 SE 53 rd Pl	232-2829
Martin Burke	7060 W Mercer Way	236-0844
Mrs. A. Howell	8821 SE 37 th St	
Ann Beattie	9610 SE 31 th St	232-3372
William J. O'Brien	4201 91 st Ave SE	232-6009
John O'Brien	2580 - 136 th Ave	232-3693
Harold Lewis	2580 - 136 Ave	236-0992
John P. Nye	2730 - 72nd Ave SE	232-2560
Deanna Robinson	4508 W Mercer Way	232-7939
Richard J. Smith	8434 SE 39 th	232-3548

51H

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
no later than Saturday midnight, January 20, 1990.

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1/20

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:
want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Ka Kit Tung	4285 E. Mercer Way MI	236-2272
Eric R. Allen	8364 SE 64 th	236-1760
B. H. Lyles	9441 S.E. 70 th Pl	232-4410
Charlotte Lyles	9441 SE 70 th Pl	232-4440
Marcia H. Lyles	7471 S.E. 70 th Pl SE	232-4511
PETER CLAVER OESER	4365 80 th Ave SE	232-3234
Julie A. Scott	6205-86 th SE 7 th	232-9326
Julie Hill	5432 Parkside Ave SE	232-1385
John Pluta	6749 87 th Ave SE	232-0940
John Pluta	2383 85 th Pl SE	236-0217
Andrew Jones	"	"
John Jones	6844 83 rd SE	232-1280
John Payne	9236 SE 53 rd	232-7549
Bob Zende	7457 West Mercer	232-1821
Peter Marks	6825 84 th Ave SE	236-8114
John Benschert	5505 Lansdowne Ln	232-5306
Dorothy Monstuma	5381 W Mercery	232-6365
John Smith	5251 W Mercer Way	232-6365
BJP Lamb	6000 9 th Line SE	232-3618
John A. Higgins	8446 West Mercery	232-6730
Lawrence Carr	9039 E. Shoreway Pl #130	232-4376

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

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 1/20
 54

PETITION
 to the
 Mercer Island City Council
 on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
M. Eileen Anderson	6731 W Mercer Way	232-6253
Nelma M. Anderson	PO	PO
William C. Anderson	11605 S.E. 45th Place	746-6024
John E. Anderson	8441 S.E. 45th	232-5725
Philipa Harsanyi	7020 93rd Ave S.E.	236-7956
Robert R. Kim	8420 W Mercer Way	236-1581
Elizabeth Johnson	7217 80th Ave S.E.	232-4324
James Johnson	4217 80th Ave S.E.	232-4304
James G. Johnson	7919 S.E. 112th Seattle	772-6167
Michael Johnson	8331 S.E. 62nd ME	232-9236
Michael Johnson	8331 S.E. 62nd ME	232-9236
Carole Johnson	9215 W Shorewood	232-9113
Gil Gray	7531 85th Pl SE	236-2510
Walter	7410 S.E. Ave	232-4924
Shirley Johnson	4670 90th S.E.	232-5725
Phillip Johnson	7505 93rd SE	236-0990
L. D. Johnson	7410 S.E. Ave	232-4924
John	7812 S.E. 78th St	232-4370
John - Marie Johnson	8864 S.E. 62nd St	232-6323
David G. Johnson	1290 S.E. 1st	232-4170
Harvey L. Johnson	8326 S.E. 7th	232-2035
Karen Johnson	4803 E. Mercer	232-3624

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Please get at least 5 signatures and return this petition to:
 ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
 no later than Saturday midnight, January 20, 1990.

55
 1/20
 signs

PETITION
 to the
 Mercer Island City Council
 on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Terrence C. Anderson	9518 S.E. 71st	236-2727
N. Johnson	5224 Forest St	232-3069
Michael Johnson	5224 Forest St	232-3069
John Johnson	12911 S.E. 23rd Way	630-8233
John Johnson	7720 81st S.E.	232-3741
RONNA CIERO	4551 FERNCREFT	236-7203
SHERRY HIZUTA	"	"
John Johnson	4647 90th S.E.	232-5657
John Johnson	5131 S.E. 44th St	232-7641
Paul Johnson	8131 S.E. 44th St	332-7641
Michael Davis	8841 S.E. 61	232-6242
Cliff Johnson	7850 30th Pl S.E.	232-2016
Michael Johnson	6815 84th SE	232-3594
Eric G. Anderson	7336 1st Ave W	232-3688
John Johnson	7415 80th Pl SE	236-8222
John Johnson	8021 W. MARCEL WAY	232-3576
John Johnson	"	"
John Johnson	4410 S.E. 72nd Pl	232-9116
John Johnson	5211 90th St	232-7366
John Johnson	7761 S.E. 1st	" 8977
Susan Johnson	4747 E Mercer	232-4489
John Johnson	"	"

Please get at least 5 signatures and return this petition to:
 ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or
 no later than Saturday midnight, January 20, 1990.

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Jc Anne H. Meyers	6914 W. Mountain Way	232-4271
Mr. A. U. Silliman	4253 E. MERIDIAN WAY	232-2052
Bill Maked	8420 SE 7th Pl.	232-7045
Bob Mammison	9324 SE 68 St.	232-9129
Charles E. Mungler	7471 85th Pl. S.E.	232-4514
Thomas A. Mendenhall	7502 85th Pl. S.E.	232-7049
Thomas J. Mendenhall	7449 Mercer Terrace	232-6421
Kenneth L. Mendenhall	7255-86th Ave SE	
Michael J. Mendenhall	P.O. Sarcoma	232-2271
Alfred Mendenhall	58 PO Box 1226	232-9247
Airker (Clayton)	5015 E. MERCER Way MI	232-3770
Irene Mulroy	1230 W. Mercer Way MI	232-6171
Roger Trouty	6237 82nd and SE	
Charles Sanderson	6806 96th SE	
Susan L. Leger	5245 Forest Ave. S.E.	232-034
DAVID Israel	9023 S.E. 59th	232-9775
Dem Cohen	8331 SE 61st	236-2289
Wish An	8875 SE 74th	236-2752
Bonnie D. Winkler	8121 SE 79th	236-2165
Wallace M. E.	9431 SE 70th	232-2101
Patricia Gropp	7620 SE 72nd	232-3127

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Mr. F. Kelleman	8520 SE 82 M.I.	232-0501
Juan Murphy	7517-78 SE MI	232-9371
John J. Murphy	7905 W. Mercer MI	
Robert J. Murphy	7442 W. Mercer MI	232-1504
Robert J. Murphy	7202 TOWN AND MOUNTAIN	232-2229
Sil L. Mendenhall	8225 E. Mountain Way	232-7081
Victory Adams	4800 87th Ave SE	232-6193
North P. O. Box	7707 85th Pl. SE	232-0220
Jane O'Callahan	9460 SE 47th St MI	232-4048
Christine Adams	6407 96 SE MI	232-1847
Anna De la Rosa	7056 80th SE MI	232-9891
Richard J. Pennington	7800-89th Pl. SE	232-9260
John J. Pennington	8506 SE 72 MI	232-6519
Genevieve De la Rosa	3640 12th Pl. S.E.	232-5619
Susan H. H. H.	8301 SE 68th MI	232-1976
Brandon Powell	4120 94 Ave. SE	236-0178
John J. Pennington	8821 SE 70th Pl.	232-3976
Wish An. Rogers	8820 SE 70th Pl.	232-9514
Molly M. Pennington	9210 74th Ave SE	236-0235
Alfred J. Pennington	8526 SE 79th Pl.	232-4664

Please get signatures and return this petition to: ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, Mercer Island, Wash. 98040

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PETITION
to the
Mercer Island City Council
on Aircraft Noise

is video

In light of proposed new FAA flight plans which will affect numbers of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Paula Thompson	3224 80th Ave SE	232-5712
Laurie Thompson	3224-80th Ave SE	232-5742
Stephen Bryhan	2424 70th Ave SE	232-2473
Erica Dascher	3046 66 Ave SE	232-0423
Elizabeth Johnston	2962-74th SE	232-5656
Jeri Nittelbrandt	7363 85th Ave SE	232-3938
Stephanie M. Bell	2837 48th Ave SE	232-3097
Leslie Madroff	2257-74 Ave SE	236-1598
Debra M. Johnson	9657 8th Woodson	236-2993
Debra M. Johnson	4860 E. Mercer Way	232-0492
Michelle R. Lang	4237-84th Ave SE	236-3013
Nancy McLintock	2701 70th Ave SE	232-4848
Susan V. Mungby	8418 SE 35 St	236-9999
Bob Muller	7632 SE 40 St	236-1077
Victoria Smith	3078 60th Ave SE #26	236-0229
John Smith	5231 9th SE Pl SE	232-3268
Andrew Lewis Bond	4224 W. Mercer Way	232-7270
Kathy Smith	3420 79th Ave SE	232-7313
Charley Clement	PO BOX 681	232-6037
David B. John	8817 S.E. 61st St.	232-4898
Andrew Johnson	4230 90th SE	232-7151
John Lee	4001 W. Mercer Way	232-4534

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Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or no later than Saturday midnight, January 20, 1990.

is video

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PETITION
to the
Mercer Island City Council
on Aircraft Noise

In light of proposed new FAA flight plans which will affect number of flights over the Eastside...

We, the undersigned:

want the City of Mercer Island to continue to work as an active advocate and proceed with due diligence on the issue of aircraft noise abatement.

Name	Mailing Address	Phone
Elizabeth M. Johnston	2962-74th SE	232-2602
William M. Johnston	2962-74th SE	232-2602
Mark McCall	2467-71st SE	232-5020
David S. Schreder	2956 74th SE	232-4878
Dianna Goschky	3218 90th SE	232-2753
Frank F. Schreder	2956 74th SE	232-4878
David Schreder	2956 74th SE	232-4878
David Schreder	8303 Woodbrook Ln	232-4028
John G. Schreder	6724 E. Mercer Way	232-2886
John G. Schreder	2956 74th SE	232-4070

Please get at least 5 signatures and return this petition to:
ANAC (Aircraft Noise Abatement Committee), P.O. Box 681, ASAP or no later than Saturday midnight, January 20, 1990.

Your City, Seattle

Executive Department — Office for Long-range Planning

Richard Yukubousky, Director
Norman B. Rice, Mayor

January 24, 1990



PH#4

Richard E. Prang, Manager
System Management Branch
U.S. Department of Transportation
Federal Aviation Administration
17900 Pacific Highway South, C-68966
Seattle, Washington 98168

Re: Review of Draft Environmental Assessment for Proposed Changes to Air
Traffic Arrival and Departure Routes at Seattle-Tacoma International
Airport, December, 1989

Dear Mr. Prang:

The City of Seattle's objective is a net reduction of the noise impacts experienced by its citizens and the citizens of the region as a result of aircraft operations to and from Seattle-Tacoma International Airport.

The City of Seattle believes the mediation process offers the best course for achieving tangible net aircraft noise reduction. The mediation process is likely to be successful in achieving meaningful results only if all parties remain at the table and mediate in good faith. The results of the mediation process must have certainty, be comprehended by the public and be enforceable. The mediated parameters must achieve desirable results.

The "Draft Environmental Assessment for the Proposed Changes in Air Traffic Arrival and Departure Routes" raises questions about the reliance that Seattle has placed on the mediation process. The lack of specificity in the Draft Environmental Assessment makes it difficult to assess the immediate impacts and completely obscures the long-term impacts of the proposed action -- the Four Post Plan. The City's perception that the Federal Aviation Administration is acting in good faith in the mediation process and openly with the citizens of the region depends, in part, on the clarity and comprehensiveness of the environmental review of your proposed action, alternative actions and mitigation measures.

As of this date, the City of Seattle seeks:

1. completion of the mediation process in an expeditious fashion;
2. mediated parameters which result in a net noise reduction;
3. restraint in implementation of any change in flight paths pending successful conclusion of the mediation process; and

An equal employment opportunity - affirmative action employer.

City of Seattle, Executive Department, Office for Long-range Planning, 600 4th Avenue, Room 200 Municipal Building, Seattle, WA 98104. (206) 684-8056
"Printed on Recycled Paper"

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4. a thorough and complete environmental review which is responsive to the comments detailed in this letter.

Unless the mediation process produces substantial and satisfactory mitigation which reduces long-term impacts, an Environmental Impact statement will be required to fully analyze the impacts.

Our review of the Draft Environmental Assessment for Proposed Changes to Air Traffic Arrival and Departure Routes at Seattle-Tacoma International Airport, December, 1989, identified numerous deficiencies or inadequacies.

Failure to Meet the Standard for an Environmental Assessment

The FAA's Environmental Assessment is essentially a comparison of the operational characteristics of 13 different means of rerouting aircraft approaches called "procedural changes." The procedural changes are evaluated primarily in terms of efficiency. Efficiency is characterized as reduction and simplification in the workload of FAA control personnel, maximum use of navigable airspace, increased capacity, and safety. The environmental consequences are confined to generalized statements about aircraft fuel consumption and noise above the LDN 65 level. It states there are no data on air quality impacts. The Environmental Assessment fails to meet the minimum standards under 40 CFR S 1501 and 1508.

Precedent for an EIS

105 FAA prepared a DEIS (and supplement) to address two non-project actions as the operator of the Washington, D.C. Metropolitan Airports. The first was the existing operation; the second was the proposed policy for the future operation of the airports. (The EIS on the ongoing operations of the airports was required by a 1976 court order by the U.S. District Court for the Eastern District of Virginia.) The thoroughness and completeness of the EIS make assessment of the environmental impacts possible in a way that the Environmental Assessment does not. The situations appear to be similar and a more thorough analysis is warranted for Sea-Tac.

Incremental Actions

The proposed action in the Four Post Plan is one of a series of interrelated actions or decisions which may have an adverse effect on the environment. Other related actions include results of the mediation process, noise reduction or management strategies, scheduling decisions by the airlines, airport management and operational decisions by the Port of Seattle on the allocation and use of airport facilities, capital improvements of Sea-Tac, including the proposed taxiway conversion, and procedures and resource decisions by the FAA for the Approach Control Facility (TRACON) and Seattle Air Route Traffic Control Center (ARTCC). The environmental effects of these actions should be evaluated together. Environmental effects related to Sea-Tac should be linked to capacity and operations of other airports in the region including King County International, Paine Field, McChord, Renton, Auburn, Bremerton, and the Whidbey Island Naval Air Station.

PH # 4

Airport Capacity

The Environmental Assessment is directed to capacity increases at Sea-Tac. The Environmental Assessment does not provide a baseline for comparison of proposed capacity increases with capacity used in previous environmental analysis and documentation. What (hourly, peak hour or period, daily, and 7:00 a.m. to 10:00 p.m. period) capacity estimates or forecasts have been used in the past. What net change in aircraft operations from past estimates and forecasts does the proposed action make possible?

The Environmental Assessment states that the preferred alternative provides for as many as 56-60 south flow aircraft arrivals per hour, an increase from 42 per hour at the current time (pp. i and 1). The range of the increase is from 33 to 43 percent increase in south flow operations. There will be an equal increase in arrivals and departures. South flow operations constitute 60 percent of operations (p. 6). Therefore, on an annual basis, the preferred alternative would increase Sea-Tac operations from 20 to 26 percent during peak periods. In the future, peak periods can reasonably be expected to expand in duration. The 43 percent increase in peak capacity and the 26 percent increase in annual operations are of an order of significance similar to adding an additional runway, and should be treated equivalently under NEPA.

The Environmental Assessment focuses discussion on the increase in south flow arrivals. North flow operations are discussed only superficially. There would have to be an equal increase in departures which is not discussed.

Secondary Impacts

The Environmental Assessment does not quantify or assess any of the primary or secondary impacts of these increased operations. There is no assessment of the increased traffic for passengers or additional airport personnel trying to reach the airport. The impact could be substantial. For example, a peak air travel hour estimate could be made by multiplying the 18 new arrivals per hour (plus an equal number of departures) by average plane capacity plus crew changes, subtracting the in-airport transfers, and accounting for the average vehicle occupancy for arriving and departing passengers, and adding additional trips by service personnel. Unfortunately, the Environmental Assessment provides none of the information besides new aircraft arrivals. The Assessment does not include a traffic analysis nor does it provide information to do a traffic analysis.

Daily peak periods in airline travel are not described (beyond the midday peaks caused by arrival and departure "banks"). Morning and evening air travel peaks may coincide with peak commuter traffic, further compounding the secondary vehicular traffic impacts resulting from the increase in airport capacity. The Environmental Assessment is silent and contains insufficient data for analysis.

There is no assessment of the ground related impacts of the increased operations. The assessment of air quality does not consider the effect of additional operations directly or indirectly on air quality. It is confined to some general characteristics of fuel consumption based on types of operation (pp. 60-61). There is no information on which to base secondary air quality

impacts from sources like vehicular traffic. There are no measurements and no data points. There is no assessment of the secondary impacts of any of the alternatives. There is no evaluation of the cumulative effect of primary and secondary impacts of the proposed action.

Air Quality

The Environmental Assessment is devoid of any analysis of the air quality impacts of the proposed action. Air quality is included under the section which considers energy consumption. It simply states "there is no quantitative data available." The section consists of some general characteristics of fuel consumption based on types of operation (pp. 60-61). There is no listing of the compounds and quantities which will be emitted to the atmosphere from the increased operations or net changes resulting from modified operations. By comparison, the DEIS prepared for the Ferry County, Washington Airport, prepared by the FAA in 1974 with an average of three operations a day, includes estimates per operation and daily total pollutants for each of four compounds -- CO, hydrocarbons, NOx, and particulates. The Washington, D.C. Metropolitan Airport's 1980 DEIS and supplement contain extensive air quality analysis, which approximate what is minimally acceptable. The Environmental Assessment includes no measurements and no baseline data from which to assess changes or impacts. There is no information on the emissions of aircraft, or the differences in emissions with type of aircraft or engines, payload, or operational procedures. The Puget Sound Air Pollution Control Agency is not listed among those contacted by the FAA in preparation of the Environmental Assessment.

Impact on Surrounding Area

503 The Environmental Assessment contains only a generic table (p. 61a-61b) of compatibility of average sound levels (LDN) with types of land uses. There is no application of any noise standard to particular uses, and consideration of impacts of sound levels below LDN 65 are completely absent.

Sensitive Receptors

Sensitive noise receptors, or noise sensitive areas, are not identified; consequently, the impacts of the proposed action on sensitive receptors are omitted from the Environmental Assessment.

Historic Sites

The Environmental Assessment does not consider the effect of the proposed action on properties protected under Section 4(f) of the Transportation Act, or Section 106(b) of the Historic Preservation Act.

LDN 65 Noise Contour

The Environmental Assessment discounts any noise or changes in noise outside of the LDN 65 noise contour. The measurement system averages noise which diminishes the effects of periodic noise such as aircraft flights. The L10 65 (noisiest 10 minutes) standard would more accurately show impact.

PH # 4

Noise does affect persons outside the LDN 65 zone. The use of LDN 65 standard inappropriately narrows the scope of the Environmental Assessment. By focusing on the LDN 65, the Environmental Assessment does not address areas where the changes in noise levels (both increases and decreases) will occur. These areas are largely outside of the LDN 65 contour. The federal procedures, as applied by the FAA, do not recognize the impact of noise on people's lives.

3,000-Foot Ceiling

The Environmental Assessment does not consider noise which occurs more than 3,000 feet above the land surface. The nature of noise reaching receptors from aircraft in flight, when landing and taking off, does not abruptly or perceptibly change as an aircraft passes through 3,000 feet. Aircraft gaining elevation under power generate noise levels in excess of those in a landing approach. The use of the 3,000-foot standard is arbitrary in that it does not account for the operation, payload, type of aircraft, or type of engine.

Impact on King County International Airport

The Environmental Assessment does not consider the effect of the proposed action on aircraft operations or safety at King County International Airport, even though operations of both airports occupy the same airspace. Consequently, the Environmental Assessment does not consider the secondary noise or other impacts which may be caused by diversions or aborted operations caused by airspace conflicts. Similar evaluation concerns seaplanes operating out of Lake Union and other airports in the region.

Exposure to Noise

There is no calculation of the exposure to noise as a function of population and employee locations and densities or the duration of noise events over particular sites or areas. The "Time Above" (TA) noise values have been used by the FAA in other analyses, i.e., Washington, D.C. Airports, as have NEF values, which assign a larger night time weighting to aircraft noise.

There is no analysis or summary of existing sources of information or research on the impacts of noise on the public or on individuals.

Community Degradation

Noise adversely affects property values and, eventually, community character. The influence can affect a wide area. The Environmental Assessment does not acknowledge the impacts and their effects on the long-term viability of impacted areas. Public costs to sustain affected communities are not considered.

Aircraft Noise Sources

There is no information on particular aircraft types in the proposed action or for current operations. Noise characteristics by type cannot be evaluated by the public.

Richard E. Prang
January 24, 1990
Page 6

Safety

Safety issues discussed in the Environmental Assessment are stated as congestion in the south flow approach, crossing flight paths in central Oregon and in Eastern Washington/Idaho and switch-overs from one approach procedure to another. Safety issues are presented as judgments without quantification or backup analysis. Risks are not addressed. The increased concentration of flights over densely populated areas as a result of the Four Post Plan is not addressed.

Aircraft Scheduling

Airline scheduling was not explored as an alternative, although the peak demands were acknowledged to be driven by airline scheduling of midday arrival and departure "banks." Scheduling has not been used to minimize delays. Scheduling decisions have exacerbated capacity constraints. FAA has the power to regulate schedules or to request voluntary agreements from the airlines. FAA does not believe Sea-Tac is a "high density" airport or that changes in airline scheduling would relieve congestion (p. 15). This conclusion needs to be reevaluated or substantiated, particularly when combined air space rather than just Sea-Tac and King County International Airport operations is considered.

Mitigation Measures

503 The Environmental Assessment does not consider any mitigation measures. Mitigation measures should be incorporated in one or more alternatives under consideration in the Environmental Assessment. Possible mitigation measures could include noise budgets for Sea-Tac and/or individual airlines, limitations of types of aircraft or incentives for use of quieter aircraft, noise sensitive landing fees or other economic incentives for noise reduction, noise reduction operational practices and reduction of "flying dirty," curfews for particular flight paths, night time restrictions, imposition of the Four Post plan during limited time periods, or special flight paths for stage II aircraft. The mitigation measures proposed in the Mestre Grieve Preliminary Report should be evaluated.

Noise Monitoring

Independent noise monitoring should be conducted throughout the region to provide a data base, measure noise levels including those below LDN 65, and evaluate flight paths and noise mitigation measures. Monitoring and/or analysis should use more refined standards than LDN.

Comparison with Mestre Grieve Preliminary Report

The FAA Environmental Assessment contains one map (p. 61c) which shows "1988 Noise Contours" of LDN 65 or greater -- presumably an annual average. The Mestre Grieve Report shows current LDN 65 contours comparable to those shown in the FAA's Environmental Assessment. The Mestre Grieve Report shows annual average and north and south flow noise contours for both the current conditions and the Four Post proposal. There is no discernible difference in the location

Richard E. Prang
January 24, 1990
Page 7

of the LDN 65 noise contour between the current conditions and the proposed action. There are substantial differences in the location of noise contours for lower levels of noise. The difference in the location of the contours for north and south flow (extending further in the direction of the flow) in comparison with the annual average contour begins to show the leveling effect of averaged noise data.

The Mestre Grieve Report enumerates 52 measurement locations and provides detailed data on 13 sites. LDN noise levels are shown for a daily average and by flow direction. Time Above 55, 65 and 85 dBA is shown in minutes. Single-event data is recorded for current procedures in energy average SEL and average peak sound level. The number of aircraft passing over site under current and proposed conditions is reported.

Deficiencies in the Environmental Assessment are apparent when compared with the Mestre Grieve Report. These data should be incorporated and analyzed in an Environmental Assessment.

The Mestre Grieve Report proposes six modifications to the FAA Four Post plan that attempt to combine the needs of the FAA and the noise mitigation desires of the surrounding communities.

We appreciate the opportunity to review the Environmental Assessment. I, or a member of my staff, would be happy to meet with you and go over our comments.

Sincerely,

Richard Yukubousky
Richard Yukubousky, Director
Office for Long-range Planning

RY:hss
322-694

~~Enclosure: Resolution 20114 (certified copy)~~

cc: Patricia Davis, Chair, Port of Seattle Commission
Andrea Beatty-Riniker, Port of Seattle
King County Executive, Tim Hill
Anita Frankel, Air Pollution Control Officer
Temple Johnson, Federal Aviation Administration
Jim Street, Seattle City Council

PH # 5

Mr. Richard Prang
Federal Aviation Administration
17900 Pacific Highway South
Mail: C-68966
Seattle, Washington 98168

Dear Mr. Prang:

On behalf of the Port of Seattle Commission, I am submitting our comments to the Draft Environmental Assessment For Proposed Changes To Air Traffic Arrival And Departure Routes At Seattle-Tacoma International Airport dated December 1989.

The Port recognizes that the Federal Aviation Administration has the full and sole authority for the control of navigable airspace in the environs of Seattle-Tacoma International Airport. We also understand the need to find reasonable ways to reduce congestion and delays, enhance safety and more efficiently use Sea-Tac's two runways. Effectively addressing these issues will help maintain Sea-Tac's current role in the Puget Sound transportation system. For these reasons, some revisions to the approach routes may be necessary.

At the same time, the Port, as operator of Sea-Tac, must be concerned with any potential noise impacts created by the operations conducted at the airport. We believe that it is very unfortunate that this issue has had to be raised during the Noise Mediation Project. We would strongly prefer that implementation of routing changes wait until mediation is complete so that the total package of noise reduction measures can be established. If the FAA deems it necessary to implement any changes prior to mediation's completion, we ask that you give serious consideration to our suggested revisions to your original proposal.

The Port, while realizing that your analysis of noise impacts conforms to accepted national standards, is also sensitive to residents who feel that airport noise is a serious matter far beyond the 65 Ldn noise contour. As you are aware, the Noise Mediation Project noise consultants, Mestre Creve Associates, have conducted a very detailed evaluation of the noise impacts of your proposal. In addition to applying the traditional noise standards, they also conducted additional extensive analysis of noise impacts in their evaluation of the proposed changes.

We are pleased that mediation has provided a vehicle for discussion and community input. Although all the community interests have not agreed on a specific position at this time, considerable information from the Committee's technical consultants is available and will be given further

Mr. Richard Prang
January 24, 1990
Page Two

consideration as the mediation process continues. In general, the Port Commission believes mediation has been helpful to date in allowing all parties to focus on the features of the 4-Post proposal and increasing their understanding of the potential impacts through the work of the committee's consultant.

The Port suggests that you include in your implementation plan several of the modifications that have been discussed in noise mediation. One modification calls for moving the eastside downwind leg further east. The Port favors minimizing noise over population centers to the maximum extent possible. We request, therefore, that the downwind leg be positioned in a manner that would allow for the greatest noise relief without holding down departing aircraft so as to aggravate the noise conditions.

Further, we ask that full use of the 4-Post Plan be restricted to the hours in which it is required to enhance airport efficiency and aviation safety. We favor an adjustment of the proposed procedure during the nighttime period of lower activity, thus allowing maximum use of Elliott Bay for noise abatement routing.

Over the past several months, the FAA has made numerous presentations on the 4-Post Plan to the Noise Mediation Committee and to many other groups. Throughout these presentations, the FAA has made specific reference to the noise abatement advantages of the proposed plan. These include better utilization of the Elliott Bay arrival procedure and the "keep them high" profile for noise abatement purposes. We anticipate and expect that the FAA will provide assurances that these elements of the plan will be included within air traffic control and pilot instructions in a manner to guarantee that these important elements will actually be performed.

The Port Commission is very much aware of the public's concern with flight patterns and the expectations that we are all working to ensure that procedures are being followed as described. In light of this, the Port believes that it is imperative for the FAA in cooperation with the Port to develop a program which utilizes state-of-the-art technology for monitoring the noise abatement elements of air traffic control procedures.

In discussing arrival routing changes contained in the 4-Post Plan, the FAA has also mentioned north flow departure procedures. These procedures do not appear to be part of the current 4-Post proposal, and, therefore, we have not addressed them in this letter.

Mr. Richard Prang
January 24, 1990
Page Three

Finally, the Port Commission understands that Mr. Temple Johnson, Manager, Air Traffic Division and the FAA's representative in the Noise Mediation Project, has provided assurances to the Noise Mediation Committee that there will be continued consideration for noise abatement modifications to the plan. We appreciate the FAA's assurances that further noise abatement modifications can be developed even after the date of the implementation of the 4-Post Plan, should that indeed occur.

The Port Commission appreciates the opportunity to respond to the FAA's draft environmental assessment and we look forward to your continuing support of the Noise Mediation process. Involvement by the FAA is crucial if we are to reach the Mediation Committee's objectives of reducing noise through a variety of measures, including, hopefully, improvements to the 4-Post Plan.

Sincerely,



Patricia Davis
President, Port Commission

cc: Port of Seattle Commission
Zeger J.J. van Asch van Wijck, Andrea Beatty Riniker, Port of Seattle
Mr. Temple Johnson, Federal Aviation Administration
Mediation Committee

7903L

PH 0
January 24, 1990

GOOD EVENING. I AM KING COUNTY COUNCILWOMAN CYNTHIA SULLIVAN, AND I FIRST WANT TO THANK THE FAA FOR PROVIDING THIS OPPORTUNITY FOR THE PUBLIC TO COMMENT ON THE ENVIRONMENTAL ASSESSMENT OF THE PROPOSED CHANGES TO AIR TRAFFIC ARRIVAL AND DEPARTURE ROUTES AT SEATTLE-TACOMA INTERNATIONAL AIRPORT. I HOPE THAT THIS WILL NOT BE THE LAST OPPORTUNITY FOR THE PUBLIC TO COMMENT SINCE MANY PEOPLE ARE JUST NOW BECOMING AWARE OF THE RAMIFICATIONS OF THE PROPOSED CHANGES.

IT IS NOT MY INTENTION FOR MY TESTIMONY TO BE CONSTRUED AS OPPOSED TO AIR TRAFFIC OR AIRPORT OPERATIONS, INDEED DISTRICT 2 RESIDENTS DO USE THE AIRPORT IN GREAT NUMBERS. NOR IS IT MY INTENTION TO SUGGEST THAT NO SEA-TAC TRAFFIC SHOULD FLY OVER NORTHEAST SEATTLE. IT WOULD NOT BE VERY CIVIC-MINDED TO PLAY ONE COMMUNITY OFF AGAINST ANOTHER.

THE REASON I AM HERE IS THREEFOLD. AIRCRAFT NOISE IS NOT A NEW PROBLEM TO THE RESIDENTS OF SEATTLE. IN MY 6 YEARS ON THE KING COUNTY COUNCIL I HAVE HAD A THOUSANDFOLD INCREASE IN COMPLAINTS ABOUT AIRCRAFT NOISE, WHICH USUALLY BECOME MORE FREQUENT DURING PERIODS OF POOR WEATHER WHEN THE I.L.S. APPROACH OVER SEATTLE IS IN GREATER USE. I AM NOT AND MY COMMUNITY IS NOT IN FAVOR OF PROHIBITING SAFETY IMPROVEMENTS TO AIR TRAFFIC PROCEDURES THAT ARE NEEDED AND JUSTIFIED. WE ALL REALIZE THAT SEA-TAC IS AN IMPORTANT FACILITY BOTH FOR THE ECONOMY OF OUR REGION AND FOR OUR MOBILITY THROUGHOUT THE WORLD.

WHAT MOST OF THE PEOPLE IN THIS ROOM ARE CONCERNED ABOUT IS THE UNMITIGATED IMPACTS OF EXPANSION OF SERVICE. WE ARE INTERESTED

IN SEEING A MITIGATION PLAN BEFORE SERVICE IS EXPANDED.

AIRCRAFT OVERFLIGHTS CREATE SIGNIFICANT NOISE WHICH ARE SIMPLY REDUCED TO "GIVEN THAT THE D.N.L. 65 AND GREATER NOISE COUNTOURS DO NOT CHANGE AS A RESULT OF THE IMPLEMENTATION OF THE PROPOSED ACTION, ALL LOCATIONS OUTSIDE OF THE D.N.L. COUNTOUR REMAIN COMPATIBLE WITH THE AIRPORT." (EA p. iii)

MOST OF THE NOISE COMPLAINTS WHICH ARE RECEIVED IN MY OFFICE DO NOT ADDRESS NOISE LEVELS WHICH ARE AVERAGE OVER A 24 HOUR PERIOD. THEY ARE COMPLAINTS WHICH ARE DUE TO A SPECIFIC OVERFLIGHT, THEREFORE AN INCREASE IN THE NUMBER OF FLIGHTS OVER DENSELY POPULATED AREAS WILL GENERATE AN INCREASING NUMBER OF COMPLAINTS. D.N.L. NOISE MEASUREMENTS WILL NOT REPRESENT THE INTERFERENCE PEOPLE FEEL IN THEIR LIVES AND THE ENVIRONMENTAL REVIEW PROCESS NEEDS TO PROCEED TO A STEP WHERE THIS IMPACT IS ASSESSED AND MITIGATIONS DEFINED.

THE RECENT "PRELIMINARY NOISE ANALYSIS OF THE PROPOSED FAA 4 POST PLAN" BEGINS TO ADDRESS THE ISSUE BY USING TABLES WHICH LIST THE TIME ABOVE SPECIFIC NOISE LEVELS. THE WEAKNESS IN THESE TABLES IS THE ASSUMPTION THAT THE 4 POST PLAN WILL MERELY SHIFT PLANES FROM ONE LOCATION TO ANOTHER. THE STUDY DOES NOT ACCOUNT FOR THE INCREASE IN TRAFFICE WHICH WILL, MOST CERTAINLY BE GENERATED, BY THE INCREASE IN AIR SPACE CAPACITY GENERATED BY THE 4 POST PLAN. I URGE THE FAA TO CONTINUE DOWN THE PATH OF OPENNESS, WHICH IS REPRESENTED BY THE PREPARATION OF THE ENVIRONMENTAL ASSESSMENT AND THIS HEARING, AND TO PREPARE A COMPLETE ENVIRONMENTAL IMPACT STATEMENT.

THE ATTITUDE OF FAA THAT AN EIS IS ONLY FOR THE PURPOSE OF STRETCHING OUT THE INEVITABLE IS INAPPROPRIATE. AN EIS THAT IS PROPERLY PREPARED WITH GOOD RESEARCH DATA CAN BE AN INVALUABLE AIDE TO DETERMINING WHAT MITIGATIONS SHOULD BE.

THIS CONCLUDES MY PREPARED COMMENTS. I WILL LEAVE YOU WITH A COPY OF THE SUMMARY OF THE COMMENTS FROM THE PUBLIC MEETING WHICH I HELD IN MY COMMUNITY AND WITH A SAMPLE OF THE OVER 300 LETTERS AND PHONE CALLS I HAVE RECEIVED ON THIS SUBJECT SINCE NOVEMBER.

THANK YOU.

COMMUNITY MEETING HELD January 2, 1990 from 7:00 to 10:00 p.m. at the NOAA Auditorium at Sand Point on new FAA flight plans over north Seattle.

Sponsored by: Cynthia Sullivan, King County Councilwoman

Speakers: Jorgen Bader, Member of Overflight Committee
John Musgrave, Mediation Committee
Temple Johnson, FAA
Gary LeTellier, SeaTac Airport

Mr. Bader, as a member of Bayview-Gravest community served as an alternate on the Joint Committee on Aircraft Overflight, and reported that his community association feels that King County should join Seattle in calling for a full environmental impact statement. They feel it is the only way for the FAA to consider environmental and community values, to get a full disclosure of all the facts, and to have a meaningful opportunity for public comment and to have the full consideration of mitigation measures. He reviewed the background or various reports and studies on flight plans and noise problems of the airport, and reported the Overflight Committee recommended there be a mediation process in which the citizens would meet with the aviation officials and work to resolve the problem. It was also recommended that the FAA should take into account the noise consequences of any proposed shift in flight routes. In 1989 the Port convened the mediation process -- the goals of which are - to focus on ways to alleviate the noise, while balancing safety and efficiency and economic benefits of the airport's successful operation. A public information program is to begin in February; the goal is to reduce noise, have no runway expansion and have the FAA make no changes in flight paths while the mediation process is underway. The concern is a change in the flight track now would have the heaviest and noisiest planes going over the heaviest populated areas. A public hearing on the FAA Environmental Assessment will be held on January 24 at Cleveland High School, 7:00 p.m.

2nd speaker: Mr. Musgrave - Mediation Committee

Mediation process: was put together by the Port of Seattle as an outgrowth of the Overflight Committee and it is composed of representatives from the Port of Seattle, FAA, the airlines, the airlines pilots group, Airport Users group, and the citizens caucus. The citizens caucus comprised of 5 subcaucuses representing different areas and has 2 representatives participating at the mediation table. A technical consultant experienced in airport noise problems has been hired. Flight track management, the meeting concern, is one of the options the mediation process is looking at. The mediation process program is one of developing a package of solutions to reduce the amount of noise that has to be endured. The citizens caucus has no authority behind it so has begun to work the the Seattle City Council to solicit support of the citizens committee in mediation and to become involved in the mediation.

3rd speaker - Temple Johnson, FAA

Mr. Johnson, a representative from FAA and a traffic controller for 32 years reviewed the FAA position. The aim of air traffic control is to provide for separation of airplanes in an orderly, expeditious manner and be a good neighbor as much as possible while maintaining safety as a first priority.

QUESTION & ANSWER SESSION:

- Q. Questions about instrument landings during fog.
- A. All instrument landings to the south - the system has been in place for 23 years. Runways run north/south due to prevailing winds. Planes cannot fly a curve on instrument landings, they must fly straight in line with the runway. Instrument approach is 6 miles straight in.
- Visual arrivals usually come through Elliott Bay. Requirement for a visual approach - high ceiling 3100 ft, must see the airport and see each other.
- Q. Couldn't more planes fly over Elliott Bay?
- A. No, we have overextended ourself coming through Elliott Bay in visual weather conditions. We are currently bringing 310 turbo jets over Bainbridge, mixing those with that same stream to satisfy a procedure that we have outgrown.
- Q. Why can't small planes use nearby airports?
- A. They are being used more extensively. SeaTac has a low percentage of small planes.
- Q. Why not have commuter airports to alleviate congestion?
- A. Then there is the need to get to the larger airport for flight transfers, etc.
- Q. Some of the planes particularly 747 seem to be coming in lower.
- A. Procedurally we have not changed anything, however the size of the 747 can make it appear to be lower.
- Q. What elevation and how many planes will come over eastside?
- A. They will be at 5,000 ft. elevation and 102 turbo jets flying North of St. Rt. 520 and Payne Field -- each plane's elevation will vary by 1,000 ft.
- Q. Why can't new aids to navigation be installed for the 2 runways in place?
- A. No technology at the present to enable planes to fly a curve in instrument landing.

Q. There are more and more airplanes. Why not limit number of flights?

A. The FAA has no authority to do this.

Q. Information not available. How can the public get information on the proposal?

A. Logistics not possible to give to everyone. Environmental assessment available at libraries.

Q. Why didn't the FAA with Environmental Impact Statement (EIS)?

A. Regulations do not require an EIS when changes not made under 3,000'. Standard procedure: Environmental Assessment before an EIS.

Q. Who controls the number of takeoff and landings?

A. In 1978 the airlines were deregulated. Free enterprise and public demand affects the number of flights.

Q. Jet fuel - what percentage is in the air?

A. Have no expertise in this area.

Q. How high are the planes turning over Montlake?

A. On instrument - cross at 4100' from sealevel. On visual days 5,000'.

Q. Why not have more cross over Elliott Bay?

A. We are overextended now - with 310 turbo jets and 140 commuter jets.

Q. Property revaluation - due to noise problem?

A. Airplanes going across area now. If they are not a noise detraction, they will not change. Plan calls for 60 landings an hour with both runways at SeaTac. 22,000 landings and takeoffs have been added in 22 months. I expect that to continue.

Q. Planes seem to be flying lower - lives on Beacon Hill.

A. Commercial airline pilots do not play around with flying that instrument approach. Particularly, they do not fly beneath the flight plan. It is not in their interest or anyone elses. Is it small airplanes? No, big jets.

Q. What can be done, if anything, to limit the number of flights now and in the future?

A. There are certain laws that constrain us, one is the Interstate Commerce Law which regulates interstate and international commerce. We are also somewhat constrained by the deregulation laws passed by Congress, and also some discrimination laws as well--that you cannot unjustly treat one type of carrier or one type of aircraft operator differently than another. Expect the airport to reach capacity in the next 10 years. To deal with that, there will have to be additional capacity added in the Puget Sound area if we are to deal with the growth. There is currently a program underway with the Puget Sound Council of Governments dealing with post-2000 air traffic in the Puget Sound area which is a regional issue. There are many options to relieve traffic congestion -- build a new runway, build a new airport somewhere else, another to open up satellite airports.

Q. Does the Port of Seattle encourage new customers?

A. The Port of Seattle does have a marketing department. SeaTac, geographically is very important to the world commerce and SeaTac is experiencing that kind of growth -- trend toward international routes.

Q. What agencies interact with the Port in the flow of traffic in and out of SeaTac?

A. The Port of Seattle is chartered by the State Legislature and has 3 elected officials at large. There are two main division - Marine Division and the Aviation Division operating Seattle/Tacoma Airport. Have many interfaces with various local and state jurisdictions.

Q. Is it true or not that there is/or is not going to be a change in noise levels, specifically, the noise decibels over a particular home? Also, can the FAA delay flights in the interest of safety so that the delays are very lengthy and the airlines will realize they can't have so many flights?

A. Have all those attending sign in and agendas will be sent to them so they may attend the Mediation meetings and the hearing on the Environmental Assessment at Cleveland High School.

Re: decibels - noise has to be considered within the Part 150 areas - that area is eligible for Federal assistance and is incompatible for residential use.

Q. One concern: If you bring two planes together over Elliott Bay and there is an accident - it would be a tragedy, but if two are landing right over Boeing Field and have a crash, many more areas would be affected -- schools, homes, apartments below.

Another concern: Noone has analyzed the noise impacts directly on NE Seattle and yet there is a proposal being made that on February 1 these changes be implemented?

A. Noise consultant will have a report on January 4.

Q. Is there a landing fee for aircraft?

A. Yes, there is landing fee based on tonnage. On an average flight - \$2¢/1000' - about \$400 for a 747 (500,000#).

Q. Are there federal regulations that limit how much a landing fee can be?

A. No. Must charge each the same.

Q. Older 727s create much more noise than newer aircraft. Are there Federal regulations that regulate what type of planes come in at certain times of day?

A. There is some room to be able to negotiate that sort of scenario.

Q. Re property values discussed previously. Typically in governmental taking type issues there is compensation to property owners that are affected by this governmental taking, how does the Interstate Commerce Commission and the FAA and these other governmental agencies get around compensating individuals for this impact on the properties and the impacts of the values of that and the impacts to our lives and homes?

A. The answer is they don't. The Port of Seattle has a land acquisition/noise remedy program whereby if you are in a certain contour -- they will buy your home or outside that contour they will insulate your home. The Port is compensated by 85% by federal government. The transaction is between the property owner and the Port.

Q. Has anyone else in the United States challenged this issue. My understanding is that we own air and light rights above property and that by planes going over our property - especially with these new tracks set up -- I can draw a line across my skylight and the planes will fly right over it on schedule. So if they are using my property above me they are using my air and light - why shouldn't I be compensated?

A. In some cases there has been compensation - if you think you have such a problem you should consult an attorney.

Q. Is there a profile given to different airplanes in landing?

A. Yes, will take into account the different planes - their descent rate and how they operate most efficiently.

Q. What are you going to do to change the airport to have the flights come in from Elliott Bay? What about the technology? Move up to the Port to fix the runways so they line up with Elliott Bay.

A. The runway alignments are done on the compass road relative to prevailing winds and it is no accident that the runways run north and south. It is not practical to reorient the runways not to mention the cost. The technology today is that the beam guiding the planes on instrument flight is an extension of the centerline of the runway that extends straight out. There is a new technology but it is not in use and will probably not be until the turn of the century.

Q. Can the controller tell the pilot waiting to decelerate?

A. No.

Q. What is the FAA's maximum noise level?

A. DNL - accepted value. This is an average of the noise over 24 hrs.

Q. Is there technology with respect to more fuel efficiency and lower noise?

A. At SeaTac the fleet mix is 51% quieter planes/ 49% stage 2 or noisier planes. We have the third best mix in the country - LA and Frisco have a better one. Manufacturers are behind, can't produce airplanes fast enough - don't expect the fleet mix to improve much above 51% for quite a few years.

Q. Can something be done about the seaplanes landing in Lake Union?

A. The planes operating off Lake Union are uncontrolled flights - FAA has no control over the planes landing and taking off.

Q. What is being done to bring about the release of surplus money in the Aviation Trust Fund?

A. SeaTac a member of a worldwide lobby group advocating the release of the funds.

Q. Average noise level of no interest. It's the individual plane with the jarring noise that is of concern.

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SECTION 2

DRAFT ENVIRONMENTAL ASSESSMENT

PUBLIC HEARING TRANSCRIPT

OF JANUARY 24, 1990



Roosevelt Neighbors' Alliance

January 16, 1990

King County Council
ATTN: Cynthia Sullivan, District #2
402 King County Courthouse
3rd Avenue & James Street
Seattle, WA 98104

RE: Revisions Proposed by Regional FAA Office/Seattle Central-Corridor Flight Path

Dear Ms. Sullivan:

I have enclosed a copy of a letter we sent this past summer to the Port Commission. It outlines our concerns for the proposed increased overflights under consideration by the FAA. I have also enclosed a copy of a recent letter to the Seattle City Council, supporting that body's resolution to require an environmental impact statement of the FAA.

The RNA membership has closely followed the process by which the FAA proposes to alter flight paths over the greater King County area. We feel the FAA has not been candid with the public in describing the full impact the changes will have on the University District and Capitol Hill areas.

Our Roosevelt neighborhood, for example, will be overflown by all of the aircraft using the new approach. The FAA has grossly understated adverse effects by the erroneous supposition that since we already experience this noise on ILS approaches, we won't notice a few more aircraft during good weather.

Given the FAA's attitude, we feel the only way to find feasible alternatives or workable compromises is through completion of an Environmental Impact Statement (EIS). We urge you to support the full EIS process with all the influence your office carries.

Thank you for your continued work on behalf of all county residents who would be adversely affected by the proposed FAA plan. If you have any questions, or if I might provide you with additional information, please contact me at 632-5039.

Sincerely,

Hans Aschenbach
President
4540 8th Avenue NE
Seattle, WA 98105

Enclosures

Standard noise measurement accepted today is LDS. The consultant is supposed to develop a different way of measuring noise that will clearly indicate the impact on the neighborhood. Working on a noise budget which is where you take all the area noises of the airport and divide that by the number of airlines there and then figure out how much each should have. That becomes their budget. Each allowed so much, there will be incentives, penalties, etc. The problem is the inability to purchase quieter planes.

510

ROOSEVELT NEIGHBORS ALLIANCE

July 13, 1989

Pat Davis, President
Seattle Port Commission
Pier 66
Seattle, WA 98101

Dear Ms. Davis:

Our alliance is a community-service organization composed of 150 people residing between Interstate 5, thence east to 11th Avenue NE, and NE 45th Street, thence north to NE Ravenna Boulevard. At our monthly meeting of June 6, the Roosevelt Neighbors' Alliance reviewed the plan for changing flight patterns for Sea-Tac International Airport as proposed by the Federal Aviation Administration.

During the course of our discussion, we examined a position statement prepared by Bob Klug, Acting Chair of the North East District Council, dated May 2, 1989, a preliminary assessment memo from Harris Miller, et al, dated May 25, 1989, flight trackings published by the Port of Seattle, information regarding current Noise Abatement Procedures (SEA7110.71D), and a chart illustrating the proposed central-corridor flight pattern. In addition to hard data, we compared notes on what it's truly like to live directly beneath an active flight corridor. We all have vivid memories of the 1987 scatter plan.

The FAA's proposal is unworkable. The corridor through which increased traffic would flow is a densely populated mixture of residences, education centers (the University of Washington, Seattle Pacific University, Seattle University, North Seattle Community College, Shoreline Community College and multiple Seattle School District facilities), medical complexes and recreational facilities. These existing land usages are particularly sensitive to prolonged, intrusive peaks and valleys of noise pollution. At present, the central corridor is being overused by Lake Union float plane traffic, helicopter traffic, small aircraft utilizing Boeing field, and Sea-Tac traffic on ILS approach.

Our neighborhood abuts Interstate 5. Residents are inured to a certain amount of traffic noise, yet eagerly await completion of the Department of Transportation's sound-barrier project to provide some much needed relief.

With rare exceptions, vehicle traffic produces a "white" noise; a monotonous drone that can (with practice) be ignored. This is not the same as the build-peak-decrease sequence of a jet aircraft overflight. In addition, jet-flight noise has a doubly disturbing byproduct: vibration. To combine aircraft overflights with already excessive levels of traffic noise would be disastrous.



December 6, 1989

The Seattle City Council
600 Fourth Avenue
Seattle, WA 98104
ATTN: Jeannette Williams, et al

RE: Revisions Proposed by Regional FAA Office/Seattle Central-Corridor Flight Path

Dear Ms. Williams:

I am writing to officially record our group's support for the Council's resolution #28-114. We concur with the Council's position that an environmental impact statement be required of the FAA before the changes (currently slated for February 1990) be considered.

I have enclosed a copy of a letter we sent this past summer to the Port Commission. It outlines our concerns for the proposed increased overflights under consideration by the FAA. If you have any questions, or if I might provide you with additional information, please contact me at 358-6372, or 523-3794.

Sincerely,

A handwritten signature in dark ink, appearing to read "Shanon M. Sara". The signature is fluid and cursive, with a large loop at the end.

Shanon M. Sara
5320 8th Avenue NE
Seattle, WA 98105-3615

Enclosure

Fred Alkire
6828 29th NE
Seattle, WA 98115
21 January 1990

January 22, 1990

Councilwoman Cynthia Sullivan
King County Council District 2
402 King County Courthouse
Seattle, Wash. 98104

Dear Councilwoman Sullivan,

Thank you for calling the January 2 general information meeting concerning the proposed FAA flight patterns.

Aircraft noise is becoming intolerable where I live near Green Lake. Airplanes approaching from the north are even more objectionable than those taking off to the north. Therefore, I adamantly oppose the proposed change adding 102 more planes over north Seattle on the nice, quiet, peaceful days when they currently approach via Elliot Bay. All planes should also take off via Elliot Bay since that would disturb the fewest number of people.

Temple Johnson insisted that the FAA is merely following "market" forces. Yeah, sure. Almost all residents object to the obtrusive aircraft noise, but the FAA doesn't seem to consider that as part of "market" demand. What have they done to encourage airlines to reduce Sea-Tac flights? How about using Moses Lake as a hub for freight and "pass-through" passengers? How about alternative means of transportation for "commuter" traffic such as a Puget Sound high speed rail network?

Did I understand Mr. Johnson to say that the FAA didn't really even need to file an Environmental Assessment before implementing the proposed changes? And that they may try to claim the impact is "non-significant", so that an Environmental Impact Statement won't be required?

Please send me a copy of the Environmental Assessment if you have any left.

Sincerely,

Wilson Geegh
Wilson Geegh
4301 Whitman Ave. N.
Seattle, Wash. 98103
work: 865-5309
home: 633-3138

P.S. I am also in favor of banning all helicopters everywhere.

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

Dear Sirs:

The working hours of my job will prevent me from being able to attend and testify at the Aircraft Noise Hearing scheduled for 22 January and, therefore, I wish to submit the following comments into the meeting record.

In summary, the perceived noise level data that I have seen appears to be sketchy and incomplete. Noise is a major nuisance in a community and decisions which can result in increased noise levels should be based on the most complete information possible. Thus, I request that the FAA have prepared an Environmental Impact Statement which addresses the summed contribution of noise in our neighborhoods

For the record, our family has resided for 17 years in the Wedgwood Rock neighborhood of North-East Seattle, one which will be impacted by the proposed routing changes.

Specifically, I am concerned that the preliminary noise studies have not fully considered these issues in their analysis:

First, it appears that noise per flight will triple in my neighborhood from the level of 44 to 47. Is this correct? Was this estimated from a model or was it measured? The issue is that only measurements are valid data and these alone should be used.

Second, it appears that the average number of flights per day will increase from 81 to 144. Is this correct? The total movements is expected to increase by another one-fourth in the near future as the airport reaches runway saturation. The issue is whether this growth has been included in the analysis.

Third, it is difficult to ascertain if the distribution throughout the day has been included. What is the likely schedule patterns of the airlines serving SEA-TAC? The issue is whether the proposed routings are being designed for an operation of peaks and valleys or for one with the operations spread over the day.

Fourth, is it not true that noise rises and falls as the distance to the airplane changes. The duration of the noise increase is as important as the actual change in levels. The issue is that exposure time to increased noise should also be considered in a noise analysis.

December 27, 1989

SEATTLE POST INTELLIGENCER

RE: Response to your editorial dated Dec 18, 1989
"FAA Flight Plan Change Is Needed"

Fifth, as the traffic levels increase at SEA-TAC then less profitable operations for the Port should be off-loaded to smaller airports like Boeing Field. The issue is whether the noise impact of this shift has been considered.

Sixth, what is the national policy regarding the impact of noise on neighbors? And how does this plan conform to the national standard? The issue clearly is that SEA-TAC should be in compliance with the standard.

These are six issues which need to be addressed in more detail. One last point, have the above considerations been integrated into holistic and comprehensive analysis. The issue is that these do not stand alone as islands of analysis but must be viewed in total.

An Environmental Impact Statement is needed to answer the above questions and issues.

Thank you for entering these comments in the record.

Regards,

Fred Alkire

513
CC: Senator Brock Adams
Senator Slade Gorton
Hon. Jim McDermott
Mayor Norm Rice
Executive Tim Hill
Councilperson Cynthia Sullivan

Please note the attached petition signed by residents of the University District in Seattle. It reads,

We live under the common flight path of commercial jets landing at Seattle Tacoma Airport.

We believe that 120 more flights a day over our residences is too heavy a price to pay for SeaTac expansion.

We believe that the Seattle City Council's resolution to require a full environmental impact statement for the FAA's proposed plan is correct. Rerouting arriving jetliners over Northeast Seattle as proposed by the FAA is comparable to the State Department of Transportation proposing a new freeway through our community.

Yours,



Allan Davis
4725 15th NE
Seattle 98105

cc: Sam Smith, President
Seattle City Council

Seattle Community Council
Federation

CYNTHIA SULLIVAN
KING COUNTY COMAN

Editorials

FAA flight plan change is needed

One can justifiably accuse regional Federal Aviation Administration officials of being insensitive or unresponsive to community concerns over a tentative plan to reroute arriving jetliners bound for Seattle-Tacoma International Airport.

In response to objections from some residents in north and northeast Seattle and its suburbs that the proposed new airplane approach plan will generate unwanted noise, the FAA has agreed to do an environmental assessment in advance of the change and, if necessary, postpone it for as long as two years while a full environmental impact statement is produced.

That more than complies with a request made last week by three Seattle area congressmen, John Miller, Jim McDermott and Rod Chandler. They correctly stressed that air safety must be the first priority.

However, the City Council now has gotten into the act and today is expected to vote on a resolution to require a full environmental impact statement, regardless of what the FAA's environmental assessment concludes. Such action would be premature, shortsighted and could be detrimental to the safety of air transportation here.

If the environmental assessment finds that significant noise impacts are unlikely, as we believe it will, then the FAA plan ought to proceed, subject to continuing monitoring and modification if necessary.

The new flight plan is scheduled to be implemented on Feb. 1, barring the need for an environmental impact statement. Originally the FAA planned to install the new approach pattern a year-and-one-half ago but, acting responsibly, it agreed to join a community mediation process that now has become unduly prolonged.

The proposed change, we believe, is needed for reasons of safety and airport efficiency. Also, we think additional noise

impacts on the community will prove to be very minimal.

Under the existing system in place since 1970, when aircraft approach Sea-Tac from the north — which is 60 percent of the time due to prevailing southerly winds — they are routed over Puget Sound for descents over Elliott Bay. The result is a single file of arriving aircraft, at a maximum of 42 per hour. This creates congestion in the skies and strains on air traffic controllers. Increasingly, it also is causing delayed arrivals because Seattle-bound jets are being held longer at other airports.

Regional FAA air traffic manager Temple Johnson notes that Sea-Tac now has the fifth most delayed arrival times of any airport in the nation.

THE NEW PLAN would route arriving jets into two columns to the north and east of Seattle at altitudes above 5,000 feet, permitting between 56 and 60 landings per hour during periods of good visibility. Under instrument conditions, the maximum would be 36 planes per hour, the same as now.

The FAA notes that the arriving jets would not go to full power until final approach, after they have cleared the city, and that, in any case, some 80 percent of noise complaints are related to departing, not arriving, aircraft.

When additional airport facilities in this region become available, perhaps jet noise over residential areas can be more widely dispersed. But, unfortunately, such facilities are still years away. In the meantime, Seattle-area residents must learn to live with reasonable amounts of jet noise.

For a metropolitan area that aspires to international prominence and economic vitality heavily dependent on safe and efficient airport operations, and which relies on the aircraft-manufacturing industry for a huge segment of its employment base, it is a small price to pay.

HIS

November 1989

Dear Mayor Royer and members of the Seattle City Council

We live under the common flight path of commercial jets landing at Seattle Tacoma Airport.

We believe that 120 more flights a day over our residences is too heavy a price to pay for SeaTac expansion.

- | Name | Address |
|---------------------------|--------------------------------------|
| STEVEN KAUIA
Bo Blakey | 5251 12th NE Seattle
5611-12th NE |
| Michael Pruitt | 5716 17th Ave NE Seattle |
| Midori Kono Thiel | 4720 7th Ave NE Seattle |
| Katherine Elliott | 5612 17th NE |
| Leah Aust | 5015 18th NE 98105 |
| John M Lee | 5637 12th NE |
| Nancy Book | 5011 9th Ave NE 98105 |
| Hans Aschenbach | 4540 8th Ave NE #305 98105 |
| Cynthia Nunn | 10524 5th Ave N. 98133 |
| Bessie Byzell | 4725-15th NE 98105 |
| David Tietze | 4725 15th NE 98105 |
| Alvin Jurds | 4725 15th NE 98105 |
| Helen Bystedt | 4725-15th NE 98105 |
| Matthew & Wore
Klown | 4725-15th NE 98105 #11 |
| Brendy McElwee | 4725-15th NE 98105 #2 |
| Judy Blair | 4725-15th NE 98105 |
| Richard Ward | 4725 15th NE #4 98105 |
| Susan M. Ah | 4725 15th NE #36 98105 |
| Florence Kummer | 4725-15th NE 98105 |
| Kent T van den Berg | 5603-17th Ave NE |
| Sandy Slagter | 5524 16th NE |
| Paul O'Connell | 6541 2nd Ave NW |
| Bartley Robb | 4540 8th NE-302 98105 |
| Karen Schmidt | 5335 8th Ave NE 98105 |
| Michael Conrad | 5619 12th NE 98105 |
| Judith Wirth | 5623-17th NE 98105 |

RAVENNA-BRYANT COMMUNITY ASSOCIATION
6559 Ravenna Avenue North East
Seattle, Washington 98115

November 17, 1989

Hon. Cynthia Sullivan
Councilmember 2nd District
King County Council
402 King County Courthouse
Third Avenue and James Street
Seattle, WA 98104

Re: Rerouting of Sea-Tac aircraft
traffic patterns

Dear Councilmember Sullivan:

At our monthly meeting on November 14, 1989, our neighborhood voted unanimously to oppose the F.A.A.'s proposed rerouting of Sea-Tac aircraft traffic patterns. It was our best attended meeting in six months and everyone was strongly opposed to the proposed F.A.A. action. It will shift 40 % of the southbound arrival jet traffic and one-third of the commuter aircraft traffic to Sea-Tac from routes over Puget Sound to a route directly over North East Seattle and it will open up North Seattle to jets on the polar route and other traffic. The instrument landing course will not be affected, and in-coming traffic in cloudy weather will continue to concentrate over our neighborhood.

Two years ago, you persuaded King County to pass a resolution requiring the Port to do environmental analysis when it proposed to implement a "scatter plan". We request that you persuade the King County Council to pass a memorial to our Congressional delegation requiring the F.A.A. to prepare and circulate an environmental impact statement before it makes any flight track changes. The F.A.A. has not made any environmental analysis and says that it has no intent on preparing any.

The F.A.A.'s rerouting is designed to increase runway capacity by 42 % and move more aircraft more quickly. It affects Southeast King County, the Eastside, and all the central corridor of Seattle. The change will bring two streams of arriving jets parallel over Boeing Field, the busiest private aviation airport in the West, en route to landing "wing tip to wing tip" at Sea-Tac's two runways. The effect on Boeing Field is reason enough for an environmental impact statement; jet flights over King County's Harborview Hospital will also increase. The rerouting will cause a massive increase in jet noise levels over North East Seattle during the most sensitive period when people are out of doors to enjoy good weather.

Yours very truly

Joyce Otto, President
Ravenna-Bryant Community Associatio

Martin E. Nix
4217 12th Ave NE
Seattle, WA 98105

547-2514

Nov 28, 1989
Ref: Airport Noise Ordance

City Council
J. Williams
City Hall

Dear City Council:

Permit me to offer my recommendations, as an expert witness, and transportation consultant.

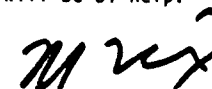
The present flight plan of large jets to SEA-TAC airport is very dangerous and should be rerouted. As it stands now, aircraft fly low and level over the university district, at about 1,500 to 3,000 feet altitude. This requires the engines to work, thus making noise. The fact of the matter this flight path over the university district is an accident waiting to happen. Simply, if the jets should have engine failure at this altitude, the engines would not, and I repeat not, be able to get the jet aircraft to sea-tac airport. The jets are not at high enough altitude to glide into the airport...BUT INFACT WILL LIKELY CRASH INTO CAPITOL HILL OR DOWNTOWN.

The second complication is the seaplane airport at lake union. This flight pattern crosses the Sea-Tac landing routes, and the potential of collision with a large aircraft by small aircraft is apparent. Also, it should be noted that small aircraft are often flown by amateurs, and these are single engine aircraft...sometimes at night I hear the engines cut on and off by these single engine aircraft. I personally feel that single engine aircraft should be banned from lake union, or the lake union sea-plane airport relocated to lake Washington.

A solution to the SEA-TAC airport glide slope is to increase the slope of decent from 3% on upwards to 6% or greater. The present glide slope is based on literally propeller aircraft technology from 1940. Jet aircraft can handle a steeper glide slope, and land via "gravity" and not have to use jet engines so much. Gravity is in fact more reliable and quieter means of landing a jet aircraft, thus, if the glide slope was increased it would permit 1) jets with failed engines to get to the airport, 2) reduce the amount of noise over the city, 3) relieve conflict of aircraft with lake union..

I trust my friendly advice will be of help.

Sincerely, Martin E. Nix



6852 - 28th Ave. NE
Seattle, WA 98115-7145
November 16, 1989

Councilwoman Cynthia Sullivan
402 King County Courthouse
Seattle, WA 98104

Dear Councilwoman Sullivan:

I am writing this letter to protest the new FAA plans to increase air traffic over the north end of Seattle and the eastside of Lake Washington. We are already very bothered by noise from above, because we are on the airport's Instrument Landing System (ILS) approach.

During bad weather and heavy traffic periods, we get incoming jet airplanes. During good weather, when the winds are from the north, we get some departing jet airplanes. We also have many small airplanes overhead, many of them float planes.

The noise was so bad last December that we frequently couldn't get to sleep, we were often awakened very early in the morning, and we had to endure days when our skies quite literally reverberated with noise.

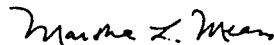
During last summer, there were many weekends when we had to stop using the backyard because we couldn't stand the noise. If we stayed outside, we repeatedly had to stop talking while the planes went overhead, particularly if they were departing.

If the FAA goes through with its current plans, we fear that we will have noise pollution like this all year.

I don't know what role you can play in bringing about a solution, but I do know that there is a solution that doesn't mean that the citizens of Seattle and nearby areas have to live with terrible airplane-created noise pollution. I hope you can help find that solution.

I look forward to hearing from you about this matter.

Sincerely,



Martha L. Means

November 22, 1989

Mr. Temple Johnson
Manager, Air Traffic Division
17900 Pacific Highway South
Seattle, WA 98168

Dear Mr. Johnson:

I have noticed a significant increase of commercial jetliner traffic over the north end of Seattle, beginning in the early fall. Since fall of 1984, I've been working at the University of Washington campus, and have been living in the north-end of Seattle. During these years, there have of course been innumerable occasions of weather which might indicate use of the instrument-guided landings--overcast conditions, rain, wind, or combination of these. Yet up until this fall, I have not noticed an objectionable level of frequency or noise from overhead air traffic. Recently, when I have called in to Sea-Tac to report my complaints, I have usually been given the explanation that due to weather conditions, the instrument-guided landing device is being used. This doesn't seem a satisfactory explanation since, as just stated, I've been in the same place over five years and have only recently noticed a marked change in jet traffic.

A couple of weeks ago, I called the Sea-Tac complaint number and spoke to a man who explained in more detail the requisites for using the instrument-guided landing; and he did concede that, when traffic is heavy, the planes are spread out not only over Elliott Bay, but over the residential areas of north Seattle. I stated that if the planes must fly over residential areas, they should fly much higher because of the noise. But apparently this is not possible because of the required gradient of the descending plane. He informed me of the mediation regarding noise abatement which has been in process.

Although we don't take any daily newspaper, our neighbors across the street immediately brought us the article (*Seattle Times*, November 10, 1989) about the increased flights planned by the FAA. If these 120 additional flights are to be super-added to the (unavowed) increase which is already taking place, the north end of Seattle will be bombarded with jet noise, perhaps most of the time. The FAA may have the power to enact such a change, but to do so without any consideration of impact on residents demonstrates a deplorable lack of consciousness of moral or ethical obligations towards them. The sole aim of the new plan is to accommodate more traffic; there is no aim, stated or implicit, to limit or mitigate noise. I feel this is an unconscionable act on the part of the FAA. It is simply not right to subject a population to the levels and frequencies of the projected flight noise. I am in agreement with Andrea Riniker, who was quoted in the *Times* article as saying, as a private individual, "...any changes in flight patterns in the region ought to be accompanied by a credible and thorough effort to minimize aircraft overflights and noise impacts. To me, that means community involvement as well." I agree wholeheartedly and urge that before implementing such a plan, appropriate study of the impact of the projected noise increase is undertaken and completed.

It has been documented that noise can cause physiological stress to humans and other animals. In considering the stress impact of overhead jet traffic on residential areas, I think the level of pre-existent noise in each neighborhood should also be considered

916

7727 58th Avenue NE
Seattle, Washington 98115
24 January 1990

FAA Draft EA Comments
Page 2
24 January 1990

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, Washington 98168

RE: Draft Environmental Assessment (DEA) for Arrival/Departure
Route Changes for Seattle-Tacoma International Airport

Dear Sirs:

Please include these comments in the official record for the
referenced document.

The DEA is wholly inadequate for its intended purpose of
reaching a decision as to the extent of environmental effects
associated with the proposed and other evaluated route changes.
The DEA contains virtually no environmental information and with
regard to noise impacts, the DEA states that, "no conclusions can
be drawn," and that "there are no empirical data." Despite these
assertions, the DEA concludes, based on consideration of the
largely irrelevant LDN 65 contour, that no adverse noise effects
will occur.

15 Quite the contrary is true. I can state from experience
that aircraft flying over my neighborhood (Viewridge) on even the
current infrequent basis are a disturbing factor and do interrupt
sleep when those overflights occur at night. I would estimate
that the current infrequent overflights occur under about the
same conditions (altitude, power settings) as are proposed under
the DEA. (I also note that the frequency of those overflights
seems to have increased in recent weeks and I cannot help but
wonder if we are experiencing a "test exposure" to the proposed
noise level.) Obviously, going from a condition of almost no
overflights to one of regular and frequent overflights will
result in increased noise. The average noise level, as
determined by the LDN methodology, is quite inadequate to
represent the disturbance associated with sleep interruption due
to occasional peak noise levels.

Some further specific shortcomings of the DEA:

no consideration of unavoidable effects

no provision for mitigation

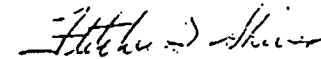
no consideration of secondary impacts (hardly a
surprise when even primary impacts are not addressed)

inadequate consultation with neighborhoods (an apparent
effort to pit neighborhood against neighborhood by
focusing attention on those with at least some prospect
of reduced noise, although that prospect is not
documented with data)

In short, the DEA meets neither the letter nor the spirit of
the National Environmental Policy Act's (NEPA) directive to fully
assess the environmental consequences of a "major federal action
with significant environmental impacts." A full Environmental
Impact Statement is required by law. And then we must hope that
the spirit of NEPA will prevail and that we residents of Seattle,
and users of the airport, will not be subjected to increased
noise and other adverse effects of the proposed changes.

I wish to point out that I am a licensed commercial pilot.
I believe that acceptance of some delays or rescheduling flights
is a preferable inconvenience to the constant imposition of
unnecessary aircraft noise on the general public. Thank you for
your consideration of my comments.

Sincerely yours,


Fletcher G. Shives

cc: Senator Brock Adams
Senator Slade Gorton
Honorable John Miller
Honorable Jim McDermott
Honorable Cynthia Sullivan

RECEIVED

DEC 5 1989

KING COUNTY COUNCIL MEMBER
DISTRICT ONE

December 3, 1989

Dear Audrey Kruger:

My wife and I are in our 30's and lifelong residents of the Northend. We are very upset at the FAA's plan to route planes over our Lake City neighborhood.

815
The impact of the FAA decision will effect thousands that have not had the opportunity to express their concerns about increased noise levels, lower property values and possible mid-air collisions.

We urge you to require the FAA to have additional neighborhood forums so that ALL citizens have a voice.

Sincerely,

John and Karen Balph

John Balph
Karen Balph
13046 25th Ave. N.E.
Seattle Wa. 98125

Seattle, WA Dec. 23, 1989
Dear Cynthia; The moment I received your notice of the impending community meeting on January 2, 1990 at the NOAA Auditorium in Building #9 at Sand Point, I chose to reply immediately.

As a former multi engine pilot of large cargo and passenger aircraft, and having taken off and landed at most of the major airports in the United States and throughout the world, I am very familiar with the problems connected with the heavy traffic that the private, commercial, and military aircraft have to contend. All sectors are under increasing pressure to take added and, I believe unnecessary, risks to the safety of the traveling public.

Changing rules with the stroke of a pen does not enhance safety, but, like decriminalizing the use of drugs does not eliminate the consumption of drugs, changing rules does not eliminate the traffic crowding problems at our airports.

Not having ANY ties with private, commercial, or military aviation, I feel I am eminently qualified to put in my "two cents worth" in this discussion.

I do not fly any more because I have lost my left leg to amputation because of diabetes, I receive nothing from commercial aviation from pension or ownership, and nothing from the military for the same reasons.

Unfortunately, I cannot attend this meeting because I'm confined to a wheelchair in rather great pain, but you have my permission to air my views which would be greatly appreciated. Thank you sincerely,

HENRY V. FLETCHER II
8807 INTERLAKE AVE. N.
SEATTLE, WA
98103-4029

phone (206) 525-7156

PHILIP S. PADELFOED
204 DENNY WAY
SEATTLE, WASHINGTON 98109

12/23/89

Re: Flight Paths

Dear Ms. Sullivan:

Unfortunately Mrs. Padelford
and I will be out of town on
January 21. We have been
very aware of the impact of
flights coming over the residential
area north of the canal, and south
of it as well. I understand the
desire of F.A.A. to increase
safe landings. Their proposal
to split approaches from the north,
one over the Sound, one over the
north residential and have two
runways seems reasonable. The
same runway useage can be
accomplished by having two
vertical (not horizontal) approaches
both over the Sound and split
them as they would the horizontal
approaches only as the descent to
gr- touch down takes place.

Cordially yours
Dr. Padelford

PH #7

PROVIDENCE MEDICAL CENTER
500 17th AVENUE
P.O. BOX C-34006
SEATTLE, WASHINGTON 98124
PHONE: (206) 326-5555



January 24, 1990

F.A.A.
N.W. Mountain Region
17900 Pacific Highway South
P.O. Box C-68966
Seattle, WA 98168


Attn.: A.N.M. 530

Re: Proposed Flight Pattern Changes -
Sea-Tac International Airport

As a major provider of healthcare services located within the Squire Park Community of Seattle's Central District, Providence Medical Center strives to provide and maintain a quiet, restful environment for our patients. It is our position that such an environment is a critically important factor in the promotion of the healing process.

We are therefore opposed to any changes in the routing of flights into or out of Sea-Tac International Airport which will result in increased noise levels within our facility or a higher volume of aircraft overflights.

Sincerely,


Peter Bigelow
Administrator

PB:smd

GREEN TREE

Approval Date: 09-29-89

Description of Manufactured Home or Motor Vehicle: FHA TITLE I HOME IMPROVEMENT
WINDOWS & SCREENS

Applicant's Name: MICHAEL A & DANA C LOUGH
4100 14TH AVE SO
SEATTLE, WA 98108

Type of Loan:
FHA VA CONV RV
Other FHA TITLE I

1111 E. Lynn St.
Seattle, WA 98102
January 22, 1990

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

ALLSTATE BUILDERS, INC.
33720 9TH AVE SO, FORUM 2, SUITE 1
FEDERAL WAY, WA 98003

Green Tree Acceptance, Inc.
Suite 210, P.O. Box 3290
33330 Eighth Avenue South
Federal Way, WA 98063-3290

Reference: Hearing on Draft Environmental Assessment,
January 24, 1990

To Whom It May Concern:

Payable to Mike & Dana Lough
4100 14th Ave S
Seattle, WA 98108

Please accept this letter as my formal request for an Environment Impact Statement on the re-routing of air traffic over North Capital Hill. Air traffic noise is bothering me more and more and I am very concerned that the proposed changes will negatively impact the quality of my life and others.

Provided you and the prospective purchaser meet the conditions described below, we agree to acquire from you the applicant's retail installment contract in connection with the purchase by the applicant of the above described property. The terms and conditions of the approval are:

Sale Price	\$	<u>4,980.00</u>
Down Payment	\$	<u>.00</u>
Trade In	\$	<u>.00</u>
Amount to be Financed	\$	<u>4,980.00</u>
Monthly Payment	\$	<u>81.88</u>
Term		<u>120</u>
Interest Rate		<u>15.50</u> %
Points	\$	<u>0</u>

(These figures are estimates only and may change at closing.)

Please consider addressing the following in the EIS:

1. It is my perception that air traffic noise has drastically increased in the last month, yet the FAA tells me it has not increased. Why is this the case?
2. What will be the impact on air quality in my neighborhood? I live within several blocks of 520, I-5 and 10th Ave. E. and already am negatively impacted by exhaust fumes from automobiles. Research has shown an increase in cancer among those persons who live in close proximity to freeways. Will an increase airplane exhaust over my home result in a significant increase in the likelihood that I could develop cancer?
3. What will be the impact on me and others psychologically due to the increase in sound intensity and duration? Will there be an increase in irritability, change in sleep patterns, less ability to focus one's thoughts, ability to relax?
4. What will be the impact on my ability to get a good night's sleep. I have been awakened by air traffic noise and am concerned that if planes are going over my house 100% of the time I will not be able to catch up on my sleep on the nights that planes do not fly over my house.
5. Will air traffic noise and pollution have a greater impact on babies and children? Will there be a significant health risk to children as opposed to adults? Will certain age groups be more impacted than others: infants, children, adolescents, young adults, adults, middle age, and older adults.

The Conditions of the approval are: Due Strictly To Cut Down on single pane window rattling AIR TRAFFIC NOISE

Stated terms of credit approval are subject to standard Green Tree Acceptance, Inc. underwriting requirements. Terms of credit approval are subject to change by Green Tree without prior notice to Dealer or Customers.

Sincerely,
GREEN TREE ACCEPTANCE, INC.
(or its subsidiary)

By Scott Williams
Its MARKETING REPRESENTATIVE

PH #8

PH #9

525

Jorgen Bader
6536 - 29th Ave. N.E.
Seattle, WA. 98115

PH #10

January 24, 1990

6. Will some groups be more impacted than others, ie. those with certain types of hearing problems and persons who are more sensitive to noise, vibration and air pollution.

7. Jets appear to fly 2,000 feet from my roof, yet the newspaper says they are flying 4,500 feet from my roof (I can see the name of the airline company on the plane). Why?

PLEASE INCLUDE THIS LETTER IN THE FORMAL RECORD, which will be compiled at the Hearing at Cleveland High School on January 24, 1990.

The proposed re-routing of air traffic has made me aware that there is a problem in the manner in which the FAA makes changes that drastically impacts the quality of life of hundreds of thousands of citizens. Airplanes flying over homes in the 1990s impact citizens in new ways and the political machinery needs to be changed to reflect those changes.

Sincerely,

Lynn Buell

Lynn Buell, M.S.

cc: Senator Brock Adams
Honorable Slade Gorton
Honorable John Miller
Honorable Jim McDermott

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

Re: Rerouting of Sea-Tac aviation from
Puget Sound to over Seattle & Tacoma

Dear Sirs:

The Federal Aviation Administration ("F.A.A.") needs to prepare an environmental impact statement on its proposed rerouting of aviation traffic to and from Seattle-Tacoma International Airport ("Sea-Tac"). The plan moves flight patterns from over Puget Sound and Elliott Bay (the route with the least noise impact on the fewest people) to over the population center of Seattle on a route with the greatest noise impact over the largest number of people at the time people most desire and need quiet: in good weather when people enjoy the out-of-doors and on clear nights. The rerouting has a similar effect on Tacoma. It abandons routing, the only and most effective noise abatement technique used at Sea-Tac. The current routing pattern was the basis for extending federal assistance for Sea-Tac's development.

Federal statutes confer power upon agencies subject to restraints and the restraints (both procedural and substantive) are an integral part of the delegation. The National Environmental Policy Act imposes the NEPA process on all federal agencies (including the FAA) to restrain agency single-mindedness. The Congress had seen how the federal agencies' pursuit of statutory functions and bureaucratic self-interest (e.g. reducing their own work or making it easier or empire building) had caused or authorized pollution and that the pollution was casting extra burdens on other governments and agencies and on society as a whole. Protection of the environment usually involves some loss in efficiency or added work in the short run. In the long run and from an over-all perspective, compromising short-term efficiency to protect the environment more than justifies the expense and bureaucratic inconvenience.

The F.A.A.'s rerouting is the very type of action that NEPA's procedures were designed for. The F.A.A. describes its problem as "airspace saturation" during high demand periods (p. 3, draft environmental assessment):

521

" At several times during the operating day, demand for services alternate between arrival 'banks' and departure 'banks'. This occurs because of the marketing strategy used increasingly by air carrier and air taxi companies over the last decade. Under the 'hub-and-spoke' system, large numbers of aircraft, an 'arrival bank', arrive at an airport in a brief period, exchange passengers and then leave as another compact 'departure bank,' creating peaks of demand and delays." (p. 5)

The "saturation" arises from airline scheduling under the "hub-and-spoke" system; from airlines using planes with less seating capacity (the Weekly, December 13, 1989, p. 28 states that the passenger capacity per plane declined from 164 in 1982 to 100 in 1989); from airlines scheduling "touchdown traffic" for quick stop-overs rather than through flights; from airlines scheduling flights in order to maintain time or "slot" positions rather than consolidate flights; and from the growth of commuter planes as "feeders" to the parent carrier. The resolution to these practices is to set a quota fixing a peak hour arrival at 42 per hour rather than to abrogate noise abatement routing. It would force the airlines to use the existing routing more efficiently and by making the planes carry more people per trip make the system more efficient without environmental degradation.

The F.A.A.'s draft environmental assessment rejects scheduling reform out-of-hand without analysis at page 15:

" While the FAA has the authority to regulate schedules, as well as to request voluntary agreements from the airlines, to aid in the reduction of delays, it does not believe that invocation of these powers would be appropriate in this instance.

" ... The unacceptable element of delays at Sea-Tac stems not from airline scheduling practices, but from constraints on FAA's utilization of the navigable airspace."

Regional Airspace Manager, Temple Johnson, told the Seattle Times on January 21, 1990, Pg E-3:

" We can't say (to airlines) change your flight schedules when all this concrete is going to waste."

The draft environmental assessment takes no account of the impact, current or cumulative, of the rerouting in noise, air quality, community liveability, demographic impacts etc. In fact, it implicitly treats delays from airline scheduling as "acceptable." Only constraints from noise abatement and for environmental protection seem objectionable.

The F.A.A.'s own data casts doubt upon the presumed efficacy of rerouting as a solution. Under questioning, the F.A.A.'s Airspace Manager acknowledged:

- (1) The current system handles 42 per hour efficiently. That suffices for over 95 % of the time. A system that works well over 95 % of the time and that minimizes environmental disruption ought not to be displaced to handle traffic overloads 5 % of the time when the proposed system maximizes environmental disruption;

- (2) The alleged incremental efficiency in arrivals from the north has no impact on departures to the north. Yet, the F.A.A. rerouting opens up North Seattle to take-off traffic.

- (3) The proposed system operates only under Visual Flight Rules. Yet, Seattle's premier cloud is the stratocumulus; Seattle has an overcast 225 days out of 365 days a year; and Sea-Tac has a fog another 41 days per year. In 1989, Sea-Tac was using instrument flight rules for two-thirds of the time that arrivals came from the north. Since instrument flight rules limit capacity to 42 per hour, any scheduling of more aircraft arrivals risks a bottleneck and bets "on the come" against the odds.

- (4) The delay statistics (e.g. the Seattle Times, January 21, 1990, E-1) reflect several factors: (a) airline scheduling; (b) IFR conditions; and equipment malfunctioning, among others. The F.A.A. touts rerouting as a cure. Closer examination shows it will not be.
- * Delays reached an all-time high in October, a month on the shoulders of holiday and tourist travel during a mild autumn. The predominant factor was explained to be (c) equipment malfunctioning at the F.A.A.'s November 16, 1989 presentation of the plan.
 - * November and December had delays equal to 83 % of those in July and August. The primary factor is (b): three-fourths of the time arrivals came from the north under IFR conditions.
 - * North flow operations increased from June (38 %) to July (40 %) to August (42 %) and delays increased correspondingly from 18,768 minutes to 28, 753, to 30,639. (The July and August data aggregate delays due to the Boeing Airshow and the Blue Angles SeaFair Acrobatics.) The F.A.A. attributes delays to arrival restraints from the north under south flow conditions and declares north flow to be the most efficient. (Its draft environmental assessment so assumes, at p. 1) The summer 1989 statistics cast doubt on the assumption and its analysis.

Any marginal improvement in delays scarcely justifies the increase in noise pollution caused by the rerouting --- a trebling over Capitol Hill and over Tacoma and a doubling over North East Seattle according to projections by the Port of Seattle's noise consultant.

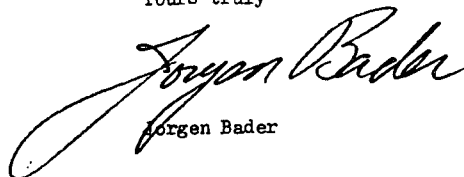
The draft environmental assessment hints that the rerouting is a prelude to a third runway:

" While addition of another runway at the present location is feasible, it will probably not improve capacity or efficiency unless route modifications can be made to bring the aircraft to the runway more efficiently." (p. 7)

The Port already has plan for making a "taxiway" into a runway. The F.A.A.'s rerouting expands the airspace for flights in good weather in anticipation and to accommodate that runway. The third runway magnifies the adverse environmental consequences of the rerouting to the quality of life . Since the rerouting is a significant step toward developing the third runway, the F.A.A. needs to prepare and circulate an environmental impact statement on the rerouting and its indirect effect through the third runway.

Sea-Tac has outgrown its site. Its runways point to the heart of the largest and third largest cities in Washington; its predominant flight path on take-offs toward the north impairs the fourth largest, Bellevue. The rerouting is ill conceived for in the long run it delays the real solution: construction of a new wayport away from the metropolitan areas of Puget Sound.

Yours truly


Jorgen Bader

HAWTHORNE HILLS COMMUNITY CLUB, INC.
6079 Wellesley Way NE
Seattle, Washington 98115

PH # 11

Testimony for Federal Aviation Administration, Jan. 24, 1990
concerning Draft Environmental Assessment for Proposes Changes to Air Traffic
Arrival and Departure Routes at Seattle-Tacoma International Airport,
December 23, 1989

Thank you for the opportunity to present testimony. On behalf of the Hawthorne Hills Community Club, I would like to enter into the record this review of the Draft Environmental Assessment of December 23, 1989. Our club's representative on these matters, Mr. Arden Forey, helped to prepare this document, ^{for the North East District Council} and our technical comments are contained herein.

I would like to make several general comments to add to the technical document. The FAA's unilateral decision to change the landing and departure patterns at Sea-Tac is an unfair decision.

1. First, it is unfair from an economic standpoint. The proposed change will benefit the airlines' coffers, since they will route more planes through the airport. It will benefit the Port of Seattle, which collects the fees from the airlines for the use they make of the airport. It will also benefit the FAA. It will not benefit any of the neighborhoods over which the increased traffic will fly; will not benefit, down the road, any of the neighborhoods which would escape or come out from under current or proposed flight paths, since the FAA's taking this step may well be prefatory to a more general expansion of the airport; and may indeed undercut the neighborhoods economically by lowering property values.

2. Second, it is unfair from a community standpoint. The mediation process may have been moving at a snail's pace, but at least all parties that will be affected for good or ill were sitting at the same table trying to come to agreement. The FAA's action has caused the

situation re airline overflights to revert to a pitting of neighborhood against neighborhood, region against region.

3. Third, the unilateral decision is unfair to what I will call moral and rational political procedure. Growth, planning, and the environment are increasingly becoming serious, nay imperative, concerns of all who live in the Puget Sound region. Backing off from a bureaucratic action is very difficult once it is taken, yet the FAA would go ahead without adequate consultation with other government agencies on the overall scope of future land use and transportation patterns in Puget Sound.

Because of these three elements of unfairness, the Hawthorne Hills Community Club is a cosigner of the North East District Council's position statement ^{to the FAA}. We request strongly that the FAA proceed with a full environmental impact statement for the proposed overflight changes.

Bronwyn H. Echols
President

RES

January 27, 1970
PH 12

Dear Mr. Johnson, F.A.A., and Aircraft Noise Mediation Board Members,

I live in Madrona, zip code 98122, in Seattle. According to F.A.A. noise plots, aircraft noise in my neighborhood averages 50 decibels. I believe actual noise levels to be higher, because:

1. Aircraft are frequently flying at elevations lower than specified.
2. Both arriving and departing planes are flying over Lake Washington between the two bridges, not N. of the Evergreen Pt. Bridge or S. of the I-90 Bridge as is shown in published diagrams.
3. Departing aircraft are accelerating to full power within city limits.
4. Aircraft noise is reflected off the surface of Lake Washington onto surrounding hillsides.

This winter while inside the house, conversations between people within a single room have been drowned out by noise from aircraft. I have been unable to hear parts of radio and television programs which I was listening to at "normal" volume, also because of aircraft noise.

Aircraft noise is the most significant form of noise pollution in my neighborhood. Please do not adopt any changes in flight patterns or numbers which will increase noise, and please enforce existing regulations concerning flight elevations and use of partial power within the metropolitan area.

Thank you. Diane E. Dolis
643 Randolph Pl.
Seattle WA 98122

PH #13

January 22, 1990

1302 Queen Anne Ave. North
Seattle, WA 98109

Mr. Temple Johnson
Manager, Air Traffic Division
FEDERAL AVIATION ADMINISTRATION
17900 Pacific Highway South, C-68966
Seattle, Washington 98168

Dear Mr. Johnson:

I am writing to attempt to ensure fair and equitable treatment for the community I represent with respect to aircraft noise.

As the oldest established residential areas in Seattle, it should be clear that Elliott Bay communities have grandfather rights to freedom from disturbances of the peace. And since many of our homes predate aviation, these really are the "areas...which have traditionally had very few overflights", to quote your new Plan.

However, "noise abatement" procedures have disregarded these rights, providing a preferential curfew for the East Side, which has loaded us with a double nighttime noise burden during northerly wind conditions.

We find it particularly galling that preferential treatment has been given to precisely those newer residential areas whose population growth has contributed most strongly to increased flight frequency. This makes about as much sense as charging passenger cars load fees to pay for highway repairs for the damage caused by heavy trucks, while charging the trucks nothing.

We are also concerned about experiencing a disproportionate share of aircraft noise's negative effects on health. We certainly did not volunteer to take on 100% of nighttime sleep disturbances from northbound jet departures. And as you may know, many Elliott Bay residents already suffer incredibly loud noise events from Burlington Northern day and night.

On behalf of Queen Anne residents, I therefore request that you provide us with intensely needed relief from undue nighttime jet noise by granting us a curfew as well, or at least re-allowing east- and southeast-turning flights on a 24-hour basis during north flow so that we no longer have to shoulder the entire burden.

We view this request as a logical extension of the FAA's Determination regarding Aeronautical Study 83-ANM-181-NR, in which the Port of Seattle's petition to dump all east-/southeast-turning flights on Elliott Bay communities was denied.

Sincerely,

Kirk W. Robbins
Kirk W. Robbins, President
QUEEN ANNE COMMUNITY COUNCIL

PH #14

FAA
17900 Pacific Highway South
Mail C-68966
Seattle, Washington 98168

Dear Mr. Johnson

The FAA environmental assessment for rerouting air traffic at Sea Tac fails to address the environmental impact on neighborhoods in northeast Seattle. Our comments on the assessment are as follows:

1. Only DNL 65 and greater areas were looked at for increased noise pollution and were determined not to change if the preferred alternative or no action alternatives were used; therefore, compatibility was assumed. Studied areas do not include northeast Seattle, an area of high population concentration.

2. Insufficient data were collected in areas below 65 DNL to allow an assessment of cumulative impacts of increased number of flights. These areas includes the highest concentration of people where the proposed changes impact the heaviest.

Over the last year our neighborhoods have become increasingly noisier from aircraft which has resulted in disruption of sleep at night and disruption of conversation during mealtimes in the morning, afternoon, and evening. Increasing the numbers and frequency of flights will exacerbate this already intolerable problem outside of the DNL 65 zone. The potential for an increased number of deaths from people on the ground in the event of an air disaster over Seattle is an additional concern of ours.

3. The fact that there will be cumulative impacts by increasing the number of flights per day would in most cases warrant a full EIS. Why have cumulative impacts not been addressed?

4. Excluding areas outside of the 65 DNL Zone by citing 1050.ID does not appear to be a valid or legal procedure because this document has never been published in the Federal Register and therefore has not been through a public process.

We urge a full EIS be conducted before any changes in air traffic rerouting be allowed. Economic efficiency must take a back seat to the quality of life we lifelong voting Seattle residents insist upon.

Sincerely,

William R. Phillips M.P. *Kirk W. Nelson* *Edwin L. Nelson*
Elizabeth Phillips *Emily E. Nelson*
Eric W. Nelson
cc: Brock Adams, Slade Gorton, John Miller, Jim McDermott

#99 - Mike Schuh, POB 17005, 98107 PH#15
 I live in Ballard - jets fly over my apartment now and will regardless of future flight paths.
 A perspective:
 I-5 makes noise
 grocery trucks ^{on my street} make noise
 jets are quieter now than 10 years ago
 → ① Do an EIS!
 ② Work with mediation - plan for safety

527

PH#16

4-Poster Plan: Comments
 - page 1 of 3 -

Scott 98115
 1/24/90

I oppose 4-poster plan, with its vastly increased air traffic over Seattle; for following reasons:

- Noise: - even now can be very disruptive, even in supposedly quiet neighborhoods, far from the airport.
 - fundamentally erodes quality of life;
 - adversely affects health due to increased stress and sleep loss;
 - interferes with normal speech, listening to music, watching TV;
 - interrupts phone calls;
 - disrupts schools, hospitals, conduct of business large and small.

Double path of planes heading up/down I-5 corridor can double the noise at any given time, with two+ planes flying in parallel.

- Safety: Routing flights over north-south axis of Seattle places the most densely populated part of the state at highest risk of accidents (e.g., dropped aircraft parts) and aircraft crashes. This area includes major hospitals, schools, businesses, as well as residential housing.
- Pollution: - Ever increasing air traffic adds air pollution to an already burdened, at-risk area.
- ~~Property~~ property values of areas around from airports.

We need a thorough environmental impact statement!
 (cont'd next page)

Ms. Loren
1/24/90

We must seek alternatives!

Recommend: Re-regulate the airlines, for more efficient use of aircraft, air routes, time frames.

- Put a cap on number of flights in/out of airport
- Keep flights over Puget Sound & Duwamish valley whenever possible re: weather conditions.
- Limit late-night/early morning flight, as well as night-time flights
- Put negative financial incentives on use of noisy aircraft such as Boeing 727.

Longer-term goals:

- Should develop alternatives to reliance on air travel:
 - Place high priority on developing high-speed rail service especially to replace flights of 300 miles or less.
- Build interstitial airport east of mountains, e.g., at Moses Lake, with high-speed rail links to population centers on both sides of ^{Cascades} MTHs.
- Avoid building airport at Pine Field as with patterns from Seattle and Pine Field are both likely to impact north Seattle & north King Co.

P.S. While I sympathize with Bescom Hill & West Seattle concerns about noise, I also know that when I was shopping for a home 20 yrs ago, I could have gotten for more ^{for the same} money than my little 2-BR rambler, if I'd bought nearer the airport. And since then, I've paid much higher prices for my neighborhood - which suggests, if a more reasonable neighborhood! Please don't further degrade it.

Ms. Loren
1/24/90

P.P.S. When it comes to a hearing of such fundamental importance as this hearing on the 4-poster plan - I feel it is inappropriate to cut off input precisely at 10 pm, as you have done this evening. After all, for those of us who work and who live out in the north end, it was a major undertaking to get to this hearing. And to be denied the chance to speak because the chairman chose an arbitrary cut-off point, just seems indicative of the fundamental disregard for public opinion that the PATT seems to exercise in its proceedings. (I was #67 on the list. The cut-off was at #66 among aspiring speakers.)

PH # 17

3421 East Superior Street
Seattle, Washington 98122
January 22, 1990

Federal Aviation Administration
17900 Pacific Highway South
Seattle, Washington 98168

To the Regional Administrator:

Subject: Draft Environmental Assessment for Proposed Changes
to Air Traffic Arrival and Departure Routes at
Seattle-Tacoma International Airport

I am writing to request an extension of the time permitted for
the submission of written responses and to request at least one
more public hearing not earlier than March 15, 1990.

For the past year, I have been a member of the Public Involvement
Sub-committee of the Aircraft Noise Mediation Process. I am
writing, not in a formal manner as spokesman for any committee,
but rather as an individual who has observed the process of public
involvement in the issue of the air traffic of Sea-Tac.

529 The Federal Aviation Administration has a Public Involvement
Handbook (at least a half-inch thick). However, the process set
forth in this Handbook bears almost no resemblance to the
announcements, forms of publicity, or provision for intelligent
public discussion that is described by the Handbook.

The dissemination of the Draft Environmental Assessment was
made during the Christmas season. The document made no mention
of a public hearing or even that written comments were invited.
The public notice of the hearing was the minimum possible legal
notice.

The 30-day comment period included three holidays -- Christmas,
New Years, and Martin Luther King Jr. Day -- which left, too little
time for members of the public to read, research the materials,
or discuss the information.

The Seattle Community Council Federation, which represents many
of the most negatively impacted communities, held no Board
Meetings during the 30-day comment period. Nor, did
many community councils (including Leschi's) due to the holidays.

Much of the information needed for intelligent public discussion
is lacking in the Draft.

The documents are extremely vague as to the nature of the
proposed changes and of the environmental effects. The maps
show only rough sketches of the air traffic flow patterns, giving
the average person virtually no opportunity to accurately
understand the location of the new flight patterns, relative to
local streets and landmarks.

For instance, Seattle's north/south grid pattern of streets should
easily lend itself to a description of the location of the
centerlines of the parallel flow patterns of the South Flow
landings; yet after attending several technical meetings of the
Mediation Process, I have only a hazy idea of where these lines
would follow.

Air pollution -- the dumping of fuel over urban neighborhoods and
the inversion of exhaust fumes -- has not been investigated due
to the overly short planning timeframe.

Some neighborhoods, including Leschi (my own), are slated to be
at the confluence of major increases in air traffic. There is
little discussion in the Draft about the options for reducing
adverse environmental effects on such long-suffering areas, as
Leschi which is eleven nautical miles from Sea-Tac, and indeed no
identification of this situation.

We hear through third-hand sources that the night-time curfew
for the East Turn will be retained, but have seen no official
confirmation. At the same time, an action that could have
mitigated some of the impact by splitting some of the East Turn
to two mile south has reportedly been reversed, but again with no
official confirmation.

I tried to research the basis of need for the proposed changes, namely the FAA's assertions that the area of South flow arrivals was becoming so congested that Sea-Tac was falling to one of the worst national records for delays in arrivals. Was this true; and if so, why was it true?

I was especially interested in researching this matter because I had seen an article in the November 20, 1989, Christian Science Monitor which included a chart that showed that in September 1989, Sea-Tac was not one of the worst airports for delayed arrivals but actually the 6th best among the 30 busiest airports in the U.S. At that time, one of your spokesmen was saying that Sea-Tac was the 5th worst in the nation this summer. How did it go from being the 5th worst to the 6th best?

521
I started my research by asking my Congressman to provide the monthly statistics for delayed arrivals and departures over the last year. The Congressman's staff referred me to the Seattle Public Library, which as a depository of federal reports, should have copies of the monthly Air Travel Consumer Report. The Main Library received only one copy of this report, July 1988. The librarian told me that the Library has asked the U.S. Department of Transportation several times over the last two years to send the Library these reports but with no success. Now, I am back to asking my Congressman for the information.

As a citizen, I must observe that USDOT has systematically deprived Seattle residents access to this basic information, through what should be our best source, our Public Library.

To carry this further, I think it is highly pertinent for citizens to understand the basis for public decisions. To be told that arrivals are becoming more and more delayed is not adequate. Why are they delayed? Were they delayed by bad weather? Were they delayed because of delayed departures from the originating airports? Did the delays occur in months in which the South Flow pattern predominated or in the months of most North Flow traffic?

In its December 18, 1989, editorial, the Seattle Post-Intelligencer repeated your "5th worst" assertion, exacerbating your assertion by saying, "that Sea-Tac now has the fifth most delayed arrival times of any airport in the nation". Your spokesman must have been comparing not all the nation's air ports, but rather the 30 busiest, and was referencing a ranking that varies sharply from month to month. Did your Administration do anything to correct this misleading statement?

Exaggerated statements about current conditions, such as the above, too often discourage intelligent, informed public involvement.

In February and March, the Mediation Process will sponsor a series of public forums. What I expect to find is that the citizens will be more concerned about how the 4-Post Plan will affect them, than about the options we are pursuing through mediation, that is, unless the FAA's process is modified.

It appears unthinkable that major air traffic changes over urban communities can occur without a full environmental impact statement. I believe that development of an EIS can occur in conjunction with the continuing noise mediation process.

To sum up, you have, in effect, interrupted a process of public involvement with decisionmaking with a unilateral decision. You have not provided adequate information to describe your proposed action. You have not provided the public with sufficient information to justify your action. And, you have not provided the public with sufficient time and notice to respond.

I ask that you postpone implementation to assure proper public involvement, that in the meantime you provide the necessary information, and that you provide more time for written responses and for a more informed public hearing.

No action should be taken until a solid public involvement process has been completed. Best, such a process, including the

development of a full environmental impact statement, should be integrated with the Mediation Process, so that environmental aspects are properly addressed and solutions that have broad public support are adopted.

Sincerely yours,


John F. Barber

Cc:

53
Congressional delegation
Governor Booth Gardner
State legislators
King County Executive Tim Hill
King County Council
Mayor Norm Rice
Seattle City Council
Seattle Community Council Federation
Seattle Neighborhood Coalition
Central Neighborhoods District Council
Leschi Improvement Council
Seattle Post-Intelligencer
Seattle Times
Seattle Weekly

PH 118
Mr. Frederick M. Isaac
Regional Administrator
Federal Aviation Administration
17900 Pacific Highway South
Seattle, WA 98168

Subject: STATEMENT AT THE JANUARY 24, 1990 PUBLIC HEARING ON THE DRAFT ENVIRONMENTAL ASSESSMENT OF THE PROPOSED CHANGES TO AIR TRAFFIC ARRIVAL AND DEPARTURE ROUTES AT SEATTLE TACOMA INTERNATIONAL AIRPORT

Dear Mr. Isaac:

Our organization, the North East District Council, has as its members thirteen (13) community clubs and councils and business organizations in the northeast part of the City of Seattle, between Montlake, on the south, and Matthews Beach, on the north, and between I-5 and Lake Washington. We have carefully studied the FAA's proposed "Four Poster" Plan to modify the air traffic routes over Seattle and the environmental review which the FAA prepared in conjunction with that Plan. Several of our constituent community groups have also been involved in FAA briefings on the Plan. None of us have an interest in debating the merits of the Plan here and feel such an exercise would only create more confusion and unnecessary controversy than has occurred already. While many of our members have chosen to submit separate statements, we share a common view regarding the Plan as follows.

While conscientious citizens argue about whose house the rerouted planes will pass over and how much noise will result, the real issue here is being ignored. The net result of implementing the Plan will be to enable more aircraft to be accommodated in the air over Seattle. Despite the FAA's efforts to downplay the seriousness of the impacts of the Plan by claiming it has no authority to limit the number of flights over the City, the simple fact remains that the Plan will increase overhead capacity; as that capacity is increased, the need for runways on the ground is increased.

We overwhelmingly believe the only proper way to accurately present all the facts and subtleties about the Plan and to adequately assess the full array of its impacts is for the FAA to prepare an Environmental Impact Statement. Furthermore, we believe that the guidelines for the preparation of an EIS require an EIS in this situation because the Plan is so controversial and is the first step leading to additional runways at Sea-Tac, an action which will have profound environmental effects on the Puget Sound region forever.

We believe an EIS is also necessary so that the process leading to a decision on the Plan can be made public. The public is entitled to an opportunity to thoroughly review the issue and provide input. Likewise, the FA must review alternatives and

North East District Council
4326 NE 42nd Street
Seattle, WA 98105

January 24, 1990

January 24, 1990

Page 2

mitigating measures and analyze their impacts. Short of a full EIS, there is no way to insure that the public will be involved or that alternatives and mitigating measures will be analyzed. The mediation process was not designed to perform these tasks.

And finally, we do not believe that those few hard-working citizens who are involved in the mediation process can be fairly characterized as representing the interests of all of Seattle's neighborhoods. Nor do we believe that their involvement in the mediation process approaches the level of public involvement that is required by the National Environmental Policy Act. Further, we would appreciate it if FAA spokespersons would refrain from referring to those neighborhood representatives as speaking for the broad interests of the citizens of the City of Seattle or the City's neighborhoods. Only our City government and the individual neighborhoods can fulfill that role.

We look forward to the scoping session leading to the preparation of an EIS. You have our pledge to act in a responsible fashion in reviewing the EIS and providing comment.

Sincerely,

Bob Klug

Bob Klug
Acting Chair
North East District Council

*PROSIDENT
COMMUNITY CLUB*

cc: Hon. Brock Adams
U.S. Senator
2988 Jackson Building
915 2nd Avenue
Seattle, WA 98174

532

Hon. Slade Gorton
U.S. Senator
3206 Jackson Building
915 2nd Avenue
Seattle, WA 98174

Hon. John Miller
U.S. Representative
145 South Third Avenue
Edmonds, WA 98002

Hon. James McDermott
U.S. Representative
1212 Tower Building
1809 7th Avenue
Seattle, WA 98101

Hon. Norm Rice
Mayor
City of Seattle
1200 Municipal Building
600 4th Avenue
Seattle, WA 98104

January 24, 1990

Page 3

Hon. George Benson
Councilmember
City of Seattle
1106 Municipal Building
600 4th Avenue
Seattle, WA 98104

Hon. Cheryl Chow
Councilmember
City of Seattle
1106 Municipal Building
600 4th Avenue
Seattle, WA 98104

Hon. Susan Donaldson
Councilmember
City of Seattle
1106 Municipal Building
600 4th Avenue
Seattle, WA 98104

Hon. Paul Kraabel
Councilmember
City of Seattle
1106 Municipal Building
600 4th Avenue
Seattle, WA 98104

Hon. Jane Noland
Councilmember
City of Seattle
1106 Municipal Building
600 4th Avenue
Seattle, WA 98104

Hon. Dolores Sibonga
Councilmember
City of Seattle
1106 Municipal Building
600 4th Avenue
Seattle, WA 98104

Hon. Sam Smith
Councilmember
City of Seattle
1106 Municipal Building
600 4th Avenue
Seattle, WA 98104

Hon. Jim Street
Councilmember
City of Seattle
1106 Municipal Building
600 4th Avenue
Seattle, WA 98104

Hon. Tom Weeks
Councilmember
City of Seattle
1106 Municipal Building
600 4th Avenue
Seattle, WA 98104

Mr. James B. Busey
Administrator
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, D.C. 20591

Mr. George L. Thompson
Assistant Chief Counsel
Office of Regional Counsel
Federal Aviation Administration
17900 Pacific Highway South
Seattle, WA 98168

Mr. Zeger van Asch van Wijck
Executive Director
Port of Seattle
Pier 66
Seattle, WA 98111

Representatives of the Community Clubs and Councils and Business Organizations in the North East District Council as follows:

Belvedere Terrace Community Council
Greater University Chamber of Commerce
Hawthorne Hills Community Club
Laurelhurst Community Club
Matthews Beach Community Council
Montlake Community Club
Ravenna Bryant Community Association
Roosevelt Neighborhood Association
Roosevelt Neighbors Alliance
University District Community Council
University Park Community Club
View Ridge Community Club
Wedgwood Community Council

Mr. Peter J. Eglick
Attorney
1212 Bank of California Building
900 4th Avenue
Seattle, WA 98164

I certify that the time given each man has been made by him.

Foreman

Total Time Worked	Rate Per Hour	Wages or Salary	Deductions			Net Pay
			Old Age	Un. Ins.	Other Deduct.	
						1-24-1990 FFA Please Mr. Shio Question? for 16 Maps on your Report why was Secretary, Beacon Hill A South Park Removd from you Maps. Thank you Estelle Sperry 6/6/03

I certify that the time given each man has been made by him.

Foreman

Total Time Worked	Rate Per Hour	Wages or Salary	Deductions			Net Pay
			Old Age	Un. Ins.	Other Deduct.	
						Ellis Ave So. Seattle Wash 98108 Doris has just airt the hospital with a Heart Cond. Problem this man must be Removd from his job as of this date 1-24-1990

533

We represent the Miller Park neighborhood Assn of Capital Hill.

PH 20

Current Noise level:

While unable to sleep due to noise I have counted 34 planes in 1 hr 20 min from Approx. 10:30 PM on.

We experience constant irritation on "instrument landing" periods. Planes fly far below the altitudes that create "No noise impact".

We hear that you are going to double the flights over the most densely populated real estate North of San Francisco, (U-District, Capital Hill, First Hill). To add insult to injury the port of Seattle is ~~sitting~~ soliciting more business at Sea-Tac.

We want and demand an EIS for such a densely populated area.
Julie Renick
Vale Rowe
Miller Park neighborhood Assn.

PH #21

JACK JETT
Tel. 206 - 364 3884
10630 17th Ave. N.E.
Seattle, Washington 98125

Mr. FRED ISAAC
Regional Administrator, Northwest Mountain Region
Federal Aviation Administration
U.S. Department of Transportation
17900 Pacific Highway South C-68966
Seattle, Washington 98168

I ask that the attached letter to Mr. James Busey and this be made a part of your January 24, 1990 hearing as to aircraft flight changes in this area--and that I be allowed to submit additional testimony through January 31, 1990.

Jack Jett

534



JACK JETT

Tel. 206 - 364 3884
10630 17th Ave. N.E.
Seattle, Washington 98125
January 17, 1990

Mr. JAMES B. BUSEY
Administrator
Federal Aviation Administration
800 Independence Avenue S.W.
Washington, District of Columbia 20591

This I write to you, Mr. Busey, is a local public and air safety problem which--your people here say--now or soon will demand your own high command consideration--if it does not, already. Eighteen other metropolitan air use areas already are concerned.

To quote again airline and agency people in the Pacific Northwest area--the airlines and those dependent on them are asking you for a new FAA plan to route thousands more (to 12) a day--(3,800 a year) over our homes, hospitals, schools.

I ask you to inform all concerned that this really dangerous plan can not be implemented. It involves tremendous legal liability and will be critically costly to congressmen and citizens of government if you do.

Page 2

Mr. BUSBY
January 17, 1990

Mr. BUSBY
January 17, 1990

More, Mr. BUSBY, the inevitable alternative--bigger better airports farther from human populations--will mean a need for more skilled men and women for your agency--not less.

I apologize to you for sending this as a copied document. I am now limited vision and can only do this. *Wm*

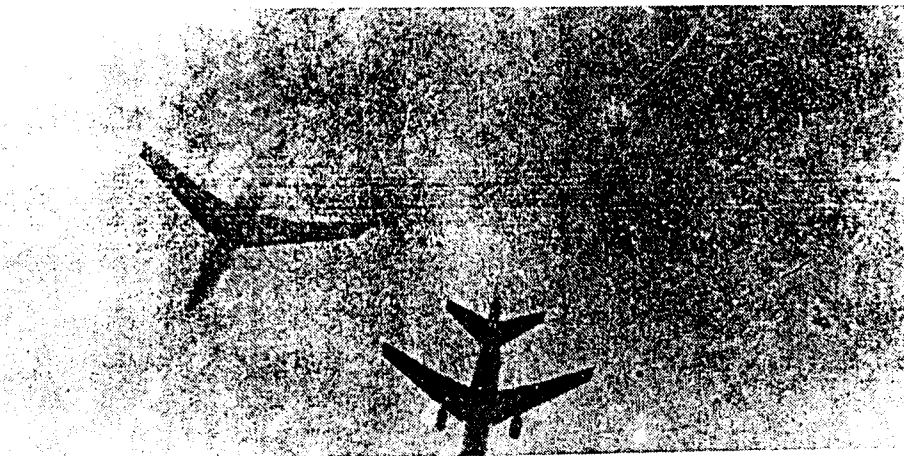
Those who ask you for this aerial assault either do not know--or care--about the pressure focussed on our members of the Congress to prevent or correct that they are asking you to provide.

They will raise in new form inquiries into air freight, air handling US mail, state taxes on aircraft and air use over state properties. New demands for actual passenger searching for security, insistence aviation pay per-head taxes, pay more of your own way for airport building and maintenance will be made.

Some say re-regulation..and now..is demonstrably essential, Mr. Busey.

This area's public because of airframe making employment and other is sensitive to aviation. Thousands want aircraft and aviation to be a viable thing. Some of your people remember the fuss when it was suggested Seatac airport be renamed. That was a nothing to what you can expect now. You will face a real firefight here that will encourage other areas to question needless dangerous flying.

I photographed the aircraft pictured here over my north Seattle home the year past. "Formation flying"..



We are--as citizen groups--test flying going to airlines and others, Mr. BUSBY, to support you in a program for less deadly flying when you act to support us safety those who fly and those who do not. Noise is a nuisance harassing and property devaluating torment--and must be eliminated. What happens when 100,000 pounds of metal with 5,000 gallons of aerosols go into human conditions..is another. And you send in the rubber glove people with the brown plastic "solid waste" sacks.

In the weeks past have defenched your northwest people here--they and even you induce some to think--of brave army assault units sent to Panama to walk down narrow streets beside tanks--into snipers in the windows. How many real meetings..? A typical one is the and courtesy of your local people--following orders. We will be calling on them--and the port of Seattle people--for more information, Mr. Busey.

Please direct your people here to save all records of flight patterns and populations and how they informed the public about all this.



PH # 22

SEATTLE COMMUNITY COUNCIL FEDERATION

24 January 1990

STATEMENT

I am Chas. H.W. Tolbot; I am a member of the Board of Directors of Seattle Community Council Federation, & of the Executive Committee of that organization. The Executive Committee has authorized me to make this statement this evening.

The Federation is made up of 28 member & affiliate community clubs & councils, in all parts of Seattle. Our member groups are concerned about noise & other environmental problems caused by aircraft overflight. Many of them will be making their own comments. We are aware from years of mutual communication with our member groups that the increasing noise from Sea-Tac operations is controversial, & that this proposed re-routing & increase in capacity for flight operations is highly controversial.

The Executive Committee believes that a full environmental impact statement should be prepared & circulated, & that the proposed re-routing should not take place until the EIS process is complete. The draft environmental assessment is inadequate in numerous particulars. Indeed, it can only be called an environmental assessment by courtesy, for it simply does not address obvious environmental issues, as other commenters have said & will say.

We find this plan to be directly contrary to the goals of the Sea-Tac noise mediation process -- which are to reduce noise, while this plan will increase it. We find re-routing from some neighborhoods to others not to be an acceptable way of dealing with overflight noise.

We note a gross failure to consider alternatives, such as relocation of jet air traffic to places where the noise & other environmental impacts would be much less. We note in the assessment & in the numerous public statements of spokesperson for the originating office a tone that environmental considerations are much less important than accommodation of supposed wishes of operators of scheduled airlines. This approach, subordinating environmental concerns to commercial convenience, is directly violative of the stated policy of the federal Environmental Policy Act, especially 42 USC §4331(a).

The assessment fails to discuss cumulative impacts of aircraft noises from numerous sources all subject to FAA control; we hear monthly at our Board meetings from citizens & neighborhoods who experience increasing aircraft overflight noise. This assessment seems to operate on the assumption that only flights from Sea-Tac should be considered in terms of noise. Wrong! See 40 CFR §1508.7.

Applicable regulations call for diligent solicitation of comment from the public & from community organizations. 40 CFR §1506.6. FAA Order 1050.1D calls consultation with local governments & public participation. §22. A listing of agencies & persons consulted is to be included in the assessment. §37. If 'consultation' means being invited to shape the decision, clearly FAA failed to consult the local governments, & certainly did not consult our organization. The assessment lists agencies & organizations contacted, whatever that means, including Seattle Community Council Federation. However, we were NOI consulted nor has FAA communicated with us other than through its general public announcements. The statement in the assessment is wrong as to us & we suspect that it is wrong as to most of the long list of groups & persons allegedly "contacted".

It seems obvious that the greater the traffic, the greater the noise, & also the greater the safety risks. We do not find these matters given more than passing mention.

A full EIS is an absolute necessity. A fuller written statement will be filed, now that FAA has generously decided to extend the deadline for written comments to the legal minimum time.

Chas. H.W. Tolbot

She says, "If everyone put more insulation in their homes and put in thermostats, they wouldn't have to worry about airplane noise!"

454-4306

Mrs. Jonson, Ernst A.
(Mr. ~~John~~ Jonson was a special agent for the FBI)

PH23

1/24 16:20-16:32

Boyl

S36

PH # 24

4237 NE 107th
Seattle, WA 98125

January 22, 1990

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

RE: Hearing on Draft Environmental Assessment

Although I cannot be present at your hearing on January 24th, I want you to know that I strongly oppose the Federal Aviation Administration Plan to reroute in-coming aircraft in good weather from East of the Cascades and the Coast Range in California to a route over North East Seattle and then due South to Seattle-Tacoma International Airport.

Even last summer there were many planes flying directly overhead, while there was not a cloud to be seen. This was a nuisance to my family at the time. From those "fair weather conditions" you are planning to increase air traffic overhead enormously. You will be taking away one of the main enjoyments of our house and garden, and I strongly protest.

537
You are probably not even aware of the number of seaplanes flying overhead, especially in nice weather. We already have to deal with those, and stop our conversations any time we are outside or have our windows or doors open. These seaplanes fly very low, because they have either just taken off, or are just about to land.

I think it intolerable that you will add any number of commercial and commuter flights to our overhead traffic.

I request that you do an Environmental Impact Statement before making any change in the routing.

Sincerely,



Kim Benjamins

PH # 25

4237 NE 107th
Seattle, WA 98125

January 22, 1990

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

RE: Hearing on Draft Environmental Assessment

Although I cannot be present at your hearing on January 24th, I want you to know that I strongly oppose the Federal Aviation Administration Plan to reroute in-coming aircraft in good weather from East of the Cascades and the Coast Range in California to a route over North East Seattle and then due South to Seattle-Tacoma International Airport.

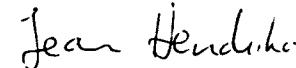
Even last summer there were many planes flying directly overhead, while there was not a cloud to be seen. This was a nuisance to my family at the time. From those "fair weather conditions" you are planning to increase air traffic overhead enormously. You will be taking away one of the main enjoyments of our house and garden, and I strongly protest.

You are probably not even aware of the number of seaplanes flying overhead, especially in nice weather. We already have to deal with those, and stop our conversations any time we are outside or have our windows or doors open. These seaplanes fly very low, because they have either just taken off, or are just about to land.

I think it intolerable that you will add any number of commercial and commuter flights to our overhead traffic.

I request that you do an Environmental Impact Statement before making any change in the routing.

Sincerely,



Jean and Hendrika Benjamins

PH # 26

2225 11th Avenue E.
Seattle, WA 98102

January 23, 1990

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

RE: Hearing on Draft Environmental Assessment

Although I cannot be present at your hearing on January 24th, I want you to know that I strongly oppose the Federal Aviation Administration Plan to reroute in-coming aircraft in good weather from East of the Cascades and the Coast Range in California to a route over North East Seattle and then due South to Seattle-Tacoma International Airport.

If we cannot maintain the current routing over Puget Sound and Elliott Bay, at the very least we can spread incoming traffic over a number of areas. No planes are coming in over Mercer Island under the proposed routing, I am sure this is no oversight.

5
W
22 I request that you do an Environmental Impact Statement before making any change in the routing.

Sincerely,


Gary Bauch

PH # 27

2217 11th Avenue East
Seattle, WA 98102

January 23, 1990

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

RE: Hearing on Draft Environmental Assessment

Although I cannot be present at your hearing on January 24th, I want you to know that I strongly oppose the Federal Aviation Administration Plan to reroute in-coming aircraft in good weather from East of the Cascades and the Coast Range in California to a route over North East Seattle and then due South to Seattle-Tacoma International Airport.

At the moment my daughter (almost three years old) wakes up from extremely low flying planes about once or twice a month. I am sure that if you double or triple the number of planes flying over, her waking up will also double or triple. And I am not just objecting to the noise on her behalf. She is already consuming an enormous amount of exhaust fumes from both I-5 and the 520 freeways. Now you are proposing to add goodness knows how much exhaust from jet fuels, which I am sure are much worse than car fumes. Health statistics show increased cancer levels close to major thoroughfares, I am sure they are raised by jet thoroughfares as well.

Although you state that planes above our house (on the north slope of Capitol Hill) are at a 5000 feet level, I can frequently make out the name of the airline flying overhead from Union Bay, by Husky Stadium. I don't think my sight is good enough to read plane emblems 5000 feet away!!

I also understand you are going to allow heavy aircraft (loaded with cargo) to come in on the regular route. Something was mentioned about gliding in, but it is my understanding that these planes will not be able to glide in, they will have to maintain their place in line, and therefore will have to turn on their engines.

I think it is high time the Port of Seattle adds a noiselim to their rules and regulations. I understand this is not unique, having already been done in Denver, San Francisco, Boston, Minneapolis/St Paul and John Wayne (Orange County) airports. I understand this to mean that the noiselevel existing today becomes the maximum acceptable level. More frequent flights can be

PH # 28

achieved by quieter planes, and red-eye flights are penalized extra.

I also feel that you are trying to increase the number of planes altogether without regard to the people living around the airport. At the moment you talk of air controllers who can only look at one side of the screen and have to monitor so many planes. With increased capacity we will have many more planes coming in, and then two aircontrollers will be just as busy, each with their own side of the screen. It seems to me the solution lies in greater efficiency of the airline industry, quieter planes, fewer departures (I hear some commuter airlines boasting about departures to the same city every half hour. You cannot tell me all of those planes are full), and maybe an aircontroller looking at the third quarter of the screen and another one looking at the fourth quarter of the screen.

Your noise consultant's report shows the Ldn's for our area to be from 50 to 55. However, I am sure this does not take into consideration all the small planes and waterplanes flying over head on a summer day, in addition to the noise we get from two freeways (I-5 and 520). I am afraid we will be very close to the 65 ldn (unacceptable for residential use).

I demand that you do an Environmental Impact Statement before making any change in the routing.

Sincerely,

Erna Smeets Bill Simkins
Erna Smeets and Bill Simkins

539

2225 11th Avenue East
Seattle, WA 98102

January 22, 1990

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

RE: Hearing on Draft Environmental Assessment

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If we cannot maintain the current routing over Puget Sound and Elliott Bay, at the very least we can spread incoming traffic over a number of areas. No planes are coming in over Mercer Island under the proposed routing, I am sure this is no oversight.

I request that you do an Environmental Impact Statement before making any change in the routing.

Sincerely,

Vicky Bauch

Vicky Bauch

PH # 208

2224 11th Avenue East
Seattle, WA 98102

January 21, 1990

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

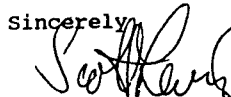
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I request that you do an Environmental Impact Statement before making any change in the routing.

Sincerely,



Scot Lewis

CHS

PH # 2130

JOHN W. SELMAR, M.A. Certificate of Clinical Competence
American Speech Language and Hearing Association

Speech Pathologist
12232 Fremont Ave. North
Seattle, WA 98133
(206) 362-6936

The problem of aircraft overflights in Northwest Seattle has increased perceptibly during the past decade. The problem threatens to escalate with the proposed advent of new F.A.A. decreed flight patterns. This ruling would mean the possibility of even more overflights in the near future.

The excuse of upsetting the tranquility of the Northwest Seattle neighborhood for the benefit of SeaTac airport is untenable.

Why should many thousands of people be subjected to increased noise levels for the commercial benefit of a few?

While I was the long-time President of the Broadview Community Council in Northwest Seattle I attempted to alert the community to the extreme annoyance value of aircraft overflights.

As an audiologist, I spent a year studying the effects of noise on a community while I was enrolled in the Ph.D. audiology program at the University of Washington. At that time, I gathered all of the available information regarding this subject; some of which is contained in the following testimony.

Alexander Cohen, Ph.D. has conducted research studies which found that noise, or unwanted sound has adverse psychological effects on individuals resulting in losses in work performance, sleep disruption, annoyance and irritability.

Noise increases listening difficulties even when it does not mask out speech or other wanted stimuli. Noise has been implicated in industrial and residential accidents. But more commonly and more importantly, the Speech-Interference Level (SIL) is a more significant gauge of complaints relating to noise intrusion in communities. Surveys of aircraft noise problems in residential areas indicate that the annoyance reactions of residents are keyed to the amount of time the noise is present. Obviously, the noise of a plane on its approach to SeaTac while traveling over Northwest Seattle will be of a fairly long duration. Longer, for instance, than a plane that is rapidly landing or taking off above a community nearer the airport.

Cohen states that individuals complain of annoyance or disturbance when an SIL value of 60dB or more is reached. This is particularly the case when a SIL of 60dB occurs during a period of 80 seconds per hour or more. An SIL of 60dB creates difficulty using the telephone and requires an individual to raise his/her voice level in order to have an intelligible conversation with a talker-listener at distances of 3 feet. A loud voice is required for intelligible conversations at distances of 7 feet, when the SIL is 60dB or more.

(1)

JOHN W. SELMAR, M.A.

Even relatively low intensity level 60dB noise can create serious disturbances in school buildings, churches and offices because of speech interference.

When there are 40-60 overflights per day over as few as three schools lying within the flight path, this creates a 10-20 minute loss of time from each classroom. Summing this time for the total number of affected classes yields a cumulative loss of 700-1400 minutes per day of instruction time.

Cohen states that laboratory studies of vigilance yield a definitive reason why intrusive noise such as aircraft overflights can adversely affect task performance. Noise disruption during perceptual tasks creates lapses in attention to the relevant stimulus information. Moreover, noise causes conditions of cortical over-arousal with a resultant loss in behavioral control.

During tasks requiring vigilance, performance improves significantly when the noise level is reduced. Efficiency by an individual improves as much as 12% when noise levels are reduced.

Nonaural sensory functions are also affected by noise. Noise can affect balance and some aspects of visual accommodation. Noise impairs equilibrium and the speed with which the eye can move through certain angles in order to focus clearly on near and distant objects.

Noise has been found to physically affect the ciliary muscles which control the lens of the eye. It has been documented that noise induces changes in both vestibular and visual functions within the body.

Studies of performance in noise on mental tasks involving arithmetic computations, mechanical and abstract reasoning, clerical sorting and coding and on psychomotor tasks of reaction time and tracking, show losses in function under noise conditions compared to performance under nonnoise conditions.

Further, aperiodic intermittent noises or random bursts of sound such as aircraft overflights are more likely to disrupt performance than steady-state, continuous noise. Performance losses for the transient episodes of noise occur immediately following the change in noise level or the occurrence of a sound burst.

Noise disturbs the quality of work and causes more errors to occur. Research subjects work faster and more carelessly when subjected to noise. Even simple arithmetical operations are affected. Effort is heightened, but performance decreases. The more complex the task, the greater the performance of the task is affected by noise. This is particularly the case when a task requires continual and unremitting attention and effort. Noise increases errors. But noise also causes gaps in responding.

(2)

JOHN W. SELMAR, M.A.

Certain kinds of noise directly affect feelings and attitudes. The sound of chalk scraping on a chalkboard is abrasive in the same manner that aircraft overflights are abrasive and intrusive. The dB level of the noise is not directly correlated to the annoyance which is created by the noise.

The sound of an approaching aircraft elicits fear because of the possibility of its crashing. We are constantly bombarded by the media with tales of aircraft disasters. The simple auditory perception of an aircraft overflight is alerting and therefore disturbing because of this element of fear. Noise from an aircraft overflight need not be perceptibly loud to cause an individual to attend and react. The mere perception of the presence of the aircraft produces a visceral reaction and is annoying.

This creation of a fear by aircraft is especially a factor with the elderly. Northwest Seattle has numerous nursing homes and retirement complexes. Although many of the elderly have a hearing loss, these losses tend to be for high frequency sounds. Therefore, an elderly person with a high frequency hearing loss can hear the low frequency sounds of an aircraft overflight equally as well as individuals who have no hearing loss. The elderly population is very much annoyed by airplane noise and particularly fearful when overflights occur.

Annoyance based on fear is of a far greater magnitude than other noise induced annoyances to which a neighborhood is subjected. The screaming siren of a patrol car or fire engine and the sound of aircraft engender annoyance built on fear. Also, sounds which are variable in nature, such as these, which occur randomly in time with a changing decibel level as when aircraft approach and leave with a diminishing sound, are more annoying than constant, unchanging sound.

Sound level meters, located near airports do not have a direct bearing on the amount of annoyance aircraft create in distant neighborhoods. Loudness, measured in sones and phons must be used to account for perceived noise levels, measured in decibels. In other words, there must be a weighting scheme which takes into account the established relationships between different acoustic dimensions of the noise stimulus and associated auditory reactions.

Loudness determinations must be taken by A-Scale readings rather than conventional sound level measurements.

Noise is more than an annoyance. There are documented cases in the literature which indicate that noise exposure from aircraft can create mental disorders. Noise can increase social conflicts at home and at work. Moreover, noise can cause increasing signs of chronic fatigue and neurotic complaints.

(3)

JOHN W. SELMAR, M.A.

Noise causes especial stress within special groups such as patients in hospitals, convalescent centers and nursing homes. Noise exclusion in hospitals can hasten recovery time for the sick. Northwest Seattle includes hospitals as well as nursing homes.

When a population expects noise to cause decrements in performance, as in a neighborhood, studies indicate that noise did create losses in performance among individuals. The greater an individual's tendencies are toward anxiety and neurosis, the poorer their performance under noise conditions.

Noise can frustrate desires for privacy, rest, relaxation and sleep. Surveys have found that the interruption of rest, relaxation and sleep are underlying causes of complaints about noise. These complaints grow with an increase in overflights. People are more disturbed by noise while at home than elsewhere, when their needs for privacy, and peace and quiet are unmet. Aircraft noise is an unwanted intrusion of privacy.

Field studies have shown that greater annoyance occurs from noise when sleep and rest are disturbed than by any other factor.

Aircraft noise alters the electroencephalogram (EEG) pattern of a sleeping individual and can ultimately awaken the subject. During light stages of sleep, there is a significant change in the EEG response caused by slight increases in the decibel level of an overheard plane.

During sleep studies, a noise of 45 phons awakened 50% of the subjects. Low frequency aircraft noise which has a major acoustic component in the 50-500 Hz range and which contains all of its energy below 5000 Hz is particularly disturbing to hear during sleep.

Noise interference has an effect on EEG readings but also affects rapid eye movement (REM). Greater irritability, tiredness and difficulty in concentration follow disruptions of the REM stages of sleep.

Leo Beranek, Ph.D. Audiologist, states that perceived aircraft noise levels must not be compared directly with readings taken by a noise level meter reading especially those sounds produced by a steadily running machine or other continuous noises.

Beranek suggests that the most important factors relate to a noise exposure index which factors in such aspects of aircraft noise as the time of day the overflight occurs and the relation of aircraft noise to overall background noise. For instance, an otherwise quiet neighborhood is affected more by aircraft noise than a neighborhood which is subjected to other noise sources such as background noise from a freeway, an industry or construction noises. An existing continuous background noise tends to mask the noise of aircraft overflights. Therefore, the relatively quiet Northwest area of Seattle is more impacted by aircraft overflights than other areas of the region.

(4)

JOHN W. SELMAR, M.A.

Various studies indicate that individuals rate the perceived noise level from aircraft overflights as being far more annoying than the noise from neighbor's dwellings, the noise of neighborhood pets and other outside noises. 85% of study subjects indicate that they are extremely susceptible to aircraft noise. For that matter, individuals in research studies are consistently more irritated by separated noise events, such as aircraft fly over noise than by general background noise.

Significant additional degrees of dissatisfaction are noted when the noise of overflights occur at night rather than during daytime hours. Understandably, lower decibel levels of noise, occurring at night, create considerably more dissatisfaction than significantly higher perceived noise levels during daytime hours.

Northwest Seattle is currently subjected to the noise of aircraft in their landing pattern. When a plane is landing, engine whine is a more annoying sound than when a plane is taking off. Also the tilt of the aircraft directs more noise to the ground during landing than when a plane is on a stable path or climbing. Furthermore, an aircraft on a landing course is at a lower altitude than when cruising at high altitudes.

SeaTac is not federally owned and operated. It is operated by the Seattle Port Commission. The public has constitutionally mandated rights regarding airspace. The Fifth Amendment prohibits the taking of private property for public use without just compensation and we, the public, own the airspace over our homes. The courts have ruled (Causby v. the United States) that the beneficial use of private property cannot be destroyed. Therefore, legally, according to the Fifth Amendment, the beneficial use of my home cannot be infringed upon by aircraft overflights without just compensation.

Furthermore, the Fourteenth Amendment states that no state or state agency shall deprive any person of property without due process of law. The courts have ruled (Griggs v. The United States) that an airport operator can be held liable to a property owner for taking an aviation easement over his/her land.

The Federal Aviation Administration has a legal responsibility to the public to:

1. Reduce the noise power generated by aircraft.
2. Institute preferential runway systems to direct aircraft away from communities.
3. Limit the number of operations during nighttime hours.
4. Increase the rate of descent while aircraft are landing.
5. Construct runways in directions away from noise sensitive areas.

Noise level monitoring occurs at the beginning of noise sensitive areas near airports. These measuring procedures are based on the decibel level at a single point for each runway. For this reason there are often higher decibel levels of noise downstream because a pilot can cut back engine noise when the aircraft is near monitoring microphones near runways or at the edges of communities around the airport. If additional monitoring meters are placed farther out, within the neighborhood such as in Northwest Seattle and if lower noise limits were required at progressively greater distances, the result would be reduced noise levels for the residents.

(5)

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JOHN W. SELMAR, M.A.

For a considerable length of time, while I was the President of the Broadview Community Council, whenever I heard a particularly noisy plane, I called the SeaTac noise phone number. Almost always, the response to my call was that I had heard a 727 or a DC-9 which are especially noisy planes. The very least we can expect in Northwest Seattle is that planes which exceed a tolerable noise level can either be banned completely from SeaTac or that they can only fly in corridors far removed from populated areas.

Many airports, including SeaTac are so situated that greater population densities exist in some areas and some directions from the airport than in others.

Prior to the recently proposed flight path changes, the F.A.A. has consistently prescribed runway usage and prescribed flight patterns that deliberately avoid densely populated areas. Whenever possible, landings were previously required to be over water or over less densely populated areas. To minimize noise exposure, a particular traffic flow was selected to protect the populace, no matter which direction the wind was blowing or how much of a tail wind was encountered by a plane. In other words, noise exposure has always previously been rated by the F.A.A. as the number one priority rather than being the third priority as it is in the proposed new overflight plan.

All of the previous discussion indicates that if flight patterns are changed so that Northwest Seattle is subjected to an increase in overflights, this action can have a considerable adverse effect on the individuals residing within the flight path.

These effects from the increased noise level include:

1. Losses in work capacity.
2. Disruption of rest and sleep.
3. Annoyance reactions.
4. General mental distress

Chronic noise exposure can create long-term behavioral and ^{Health} mental health consequences. Therefore, Northwest Seattle should not be subjected to increased noise levels resulting from aircraft flyovers.

(6)

JOHN W. SELMAR, M.A.

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PH# 31

PH# 30

STATEMENT PERTAINING TO THE DRAFT ENVIRONMENTAL ASSESSMENT FOR PROPOSED CHANGES TO AIR TRAFFIC ARRIVAL AND DEPARTURE ROUTES AT SEATTLE-TACOMA INTERNATIONAL AIRPORT

2839 Boyer Ave. E
Seattle, Wa. 98102
January 21, 1990

Submitted by Bartley Dobb, Representing the Roosevelt Neighbors Alliance.
January 24, 1990.

Federal Aviation Administration
17900 Pacific Hwy. South
Seattle, Wa.

Many unanswered questions arise regarding this Draft Environmental Assessment:

Dear Sir,

Where is truly relevant, substantive air quality data?

I request that this letter be placed on the record in response to the proposed FAA plan to institute the four post plan over Seattle.

And noise data?

I feel very strongly that the FAA should conduct a full environmental impact statement to address such issues as noise levels over residential areas on Beacon Hill, Capitol Hill and north Seattle, increased air pollution levels and its associated health risks for the people of the Puget Sound region, increased stress levels due to the noise, impact of this plan on Boeing Field and private airplanes and community and land use issues. This is not a complete list but should only be used as a point of departure.

Is the day/night (cumulative) sound level with its daytime peaks an acceptable measure for human tolerance? (p. iii)

Although I had high hopes for the mediation process which is currently being held, I am not so sure of a successful outcome now that the FAA has proposed to increase the noise levels in Seattle without the concurrence of the mediation group.

What about the intense noise impact which would be caused by parallel flights?(likened to a sonic boom by one FAA official)

What of the safety of high-density population areas beneath the proposed flight paths?

How about the question of achieving schedule regulation which is more favorable to environmental concerns? The FAA does have the authority to regulate schedules. (p. 15) Its refutation of this alternative in the Assessment is very short, and in our judgment, unconvincing.

I again, strongly urge your department to complete a full environmental impact statement prior to implementation of the four post plan.

What of the new generation planes, and their most advantageous routing for noise reduction?

There is also the development of the multi-directional microwave landing system. What is its application to our present problem?

And finally for now, should the Port of Seattle continue its aggressive air-traffic marketing program in view of the very serious related unsolved problems which plague us today? Surely this price for so-called "progress" is far too much to pay.

Sincerely,

Sandra R. Kraus

Such questions as these clearly point to the need for a full environmental impact statement. It would provide an opportunity for far wider concerned participation than that included under the Assessment (p. 62ff.) It would provide a scoping process for inclusion of all relevant factors. and it would provide an avenue for fully examining the variety of possibilities for mitigation.

cc: Mayor Norm Rice
Seattle City Council
Congressman Jim McDermott
Senator Brock Adams

In conclusion, we cannot let any plan become fixed without the broad, careful, detailed consideration that is provided by a full environmental impact statement.

hhs

Elizabeth Ramsey Mitchell
308 Summit Avenue East, #506
Seattle, WA 98102

PH # 33

January 24, 1990

WRITTEN TESTIMONY SUBMITTED TO THE FEDERAL AVIATION ADMINISTRATION AT JANUARY 24, 1990 PUBLIC HEARING ON THE NEED TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT ON PROPOSED CHANGES TO AIR TRAFFIC ARRIVAL AND DEPARTURE ROUTES AT SEATTLE-TACOMA INTERNATIONAL AIRPORT:

I am the President of the Alpine Villa Condominium Homeowners Association, located at 308 Summit Avenue East, Seattle, WA 98102. The Alpine Villa contains 27 private residences and is located in the heart of Capitol Hill in Seattle, an area which is already saturated with noise from airplane overflights. The proposed route changes would dramatically and adversely affect our existing noise situation and the quality of our environment.

I have studied the FAA's Draft Environmental Assessment (December 1989) for the proposed action in an attempt to determine the precise effects of the proposed route changes, what other alternatives exist, and what mitigation measures might be undertaken. The document is wholly inadequate for these purposes.

The FAA clearly has an obligation to follow NEPA procedures which insure that environmental information is available to the public before decisions are made and before actions are taken, that the information is of high quality, and that public scrutiny is possible. Preparation of a full Environmental Impact Statement is the only way for the FAA to fulfill its environmental obligations in this case. Based on newspaper articles describing (with far more particularity than the EA) the effects of the proposed route changes and my review of the "Preliminary Noise Analysis of the Proposed FAA 4 Post Plan," by the Noise Mediation Options Subcommittee (January 4, 1990), I believe that there is no legal basis for the FAA to make a valid determination that the route changes will not have a significant effect on the human environment of the Seattle area, and are exempt from the requirement to prepare an Environmental Impact Statement.

Elizabeth R. Mitchell
Elizabeth R. Mitchell
President
Alpine Villa Condominium
Homeowners Association

January 20, 1990

Kim Ramsey
316 15th Ave.
Seattle, WA 98122

PH # 34

TESTIMONY FOR THE FEDERAL AVIATION ADMINISTRATION HEARING JANUARY 24, 1990 CONCERNING THE PROPOSED CHANGES TO AIR TRAFFIC ARRIVAL AND DEPARTURE ROUTES AT SEATTLE-TACOMA INTERNATIONAL AIRPORT.

I oppose the proposal. I own and live in a residence at 316 15th Ave. I feel increased noise from airplanes flying overhead will ultimately decrease my property value and force me to move to another location.

At present noise levels, airplanes disturb my work/sleep schedule, as I work swingshift. The noise scares my cats and dogs, interrupts normal conversation, and has a negative impact on my family life as a whole. It is also hard for my deaf neighbor to hear me when I say "Good Morning" to him.

Besides adverse environmental impact, I'm also very upset that the Port of Seattle is involved in what I perceive to be as sneaking the whole proposal by its constituents without real concern for the people it was sanctioned to represent. It appears its members want to "rubber stamp" the FAA's plans without truly allowing input from those who will be impacted by this disastrous plan. I feel frustrated by the process and am disappointed by the Port's lack of concern. I am especially perturbed at not being able to make heads or tails out of the environmental impact information provided so far by the FAA and Port. I feel an environmental impact statement is entirely in order, as the information provided thus far is insufficient and incomprehensible.

Sincerely,

Kim Ramsey
Kim Ramsey

SJS

PH # 35

January 20, 1990

Melanie Bartmess
221 Belmont E. #306
Seattle, WA 98102

Federal Aviation Administration

This is my testimony for the F.A.A. hearing January 24, 1990 concerning the Proposed Changes to Air Traffic Arrival and Departure Routes at Seattle-Tacoma International Airport.

I feel that an Environmental Impact Statement is in order for your proposal. It could adversely affect tens of thousands of Seattle residents.

I live on Capitol Hill and I hate your proposal. If I wanted to hear airplanes roaring over my residence day and night, interfering with my daily life, work schedule, with my peace of mind, and creating strange squiggles on my television screen, I would have moved to a motel off of Old Highway 99, right by the landing strip, not to Capitol Hill. I have lived less than two blocks away from railroad transfer stations and in shacks by busy freeways and experienced more calm and quiet.

Approval of your proposal would necessitate me relocating to another town, or at least in renting additional studio/office space so that I can conduct my business in a reasonably peaceful environment. I am a writer so increased noise from airplanes directly affects my livelihood.

916 As I understand it, your proposal would allow more airplanes to fly more frequently over my residence and I've had more than enough as it is. Moreover, I do not understand the environmental documentation provided thus far by the F.A.A. and feel an E.I.S. is essential, and feel both the F.A.A. and the Port of Seattle should be more conscientious in serving the people they were hired and appointed to serve.

Thank you for your time and consideration.

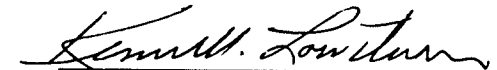
Sincerely,

Melanie Bartmess
Melanie Bartmess

PH # 36

The West Seattle Community Hospital Community Advisory Board requests ~~the~~ a Full Environmental Impact Statement on the FAA's proposed Four Post Plan.

Our concern is that the resulting increase in air traffic over and around West Seattle will have adverse affect on the health of our community.



Kenneth M. Lowthian
Chairman of the Board
West Seattle Community Hospital

8549 Latona Ave. N.E.
Seattle, WA 98115
January 22, 1990

Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, WA 98168

Re: FAA Plans to Re-route Sea-Tac Flights

For the immediate crisis of too many flights arriving at Sea-Tac, the logical solution is to increase the landing fees until the market (the airlines and their passengers) respond by decreasing the number of flights. For example, the 60% increase (\$5 to \$8) in parking fees at Sea-Tac Airport effectively eliminated the overcrowding there.


Long-range, the Port of Seattle needs to coordinate with other coastal airports/sea-ports from Portland to Bellingham to distribute the air load. Airports east of the Cascades, e.g., Spokane and Tri-Cities, need to be brought into the coordination/planning. In addition, coordination between air and land public transportation is needed: for example, a semi-express Airporter bus from an Everett airport to Everett to a couple of adjacent-to-freeway park-and-ride lots to Seattle to Sea-Tac Airport.

To generate and develop the many options in an orderly manner, an Environmental Impact Statement is necessary. In the EIS, the effect of noise should be described not in a yearly average but in terms of a parameter that reflects the number of incidents per year of a given number of seconds duration during which the noise level was within each of several given loudness ranges.

Overall, the basic flight pattern should remain as is: existing Seattle real estate values include existing adverse effects of aircraft overflights.

In summary: *Increase landing fees
*Plan to distribute some aircraft flights to other airports
*Perform an EIS.

Sincerely,


A. B. LaVigne

cc: Senators B. Adams, S. Gorton
Representatives J. Miller, J. McDermott

PH # 337

MICHOJOLA RESIDENT,

PH # 338

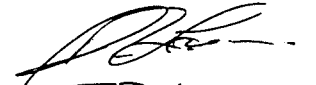
I am an aerospace engineer by degree and profession, and hold an Air Force Reserve commission in a non-flying slot. I am also a very frequent airline traveler with lifelong interests in aviation — ~~NOT AN AIRLINE OR FAA ADVOCATE~~
~~INCREASES~~ GROWTH IN THE SEATTLE AREA INEVITABLY LEADS TO
More people ~~are~~ demanding more access to air transportation, and more sensitivity to community concerns in airport operations. They expect safe and efficient travel, but do they retain their community awareness on the plane? How many residents of affected neighborhoods, if en route to Los Angeles, fly via Portland or San Francisco, stretching the 2-hour trip into 3-1/2 or 4 hours just to ensure that their departing flight will remain over water when Sea-Tac is in north flow? I submit that not even the most vocal deliberately make that sacrifice of their time.

Convenience and economics dictate flight schedules: airlines position various-sized planes at different cities throughout the day to meet travelers' demands, and Seattle is not the only city where traffic and noise sensitivity are struggling for balance. More demand is answered with more seats (either more planes or bigger planes), which produce more revenue but also more noise. Steep cost and weight penalties of modifying existing fleets to noise standards, \$40-million new jets, and increased fuel and crew expenses all appear as higher airfares.

Fifteen years ago, writing a research paper for a ^{CLASS} "Social Implications of Technology" ~~class~~ at Cornell, I reviewed three air carrier accidents in which over 150 were killed or injured, a 707 was destroyed, and two other jets were significantly damaged. Safety Board investigators cited adherence to community-imposed noise abatement ^{PROC} Procedures ^{CON} contributing to the severity of each accident, though not as the probable cause. The paper was titled "Silence vs. Safety in the Airport Environment."

We have all heard the case for silence. In the interests of safety, FAA has stressed easing controller workload on the west side approach; to many area residents concerned about noise, their words are just an excuse for implementing ~~new~~ flight paths. Yet quiet skies in one neighborhood could have truly ugly consequences in another: how will those same residents, who have demanded fewer jets over their own homes, feel at 11:00 some morning when those busy controllers suddenly see two "targets" on their screens merge into one over Elliott Bay ... or worse, Queen Anne? Don't think it couldn't happen here ... it happened in San Diego in 1978, Los Angeles in 1986, and on an Atlanta runway last week.

Jet noise affects us all, yet we continue to demand more of the air carrier services which are the sources of this noise. Even though we the traveling public try to exert societal pressure on the airlines, they continue to bow to the gods of economics. We will thus continue to pay both dollar and non-dollar prices, reflecting these economics, for our demands; we need to abandon narrow-minded NIMBY attitudes and heavy-handed legal maneuvering to seek realistic and responsible compromises. It need not be Silence vs. Safety ... we should be able to achieve both.


J.R. LOREN
2659 36th Ave W
SEATTLE WA 98199
282-2579

PH #39

SQUIRE PARK COMMUNITY COUNCIL'S SUMMARY STATEMENT
FAA'S ENVIRONMENTAL ASSESSMENT

SPCC supports the reduction of both traffic noise and air traffic routes crossing over the Central Area. SPCC is outraged that the FAA has repeated: attempted to increase air traffic routes over our neighborhood while refusing to complete an EIS in order to evaluate the negative impact this increased air traffic noise would have on us.

SPCC is relieved that public outcry and Seattle City Council efforts have resulted in this hearing tonight. However, FAA should have been responsible to the public to conduct an EIS on its own. SPCC wishes to be on record that the FAA did not provide a copy of the Environmental Assessment in a timely manner to allow SPCC's complete review of the draft. Therefore, SPCC requests to state for the record that in principle, SPCC supports the North East District Council's review of the draft, but requests more time to analyze the draft ourselves.

Further, SPCC demands: 1) an EIS be conducted under complete public scrutiny to ensure that the public interests in our neighborhoods are recognized and considered; 2) all negative impacts be mitigated to the satisfaction of the neighborhoods affected; and 3) the Port of Seattle and other liable parties complete all this mitigation prior to any changes in air traffic routes, etc. occur. Until then, SPCC opposes any increase of the number of air traffic routes, any redirecting/rerouting of current routes (except decreases), and any increase of the number of air traffic landings and/or take-offs.

SPCC believes that regional sites north (Paine Field) and south (Olympia) of Sea Tac will better serve the Puget Sound region that expansion of Sea Tac. The Port of Seattle must be responsible to plan for the future, not inflict uncontrolled and unplanned growth ~~to leave future generations with the problems to solve.~~ *left the current and*

845

Nicky Doliantanski
President
Squire Park Community Council
January 24, 1990

PH #40

Mr. ~~Tomato Johnson~~
Federal Aviation Administration
17900 Pacific Highway South
Mail C-68966
Seattle, Wa. 98168

RE: FOUR POST PLAN, PUBLIC HEARING, JANUARY 24, 1990

My name is Cathy Mooney. I live in the Admiral area of West Seattle. I, and my neighbors are in favor of the Four Post Plan and want to see it go into effect as soon as possible.

I wish that no one had to suffer noise pollution. I think we all agree that we need another airport, maybe two more, to handle current and future growth in this region. But for now there is no excuse for the people on the West Side being forced to live with a disproportionate amount of the noise. The growth is in the East and North East parts of King County. There are costs to be paid for such growth. Those who use the airplanes and benefit economically should pay the price.

I repeat that I wish no one had noise, but as long as we do--everyone should share the noise. It's not right to say one neighborhood's peace of mind or quality of life is more important than another's. In West Seattle we have property values too! You can't favor one neighborhood over another.

It was with great disappointment that I read in a local newspaper this week that you are dropping your plans to route night flights the same as daytime flights. Although I have ~~often disagreed~~ *disagreed* with you, I have always respected your personal integrity. I have always admired your straight forward manner, your honesty, and your willingness to stick your neck out. You could have easily sent a subordinate to community meetings to be the P.R. Man and take the verbal abuse. I find it hard to accept that you would lower yourself to the level of petty politics. I can find no other excuse for backing off this plan other than succumbing to the pressure by people of wealth and political power. Please give us a reasonable explanation why you think people on Mercer Island or Tiger Mountain are more entitled to a good night's sleep than we are. From Ballard to Burien, we want to know why we have to be awakened 40-50 times every night. We demand that you either eliminate all night flights or else split them evenly.

I wish that nobody had to have noise, but if our neighborhood has to have this noise pollution then so should every other neighborhood. Only then will ~~they~~ *they* understand what we have been forced to endure these last four years. Only then will something be done about it.

Cathy Mooney
1604 Palm Ave S.W.
Seattle, Wa. 98116
206-935-3314

CUCAC
CITY OF SEATTLE/UNIVERSITY OF WASHINGTON COMMUNITY ADVISORY COMMITTEE

January 24, 1990

PK#41

Mr. Richard Prang
Federal Aviation Administration
17900 Pacific Highway South
Seattle, Washington 98168

Re: Draft Environmental Assessment for proposed changes to air traffic arrival and departure routes at Seattle-Tacoma International Airport

CUCAC is a committee created by an agreement between the city and university with members representing the residential neighborhoods of the University District, University Park, Laurelhurst, Ravenna-Bryant, Wallingford, Montlake, one member from Capitol Hill or Eastlake or Portage Bay-Roanoke, undergraduate and graduate students, faculty and the University District business community. As CUCAC must consider the impacts of university or city actions upon one another, so also should we consider the impacts of increased aircraft overflights on the whole. The members of CUCAC request that a complete environmental impact statement be prepared because the draft environmental analysis is totally inadequate and fails to discuss the impacts of the proposed changes in overflights.

bhs
Noise--The assessment involves only two noise monitors in Seattle: one Beacon Hill location and the other on First Hill, thus providing insufficient data. What will be the impact of additional flights over residential communities, hospitals and educational institutions in the expanded area?

Safety--The assessment contains no information about the effects of bringing so many additional aircraft over the most densely populated area of the state. What are the expectations for damage on the ground from a mid-air collision? How many people killed; how many homes, businesses and institutions destroyed? What will be the result of an aircraft part pummeling into a crowded area? We note the engine falling from an aircraft in Florida and the passenger chute deposited in a Capitol Hill alley several years ago.

Air quality is given short shrift, with the comment on p. 60 that no quantitative data are available. We are already experiencing pollution alerts. How will the additional flights exacerbate the problem?

The route revisions are supposed to provide for present needs as well as for increased demand, theoretically without an additional runway. (p. 14) Will this accommodation of additional flights force the building of a third runway?

Page 2
Draft Environmental Assessment
January 24, 1990

Only a full E.I.S. process will disclose all the alternatives and will deal with the mitigations necessary to counteract any adverse impacts experienced by a much greater area.

Sincerely,

Doris Baxter Burns

Doris Baxter Burns

PH # 42

Mount Baker Community Club
2811 Mt. Rainier Dr. So.
Seattle, Washington 98144

January 23, 1990

The following questions and comments are submitted on behalf of the Mount Baker Community, Seattle Washington, regarding the Draft Environmental Assessment For Proposed Changes To Air Traffic Arrival And Departure Routes At Seattle-Tacoma International Airport, dated December 1989. Due to the limited time after public notice of the the January 24, 1990 hearing and limited access to the Draft Environmental Assessment members of the Mount Baker Community Club council have not had time to review this document nor are they total familiar with it's contents.

The Mount Baker Community would like to know who within the community was contacted prior to completion of the FAA's Draft Environmental Assessment. Mount Baker's representative to the Port of Seattle Mediation process was not approached by any member of the FAA and ask for direct comment. The Mount Baker community did not provide any information toward the preparation of the FAA' Draft Environmental Assessment.

In 1970 an extensive airplane noise ambient study was made of the area within 30 miles of Seattle-Tacoma Airport, which was conducted in the field utilizing actual measurements taken of the physical presence of airplanes in those areas. The information derived from this in-field study was then correlated with statistical "given" information known to exist and it was deemed that the Elliott Bay Arrival was the most efficient arrival route which afforded the best noise consideration for the residents of Seattle, in conjunction with the highest degree of safety for the flying public. That procedure has remained basically unchanged for 20 years.

550

Specific areas within your study of concern referred to as the Federal Aviation Administration Northwest Mountain Region, Seattle-Tacoma Tower, Airspace Study: "Seattle Arrival and Departure Routes; Simulation, Analysis Recommendations" not adequately addressed in the draft environmental assessment;

Page 4 third paragraph:

FAA documentation states that in the Summer of 1989, 5,409 aircraft experienced a total of 1,303 flight hours af arrival delays in the months of June, July and August. . .

1. Since June July and August are traditionally north-flow (runway 34), how many hours of these delays specifically pertain to aircraft arriving from the east and landing on runway 16?
2. Was controller staffing during any of these months less than staffing during any other month?
3. How many departures delays were experienced at that time?
4. How many arrival delays were due to weather, i.e., fog, low visibility, etc.?

5. How many of those delays occurred in a continuing manner (delays continuing for more than one-hour period and not just a surge of traffic or runway closures or build up of slower traffic)?

6. During the months of June, July and August for the year 1989 the percent north-flow was 34, 38 and 43 respectively. For 1988 the north-flow conditions were 48, 60 and 56; for 1987 56, 41 and 63. What are the average north-flow conditions for the peak summer months? Confirm the validity of your argument that Seattle-Tacoma Airport experiences unprecedented delays.

Page 7 last paragraph:

Did Seattle TRACON assume control of McChord because of insufficient staffing and coordination problems?

Pages 9-10:

1. How many near misses east of Seattle beyond 30 miles have been documented in the last five years?
2. What is the flying time from the Seattle Center holding fix to Sea-Tac and why can't "holding" aircraft be held over Seattle and Everett?

Pages 10-11:

1. How many jet aircraft landing Seattle-Tacoma south-flow are on visual approaches, compare 1989 and 1979?
2. During south-flow, what is the maximum arrival rate via ILS? How does this compare to the proposed east approach? What is the amount of separation to be required between aircraft (turbojets and turboprops)? How will you maintain this separation?

Page 12 (1 and 2):

1. Have highly detailed visual approach charts been published and ENFORCED?

Page 13:

1. How many jet near misses or accidents have occurred over or entering Elliott Bay?
2. How many optimum weather continuous arrival hours (sustained traffic in excess of 42 in a south-flow and 56 in a north-flow) are recorded per 24 hour day - only record those hours which those number were reached or exceeded for the entire hour.

Page 15:

1. Confirm that the Seattle TRACON Enhanced Target Generator that was used and provided the entire basis of conclusion for your proposal can be operated at any speed, including stopping everything in place for planning and manipulation of information and thereby producing results that may be considered extremely optimistic and inherently unrealistic.
2. Was the above testing accomplished mixing tubojets and turboprops and with the normal distractions of pop-up traffic and intra-facility coordination?

Page 20:

"...will involve only the quietest aircraft in the fleet..."

1. How will other than "the quietest aircraft in the fleet" be handled?
2. Provide documentation on which aircraft are "the quietest aircraft in the fleet", how often those aircraft arrive at Sea-Tac from the east, and similar information on aircraft that are not "the quietest aircraft in the fleet".

Page 57:

1. What will be the effects of the resulting increase in operations at Sea-Tac over time under the proposed changes on the noise contours north and south of Sea-Tac.

General:

1. How many turbojet aircraft arrive Seattle-Tacoma Airport from the east south-flow 1979 and 1985 and 1989?
2. How many turboprop aircraft arrive Seattle-Tacoma Airport from the east south-flow 1979 and 1985 and 1989?
3. Define FAR #36 Stage III turbojets, including flight pattern restrictions compliance with noise abatement procedures and method of counting these aircraft as airport operations.
4. Define method of counting turbojets, turboprop and ass aircraft operating in and out of Sea-Tac, including those operations which are initiated by an instrument flight plan which is then cancelled and the aircraft is cleared through the TCA into non-TCA airspace and back into the TCA control zone.
5. Define the method of counting arriving and departing aircraft within the two facilities (Sea-Tac Tower and Sea-Tac Approach Control) and if those aircraft are ever counted more than once during the complete arrival and landing sequence or during the complete departure sequence.
6. Explain in detail why a basic airplane separation problem generally at altitudes above 30,000 feet in Idaho or beyond is considered a basis for subjecting Seattle and King County residents to both the physical presence and the unnecessary noise of maneuvering airplanes?
7. Explain in detail the reason why the physical presence along with the noise was not a factor of consideration in your proposal as it was in 1970?
8. Explain in detail why Seattle Center cannot internally coordinate arrival from the south and east so as to have sequence established and an efficient flow of traffic in place prior to 100 miles inbound to Sea-Tac?
9. Provide documentation including time, flight number, aircraft type and departure point of all concentrations of traffic that occur during the 24 hour day in excess of optimum weather (42 in a south-flow and 56 in a north-flow).

10. Reference number 9 above, explain why if these concentrations severely inhibit the turbojet traffic in Sea-Tac, the FAA is not sufficiently concerned to implement mandatory scheduling at Sea-Tac?

11. Has any planning been implemented toward the utilization of secondary airports (Boeing Field for overflow of in-bound aircraft)?

12. Fuel consumption and air pollution has been mentioned several times in your study -- please provide full documentation on fuel consumption and resultant air pollution for the Elliott Bay arrival versus any alternative arrival patterns. In conjunction with this request, please provide information on the components of this projected air pollution as to whether or not those air pollution components are carcinogenic and/or when the aircraft are operating at 2,000 feet, 3,000 feet, 5,000 feet and 10,000 feet.

13. A study of your projected down-wind east landing south pattern indicated a projected crossover or conflict with Renton, Boeing and Seattle-Tacoma departures proceeding east and northeast bound, with the inherent unsafe nature of restricting airplanes in known icing areas below altitudes sufficient to clear. A second projected crossover or conflict occurs in the Mercer Island area from turbojets on downwind and turboprops flying under and over the downwind aircraft on a base entry from the east. A third area of conflict is in the area of Bothell, when the downwind traffic pattern is extended and additional traffic entering from Duvall of Paine Field becomes a factor. A fourth area of conflict is over downtown Seattle, when the aircraft that was on downwind is now on final approach and conflicting traffic comes through Elliott Bay on base leg. In several cases throughout your report, you have referred to safety -- please provide a safer environment than the potential single confliction of the present Elliott Bay arrival traffic from the east, potentially conflicting with Elliott Bay arrival from the south, which occurs over Puget Sound well clear of populated area.

14. One concept explored was to route aircraft over Sea-Tac and your expressed concern was loss of radar contact in the blind cone -- please provide documentation as to how many aircraft would not be radar controlled or INS equipped and would be solely reliant on VOR navigation and thereby mandating overflying the VOR.

15. Has the feasibility of a single Seattle Center sector been established to provide feeder control from possibly 30 to 100 miles from Seattle so as to alleviate the apparent concern for work load and confusion derived from flow changes at Sea-Tac?

16. During the testing and procedure development of the original noise abatement routings in 1970, 5,000 feet was considered to be the level that an aircraft needed to be at before the noise generated from that aircraft was not clearly discernible from ambient noise -- please explain why your study is now using 3,000 feet as that neutral point, and what documentation do you have to justify that lower altitude.

17. What provisions have been made for turboprop aircraft that appear to arrive in a continuous string from eastern Washington in separating them and sequencing them from the proposed downwind turbojet traffic landing runway 16?

18. What impact will general aviation have on the turboprop base entry and turbojet downwind east landing Seattle runway 16, and general aviation aircraft operating out of Boeing Field, Renton and Kenmore and will general aviation be restricted in any way?

19. Your study indicated that icing would be a concern for turbojet aircraft operating on a wide downwind east landing runway 16 at Sea-Tac -- please provide any and all

documentation of projected or actual incidences of currently used turbojet airplanes incurring ice or any manufacturers recommendations limiting the use of those aircraft in a potential icy environment.

20. Your documentation indicates that 5,409 aircraft experienced a total of 1,303 flight hours of arrival delays in the months of June, July and August, which indicates that each aircraft experienced approximately 14 minutes of arrival delay, but does not indicate that those aircraft were in fact turbojets inbound from the east or aircraft that incurred those delays due to a mandated Elliott Bay arrival - - please provide documentation as to the types of aircraft involved in those delays and if those delays were the result of "holding" east of Ephrata.

21. The original noise abatement routing procedures implemented in 1970 contained the provision for optional straight-in approaches in lieu of Elliott Bay for weather and traffic build-up - - please explain why that straight-in provision cannot be utilized to alleviate your present traffic concerns.

22. You refer to 3,000 feet as a mandated altitude prior to commencing departure turns - - does that mean you are planning to commence east and west bound turns when the aircraft is above 3,000 feet in a north flow without regard to DME or Elliott Bay.

23. Reference number 22 above, please provide documentation of anticipated changes, if any, to all departures leaving Sea-Tac Airport.

24. Your documentation indicate that approximately 163,076 aircraft arrived at Sea-Tac in 1989 (one-half of airport operations) of that number 5,409 experienced a 14 minute delay, which indicates that one airplane out of thirty experienced a delay inbound to Sea-Tac airport - - please provide information as to trends generated from these statistics, such as times of day most likely to produce delays, types of aircraft most likely to incur delays, departure points of these aircraft and why scheduling changes would not alleviate those problems.

25. You have stated that the use of the Elliott Bay arrival ". . .increases exposure to the risk of error and cuts very close to the actions prohibited by FAA handbook 71110.65, para. 2-14, and 2-15." If the number one task assigned to the FAA is safety of flight, please explain why this increased exposure has not been a factor for 20 years, sufficiently to take action to protect the flying public and those persons living below those flight patterns.

26. Your projected goal is to achieve the "theoretically possible" 56-60 operations per hour - - please provide documentation that substantiates a need for a continuous 56-60 operations per hour and that theoretical locations for those airplanes to park once they arrive at Seattle-Tacoma Airport.

27. Your study indicates that 13 air traffic control simulations were tested, were any of these tests observed by persons from the community that could have less than a positive attitude toward this project, thereby adding credibility with a disinterested observer.

28. Has any testing of the proposed traffic patterns been accomplished utilizing actual aircraft in a theoretical 56-60 operations per hour traffic pattern with disinterested observers present?

29. Reference 28 above, please indicate if residential noise sampling of the overflying aircraft was provided?

30. Has any study been made of the Sea-Tac pattern utilizing a mandatory full radar vectoring control, including mandatory speed controls, which are commonly used at high-density airports to safely expedite the flow of traffic and maintain higher arrival rates.

31. Reference 30 above, if not, please indicate why this study was not done for operations at Seattle-Tacoma Airport

32. Please provide comparisons of optimum weather arrival patterns utilized by high-density airports as compared to Seattle-Tacoma no restriction visual approach methods.

Submitted to FAA hearing January 24, 1990 by:

Brett Marck

Brett Marck
Mount Baker representative to the N/NW Community Caucus,
Port of Seattle Mediation Process

Please submit written reply to:

Mount Baker representative to the N/NW Community Caucus, Port of Seattle Mediation
Process
Brett Marck
Mount Baker Community Club
2811 Mt. Rainier Dr. So.
Seattle, Washington 98144

6-2-90

Public Hearing

Federal Aviation Administration
17900 Pacific Highway South, C-68966
Seattle, Washington 98168

Mediator: Don Horowitz

Wednesday, January 24, 1990

Cleveland High School
5511 - 15th Avenue South
Seattle, Washington

Ed Howard, Court Reporter

MR. HOROWITZ: Ladies and gentlemen, can we please have some silence and we will begin the public hearing.

Can you hear me?

A VOICE: No, not very well.

MR. HOROWITZ: Good evening. My name is Don Horowitz. I'm the moderator for this evening.

I'm not employed by the FAA. I have been hired to conduct this hearing so that it will be conducted fairly. I'm a member of a mediation service not connected with the mediation proceedings that have been going on. Just so you understand my role, I will not be making any substantive recommendations. I will do the best I can to run the hearing.

A VOICE: It's hard to hear you.

MR. HOROWITZ: Let's try again.

My name is Don Horowitz. I am a mediator hired by an independent mediation service not connected with the mediation that has been going on relative to this problem.

I'm not employed by the FAA. I'm entirely independent, and I live in one of the communities affected. I'm here simply to conduct this hearing and try to assure that it is conducted fairly and equitably and that as many people as possible have

1 a chance to express their opinions.

2 Now, there are going to be certain
3 ground rules for this evening which I will enforce.

4 First, let me introduce to you who is
5 here. Seated at the table on stage are the
6 representatives of the Federal Aviation Administration.

7 Helen Parks is the manager of the
8 Seattle air route traffic control center.

9 Wes Hamilton is manager of the
0 Seattle-Tacoma Airport traffic control tower.

1 Also in the audience is Dick Meyer, who
2 is public affairs officer for the Seattle FAA regional
3 office.

4 This session is also being reported both
5 by audiotape and by a steno machine by the court
6 reporter for preparation of a hearing transcript. So,
7 everything that everybody says is going to be taken
8 down entirely, I presume.

9 The purpose of this public hearing is to
0 receive public comments on the contents of the FAA's
1 draft environmental assessment for proposed changes to
2 air traffic arrival and departure routes at
3 Seattle-Tacoma International Airport.

4 On December 22, 1989, a draft
5 environmental assessment was made available to the

1 public for review through direct mailing and in local
2 public libraries around the metropolitan area.

3 This hearing is part of the overall FAA
4 process to involve the public in considering potential
5 environmental impact of the proposed route changes.
6 The comments given tonight are not meant to be votes
7 for or against any issues addressed in the draft
8 assessment, but rather to provide new or substantive
9 information to the record.

10 I repeat, your comments tonight are not
11 for the purpose of voting, but it's to provide new or
12 substantive information that may be considered by the
13 FAA in what they are planning to do and what will
14 ultimately happen.

15 The proposed actions which are the
16 subject of the draft assessment in this hearing are
17 actions by the FAA in support of proposed alteration to
18 arrival and departure routes at the Seattle-Tacoma
19 International Airport in order to reduce congestion and
20 improve efficiency in air space surrounding the
21 facility.

22 If you wish to be heard tonight, you
23 must have signed a card made available to you as you
24 entered the auditorium. If you have not done so, you
25 should do so now, if you wish to be heard.

1 Speakers will be heard strictly in the
2 order in which they signed in. There will be no
3 deviation from that no matter whether you are a
4 congressman or chair of a committee or whatever. It's
5 first come, first serve.

6 Again, may I remind you, comments must
7 be limited to environmental issues. This is a
8 listening session. The FAA will not be responding to
9 questions but rather will listen to your comments.

10 If your issues have been expressed by a
11 previous speaker, it is not necessary to make the
12 comment the second time, and we would appreciate, for
13 the benefit of so many of you who would like to speak
14 tonight, because we have limited time, if you would
15 then not speak, and indicate so if you are simply going
16 to be repetitious of somebody else, or if you wish you
17 can get up and identify yourself and say, I agree with
18 the previous speaker, or something of that sort.

19 My job is not to make a recommendation;
20 I have nothing to do with the substance of this. I'm
21 simply conducting the hearing.

22 Due to the number of speakers signed in,
23 and there are way more than we can hear, each speaker
24 will be limited to three minutes for their oral
25 presentation.

5

1 If three or more speakers wish to pool
2 their allotted time -- and we know about that -- to one
3 assigned individual, then notify us, myself, and the
4 speaking time for that person will be increased to five
5 minutes.

6 In other words, if three or more who are
7 signed up wish to so pool, we will increase the time,
8 and that will reduce the total amount of time.

9 Your comments will be considered in the
10 preparation of the decision on the environmental
11 assessment.

12 Now, in addition, considering that some
13 people tonight may not have an opportunity to make an
14 oral presentation, and because of the extensive
15 interest shown pertaining to the issues here in the
16 draft environmental assessment, the FAA is extending
17 the written comment period beyond tonight. As you
18 know, the previous comment period was tonight.

19 All comments must be received by one
20 week from tonight, and that is by January 31, 1990.
21 The written comments, if you have brought them tonight,
22 may be placed on the table to my right, below, or you
23 may mail them.

24 They must be received by January 31, to
25 the following address: To Mr. Richard Prang,

6

1 P-r-a-n-g.

2 A VOICE: What?

3 MR. HOROWITZ: Prang, P-r-a-n-g, first
4 name, Richard, Federal Aviation Administration, 17900,
5 that's 17900, Pacific Highway South, mail, m-a-i-l,
6 C-68966, Seattle, Washington 98168.

7 Is there anybody who has not gotten that
8 that wants to get it?

9 Mr. Richard Prang, FAA, 17900 Pacific
10 Highway South, mail, C-68966, Seattle, 98168.

11 Now, can we have the cards in?

12 (Cards Proffered to Mr. Horowitz)

13 MR. HOROWITZ: As you can see, these are
14 the sign-ins. The last number here is No. 88. Now,
15 there is no way we are going to get each of 88 people
16 speaking for three minutes; that's simply impossible.
17 So, we are just going to do the best we can, and as I
18 say, for those of you who are going to be repetitious,
19 please try to be considerate of those who come behind
20 you.

21 The first person signing in is
22 Ms. Cynthia Sullivan.

23 MS. SULLIVAN: Thank you, and good
24 evening.

25 Is this on?

1 A VOICE: No. I can't hear you.

2 MR. HOROWITZ: I don't know who set
3 these up.

4 MS. SULLIVAN: Is it on, now?

5 Is it better now?

6 A VOICE: Yes.

7 MS. SULLIVAN: That's as high as it
8 goes.

9 Good evening, and thank you. I'm King
10 County Councilwoman Cynthia Sullivan.

11 I first want to thank the FAA for
12 providing this opportunity for the public to comment on
13 the draft environmental assessment of the proposed
14 changes to air traffic arrival and departure routes to
15 Seattle-Tacoma International Airport. I hope that this
16 will not be, in fact, the last opportunity for the
17 public to comment, since many people are just now
18 beginning to understand fully the ramifications of
19 these proposed changes.

20 I understand now that you have extended
21 the comment period until January 31st, and I thank you
22 for that. I think it may still not be enough.

23 It is not my intention for my testimony
24 to be construed as opposed to air traffic or airport
25 operations. Indeed, in District 23, residents do use

1 the airport in great number.

2 Nor is it my intention to suggest that
3 no Sea-Tac traffic should fly over northeast Seattle,
4 the district that I represent. It would be very
5 uncivic-minded, I think, to play one community off
6 against another.

7 The reasons I am here are three-fold.
8 Aircraft noise is not a new problem to Seattle. In my
9 six years on the King County Council I have had a
0 thousand-fold increase in complaints about aircraft
1 noise. This usually becomes more frequent during
2 periods of poor weather when the instrument landing
3 system approach over Seattle is in greater use.

4 I am not, and my community is not, in
5 favor of prohibiting safety improvements to air traffic
6 procedures that are needed and justified.

7 We all realize that Sea-Tac is an
8 important facility, both for our regional economy and
9 for our own mobility throughout the world.

0 What most people I believe in this room
1 are concerned about is the unmitigated impact of
2 expansion. We are interested in seeing mitigation, a
3 mitigation plan before services expanded.

4 Aircraft overflight creates significant
5 noise, which in the environmental assessment are

9

1 reduced to a statement that says, and I quote, Given
2 the DNL -- that's the day and night levels -- of 65 and
3 greater, noise contours do not change as a result of
4 the implementation of the proposed action. All
5 locations outside of the DNL contour remain compatible
6 with the airport.

7 Now, that may be acceptable from a
8 statistical standpoint, but that is not acceptable when
9 you are being awakened at 2:00 in the morning or 5:00
10 in the morning by aircraft noise. 80-65 DNL doesn't
11 mean much.

12 Most of the noise complaints which are
13 received in my office do not address noise levels which
14 are average over a 24-hour period. They are, in fact,
15 complaints which are specific to aircraft overflights,
16 individually.

17 In fact, I have one letter from a
18 constituent, and he begins his letter, it says, There
19 is an aircraft flying over my house now. He continues
20 to write another paragraph. He says, There is another
21 aircraft flying over my house now, and so on, for three
22 pages of his letter. If he types as quickly as I do,
23 there were probably 6 to 10 aircraft going over his
24 house in an hour's time.

25 MR. HOROWITZ: Your three minutes are

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1 up.

2 MS. SULLIVAN: Thank you. I will leave
3 the balance of my comments here for inclusion in the
4 record and as well as letters from my constituents on
5 this issue.

6 MR. HOROWITZ: Thank you very much.

7 (Audience applause)

8 The next speaker is Mr. John Doty, and
9 what I think I will do is tell you who the next speaker
0 is so they can be prepared, and when I stand up here,
1 that will mean you have 30 seconds left so that you
2 understand where we are.

3 The next speaker after this will be
4 Bob Rudolph.

5 Mr. Doty is from the North Lake
6 Improvement Club and Northwest District Neighborhood
7 Council.

8 MR. DOTY: Thank you. We live midway
9 between the best of all possible worlds, a rock, and
0 the worst case scenario, a hard place. Like the donkey
1 equal distance between two piles of hay unable to
2 decide which is closer, we can starve to death.

3 We are given options which are equally
4 unsatisfactory, crowded skies, crowded ground. We know
5 that Seattle can't help but be a major transportation

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1 link with the world. We know that link won't function
2 if its environmental arteries are clogged with the
3 cholesterol of bureaucratic complacency.

4 What are the aspects of the best of all
5 possible worlds?

6 One, a well-rounded, integrated
7 transportation system and scheme that recognizes that
8 everything is related on land, on sea, in the air, in
9 the city, in the county, in the state, in the sky.

10 Two, in the best of all possible worlds:
11 aircrafts that are up to date in maintenance. The GAO
12 report, non-compliance with FAA airworthiness, 35
13 commuter lines, 12 percent not in compliance with
14 federal maintenance standards.

15 Pilots and crews that are fully fit can
16 and do communicate. They know why planes crash; they
17 don't communicate. Who know their planes and what they
18 can do at rest and in motion.

19 GAO report on safety, 709 pilots.
20 Special permits because of alcohol or heart disease,
21 unable to fly planes which are off limits, pilots 60
22 years of age and older.

23 In the best of all possible worlds
24 Canadian geese, chickadees, strawberry finches, even
25 squirrels have a right to co-exist with children,

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1 schools, parks, playgrounds, beaches, churches,
2 hospitals, and that endangered species, pedestrians.

3 Fifth, a nation which can dream up and
4 design stealth bombers knows that we shouldn't use
5 the emperor's old electronic clothes to control their
6 departures, arrivals and flight traffic.

7 Page 51 of the environmental assessment,
8 quote, Flight tracks are not finite. Actual paths will
9 vary, and then there are 11 reasons listed why they
0 will vary, and Murphy would say, add at least one more.

1 No. 6, public safety and passenger and
2 operator survival in the best of all possible worlds
3 are not in a dead heat with profit and takeover
4 politics.

5 No. 7, we utilize transportation
6 resources statewide rather than the narrow, populous
7 I-5/Puget Sound/Lake Washington corridor. Page 55 of
8 the environmental assessment, The environment affected
9 encompasses the entire Puget Sound basin.

0 William O. Douglas, the state supreme
1 court judge wrote, Men to Match My Mountains.
2 Imagination ought to match our mortgages. Many of us,
3 or our banks expect us to be here for 20 or 30 years.

4 In this best of all possible worlds, are
5 we planning for a total transportation system that will

13

1 make sense longer than the day after tomorrow?

2 We can think bigger; we can do better.

3 MR. HOROWITZ: Thank you.

4 Mr. Rudolph of the Eastside Citizens
5 Against Aircraft Noise, and the next speaker will be
6 Sandra Kraus.

7 MR. RUDOLPH: Thank you. I'm
8 Bob Rudolph, president of ECAAN, Eastside Citizens
9 Against Aircraft Noise. The communities of Medina,
10 Clyde Hill, and Bellevue have been very heavily
11 impacted by jet noise over the past few years. That
12 impact has come from departure noise, something called
13 the east turn, which commonly routes 148 turbo jets
14 over our communities every day on north flow.

15 The problem is so severe that 2,500
16 people have signed resolutions requesting relief from
17 the FAA of this noise impact, and the city councils of
18 Medina, Clyde Hill, and Bellevue have all passed
19 resolutions requesting relief, also.

20 The 4-post plan as it's presently
21 constituted would add to that burden by increasing
22 flights over already heavily impacted areas.

23 When this proposal was first brought
24 out, there was a split in the departure corridors in
25 the east turn designed to give some relief. That split

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1 departure corridor is no longer included, and we
2 strongly believe if there are to be changes in arrival
3 corridors, that they should be simultaneous changes in
4 departure corridors to balance the noise impact on
5 every affected community. Unless that is done, ECAAN
6 would oppose the 4-post plan.

7 Now, should the 4-post plan be adopted
8 in the future, there are two modifications that we
9 believe are essential. First of all, the 4-post plan
0 should be used only when it is truly needed. Capacity
1 problems do not exist at Sea-Tac 24 hours a day. They
2 exist at Sea-Tac during certain hours, like 11:00 a.m.
3 to 1:00 p.m., and perhaps one or two other times during
4 the day.

5 We believe that the 4-post plan, if
6 further implemented, should be used only at those
7 times. And, secondly, if the 4-post plan is ever
8 implemented, we believe the first planes should be
9 brought down the I-5 corridor rather than over the
0 residential communities of Seattle.

1 If it's implemented, the I-5 corridor
2 would be superior than bringing the planes over the
3 residential community. What I'm saying is, if the
4 4-post plan should be implemented, it would seem
5 preferable to bring the planes down the I-5 corridor

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1 rather than over the communities of northeast Seattle,
2 Ravenna, University, Montlake, Capitol Hill.

3 The I-5 corridor is 8 to 10 lanes wide.
4 There is commercial development on each side and a
5 higher ambient noise level in that area.

6 So, those two modifications if the
7 4-post plan is ever implemented would be essential.

8 Thank you.

9 (Audience boos)

10 A VOICE: We can't hear.

11 MR. HOROWITZ: This one is worse.

12 MS. KRAUS: Can you hear me?

13 A VOICE: Yes.

14 MS. KRAUS: Okay, here I go.

15 My name is Sandra Kraus. I live at 2839
16 Boyer Avenue East in the north Capitol Hill
17 neighborhood of Portage Bay-Roanoke Park.

18 MR. HOROWITZ: Ms. Kraus, excuse me just
19 a minute. The next speaker will be Bret Marck, and I
20 would very much appreciate it, and I'm sure the
21 speakers would, you're wasting time with the "boos",
22 and I understand the feeling. You're wasting time and
23 their time with boos and applause of where they are
24 from.

25 I understand. Try very hard to restrain

16

1 yourself.

2 Go ahead, Ms. Kraus.

3 MS. KRAUS: I live under what seems to
4 be the flight path for jets landing at Sea-Tac airport
5 arriving from the north. While I do not endorse the
6 viewpoint that all planes should be banned from the
7 skies over Seattle, I do feel very strongly that there
8 should be a radical improvement in the noise levels
9 over Seattle.

10 The major points of my position are as
11 follows: The 4-post plan should be not implemented.

12 No. 2, there should be an immediate and
13 full environmental impact statement conducted on this
14 new proposal.

15 Existing noise levels should be
16 mitigated by the use of innovative techniques put in
17 place by both the Port of Seattle and the FAA. They
18 should stop pointing fingers at each other.

19 This should include, but not limited to,
20 a noise curfew; that is, no planes should take off or
21 land after certain hours or the airline incurs a major
22 penalty. Use of quieter stage three aircraft for use
23 at Sea-Tac only, a noise cap at Sea-Tac. An airline
24 would then be required to bid on portions of that noise
25 cap. Therefore, they would then have the incentive to

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1 use quieter airplanes.

2 The use of airline routes over populated
3 areas of Seattle should only be used during instrument
4 landing conditions, and even this route should be
5 skattered over a wide area so that no one area has to
6 endure constant noise.

7 Pilots should be required to use noise
8 reduction techniques.

9 The Port of Seattle should not be
10 working to expand the Sea-Tac Airport.

11 Enough is enough.

12 I do not feel that the environmental
13 assessment as written by the FAA adequately covers
14 the impact of the 4-post plan. Only in a full EIS will
15 there be a thorough discussion of the impact to our
16 neighborhood of noise, safety, air pollution, and other
17 factors.

18 In summary, the existing noise should be
19 mitigated before any new plan is written and then a
20 full environmental EIS written before this 4-post plan
21 is implemented.

22 Thank you.

23 MR. HOROWITZ: Mr. Marck, and Mr. Agnew
24 will be next.

25 MR. MARCK: My name is Bret Marck, and

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1 I'm a member of the Mount Baker community.

2 First of all, I'd like to go on record.
3 We're stated in the EIS as being consulted at some
4 point during the discussions. I'm not aware of anyone
5 in the Mount Baker community that was asked to put any
6 input into the EIS.

7 I have a list of about 37 points here
8 that we would like to ask, which I think I'm going to
9 summarize and just take a few of them here.

10 One thing we would like to know is, the
11 EIS basically states that changes at Sea-Tac are needed
12 to be made because during the months of June, July, and
13 August for 1989 there were X number of backups due to
14 time delays.

15 Normally during those months of the year
16 Sea-Tac is in north flow. It just so happens that
17 during 1989 the percent of north flow was 34 percent
18 for June, 38 percent for July, and 43 percent for
19 August.

20 Those are the lowest numbers for north
21 flow that they have been for the last two years. The
22 FAA has made a very bad conclusion in saying that
23 Sea-Tac needs changes based on those numbers.

24 Another thing is, we would like to know
25 specific information, documentation including time,

1 flight number, aircraft type, a departure point for all
2 concentration of aircraft that occur in a 24-hour
3 period in excess of the optimum 42 for south flow and
4 56 for north flow. There is very poor documentation in
5 your presentation.

6 During the initial flight pattern that
7 was established in 1970, it was noted that 5,000 feet
8 was a point at which people were annoyed by aircraft.
9 I would like to know why all of a sudden now the number
10 is 3,000 feet.

11 (Audience applause)

12 In your EIS you state that Elliott Bay
13 arrival increases exposure to risk in air and cuts very
14 close to the action prohibited by the FAA handbook,
15 7110.65, Paragraph 12.14, Paragraph 12.15.

16 I would like to know why, if Elliott Bay
17 is dangerous, you have been flying Elliott Bay for the
18 last 20 years.

19 Where is the documentation for the near
20 misses?

21 What kind of safety hazards have you
22 had? You don't document any of that in your EIS.

23 Also, if you were to bring the 56 to 60
24 planes an hour into Sea-Tac for a period of two or
25 three hours, which you hope to do and the Port hopes to

1 do, can you tell me where you're going to park those
2 planes at Sea-Tac?

3 You're going to run out of room really
4 quickly. I'll leave the rest of it for you to read.

5 Thank you.

6 (Audience applause)

7 MR. HOROWITZ: Mr. Agnew, and the next
8 speaker is Graham Ross.

9 MR. AGNEW: Thank you.

10 Bruce Agnew, and I'd like to read a
11 brief statement. I want to thank the regional FAA
12 office for responding to the concerns of Congressman
13 Chandler, McDermott, and myself, which we shared in a
14 letter we recently wrote Transportation Secretary
15 Skinner. At that time we asked the FAA to strengthen
16 the environmental review and delay making any pattern
17 changes that could jeopardize the mediation process
18 that is seeking to develop a comprehensive noise
19 reduction program.

20 We have not yet received your response
21 to our request to place portable noise monitoring
22 equipment in affected communities. It is important
23 that we have independent verifiable noise data, not
24 just computer models.

25 While these noise levels may not reach

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1 the federal impact levels, relative noise measurements
2 will be useful in demonstrating the effects on
3 communities.

4 As you review the alternative flight
5 patterns, safety must be the top priority, but as you
6 consider capacity and efficiency of Sea-Tac Airport,
7 you must give equal weight to the impact of noise.

8 Federal policy does not now require
9 consideration be given to noise levels below the
10 acceptable noise threshold.

11 I'm drafting and circulating among the
12 seats of the congressional delegation an amendment to
13 the Federal Aviation Act that would require competent
14 environmental review of all major flight changes. I
15 support a similar bill that expands environmental
16 review and provides for a phase-out of Phase 2 aircraft
17 though a series of financial incentives to the
18 airlines.

19 I have requested a field hearing of
20 Representative Overstar's aviation subcommittee. For
21 the long term, Sea-Tac capacity problems require a more
22 aggressive look at other alternatives, other airport
23 alternatives rather than pursuing unrestricted
24 expansion of Sea-Tac.

25 My congressional district stretches from

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1 Bainbridge Island to Medina. All communities agree
2 that we need more aggressive policies in regard to
3 noise abatement and a deliberate FAA environmental
4 process that looks at all alternatives.

5 I have also submitted a separate letter
6 to Mr. Johnson expressing support for the dispersal of
7 eastern traffic over multiple flight patterns on the
8 Eastside.

9 Thank you.

10 (Audience applause)

11 MR. HOROWITZ: Mr. Ross, and then
12 Mr. Jeff Loren will be next.

13 MR. ROSS: My name is Graham Ross. I'm
14 a citizen of Medina, a member of the Eastside Citizens
15 Against Aircraft Noise. Out of respect for the long
16 list of speakers, I will keep my comments brief.

17 I would like to make three points.

18 No. 1, as a citizen of Medina for the
19 last nine years, up until three years ago we had a
20 relatively quiet community, and then three years ago
21 the noise levels increased dramatically. Through
22 research, we believe that increase in noise is a direct
23 result of an arbitrary movement of the departure path
24 north. I find it somewhat ironic that we now have to
25 negotiate through a mediation process to get relief for

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1 something that we were never consulted about in the
2 first place.

3 Point No. 2 is, any agreement on
4 implementation of the 4-post plan we believe
5 necessarily requires a linkage with departures. I
6 don't know where these planes rightfully belong. I
7 will leave that to the professionals at the FAA, but I
8 can tell you this, that the only relief we get today is
9 on south flow days, and if they are now going to bring
10 in numerous aircraft over our community during those
11 quiet days, I can tell you, it's only fair we have some
12 relief on those departures.

13 And Point No. 3, I think it's important
14 that all the communities generate or use their energy
15 to seek a solution to this plan rather than trying to
16 divide by using our energy to fight among all these
17 community groups.

18 (Audience applause)

19 There is no enemy here. The FAA has a
20 mandate. They have to move the traffic efficiently and
21 safely, and I think most of us here appreciate that,
22 but fairness and equity demand that all the communities
23 share the burden, and I think where we have to focus
24 our effort is on how we can equitably share that
25 burden, and that's what we support.

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Thank you.

MR. HOROWITZ: Mr. Loren, and next Representative Jim Horn.

MR. LOREN: Good evening. I'm a Magnolia resident. I'm an aerospace engineer by degree and profession.

MR. HOROWITZ: Get closer to the mike.

MR. LOREN: I'm a Magnolia resident. I'm an aerospace engineer by degree and profession. I hold an air force reserve commission although I'm not a flier. I'm also a very frequent airline traveler with lifelong interest in aviation and not an airline advocate or an FAA advocate.

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Increasing growth in this area inevitably leads to more people demanding more access to air transportation and more sensitivity to the community concerns in the airport operations. They expect safe and efficient travel, but I wonder, do they retain their community awareness on the plane?

How many residents of these affected neighborhoods en route to Los Angeles fly via Portland, via San Francisco, to stretch that two-hour trip into three and a half or four hours to make sure their departure flight takes the over-water path to Sea-Tac in the north flow?

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I submit that not even the most vocal deliberately would make that sacrifice of their time.

Convenience and economics are what dictates flight schedules, the airline's position, their various aircraft in different cities throughout the day to meet travelers' demands.

Seattle isn't the only city where traffic and noise sensitivity are struggling for this balance. As more demanded is answered with more seats, either more planes or big better planes, this produces more revenue for the airlines but it produces more noise as well.

Seat cost and weight penalties modifying existing fleets to noise standards, \$40 million a copy new jets, increased fuel, new expenses. We pay for them all in our tickets.

I can tell you about three air carrier accidents with a total of over 150 killed or injured, at least one aircraft destroyed, two others seriously damaged. Safety board investigators cited community imposed noise abatement procedures as contributing to the severity of the accident, not the direct probable cause, but contributing.

We have all heard the case for silence. In the interest of safety, the FAA has stressed using

controller workload on the west side approach. Many area residents' concerned about noise, their words are just an excuse for implementing these new flight paths, but quiet skies in one neighborhood has truly ugly consequences in others.

I wonder how these residents who have demanded fewer jets over their own homes might feel at 11:00 in the morning or other peak hours when those busy controllers suddenly realize that two targets on their screen merged over Elliott Bay, or worse, over downtown?

It could happen here. It happened in San Diego in '78. It happened in Los Angeles in '86. It happened on a runway in Atlanta last week.

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Jet noise affects all of us, yet we continue to demand more of the air carrier services which would abate the sources of this noise.

Even though we, the traveling public, try to exert pressure on the airlines, they continue to bow to economics. We will continue to pay dollar and non-dollar prices reflecting these economics for our demands.

Agreeing with what the last speaker said, it is time to come together to examine our narrow-minded attitudes, heavy legal maneuvering, seek

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1 realistic and responsible compromises. It is not
2 silence versus safety. We should be able to achieve
3 both.

4 Thank you.

5 MR. HOROWITZ: Thank you.

6 (Audience applause)

7 MR. HOROWITZ: Representative Horn, and
8 next we will have Mayor Elliott Newman.

9 MR. HORN: In the interest of time I
10 will be speaking for Speakers 12 and 13, Judy Clibborn
11 and Nancy Newman.

12 My name is Jim Horn, 9507 Southeast 65th
13 Place, Mercer Island.

14 I am speaking to you tonight both as a
15 state representative from the 41st District and city
16 councilman from the Island of Mercer.

17 We have had many increasing complaints,
18 both from Newport area, the Summerset area, as far out
19 as Issaquah, and certainly the Mercer Island residents.
20 Our communities have become sensitized to this air
21 noise from the scatter plan experience that we have.

22 Scattering aircraft to the skies simply
23 does not work. The scatter plan did not work.

24 Communities that have enjoyed a quiet
25 atmosphere notice the single-incident noise and

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1 complain about it. People that have come from
2 communities that have had a higher incidence of noise
3 don't notice enough lowering of the noise that they are
4 happy.

5 I would like to compliment the FAA and
6 the Port for entering into the mediation process, and
7 we feel that the continuation of the mediation process
8 is what is important. However, the FAA has broken its
9 commitment in the mediation process when they moved
10 outside of that process and threatened to implement the
11 4-post plan prior to the completion of the mediation
12 process.

13 Anyone that is familiar with the
14 mediation process knows that mediation cannot work if
15 one of the members at the party simply moves out and
16 says, If you don't come to my solution we will
17 implement what I want to do anyway.

18 (Audience applause)

19 MR. HORN: In order for the mediation
20 process to work, it needs to address the aggregate
21 sound first, the capacity problems, and then lastly the
22 flight tracks. As we address the aggregate noise level
23 we have to ask ourselves, who is going to control the
24 scheduling of flights?

25 The FAA has said they did not want to

1 exercise their authority and schedule the flights. The
2 ports have indicated they do not want to have assigned
3 seats, assigned slots coming into the area.

4 The only thing that schedules flights is
5 the economic area and the airlines coming into the
6 situation.

7 Who is going to establish noise budgets?

8 Who is going to encourage changeover to
9 Phase 3 aircraft.

10 And finally, who is going to implement
11 curfews?

12 Those questions have to be dealt with,
13 and you have to have meaningful solutions to those
14 problems before you can enter into -- the next is a
15 capacity problem.

16 How full is full?

17 How many flights are we going to have to
18 take out of Sea-Tac Airport before we move to find
19 other takeoff and landing spots?

20 And finally, after making those
21 conditions and understanding what burden that you're
22 going to place on adjacent communities, then finally
23 can you enter into the flight track assignments, and in
24 order to do that successfully those mediators need the
25 information that would come from an environmental

1 impact statement. They need that data to make
2 meaningful decisions.

3 And finally, the 4-post plan that is
4 proposed is merely a band-aid solution,

5 We have learned that the FAA and the
6 Port does not want to schedule flights. We have
7 learned that the amount of computer time that you have
8 peaks out because everybody wants to take off at the
9 same time and land at the same time. And what we're
10 facing at the Sea-Tac Airport is a computer problem.

11 Unless people address that area, taking
12 the 4-post plan merely peaks the capacity up and allows
13 us very shortly to get the same condition that we're in
14 now before we seek more meaningful solutions to
15 alternate landing sites.

16 The airlines have already demonstrated
17 that the delays that they are currently experiencing
18 are acceptable.

19 I believe it's an average of about 15
20 minutes as flight for those flights that are delayed.
21 Changing that peak capacity merely says that airlines
22 will come in through that same slot and the peaking
23 noise level will be higher, all the surrounding
24 communities will have higher noise level and will be no
25 better off in a very short time than we are today.

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1 And in the meantime, we have the Port of
2 Seattle out trying to sell additional capacity into
3 this port.

4 We need to continue the mediation
5 process, and I would hold to you that if the FAA
6 pre-implements the 4-post plan, that is a signal of the
7 completion of the mediation process; they have ceased
8 being full-time mediators at that table.

9 We need to furnish environmental impact
10 data to that mediation team so they can make meaningful
11 decisions, and finally we need to start planning for
12 the future. We need to find alternate landing and
13 takeoff sites and get on with that process and quit
14 trying to fill Sea-Tac above its capacity.

15 (Audience applause)

16 MR. HOROWITZ: Thank you.

17 After Mayor Newman will be Allen Huhs.

18 MR. NEWMAN: My name is Elliot Newman.

19 I am mayor of Mercer Island.

20 Mercer Island and other Eastside cities
21 strongly request that a proper environmental review,
22 whether an environmental assessment or an EIS, be made
23 of the 4-post plan. We are only asking that a thorough
24 review be completed before flight patterns are changed.
25 This request is nothing more than what we believe is

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1 required by law.

2 We contend that the FAA has failed to
3 complete an environmental review of the 4-post plan.
4 The noise analysis was neither of the caliber or the
5 comprehensiveness that is legally required of an
6 environmental review. In fact, it can hardly be called
7 an analysis.

8 Furthermore, the FAA has presented only
9 a generalized consent of where the 4-post flight tracks
10 would exist. Until the FAA specifies the exact
11 locations of those tracks, a proper environmental
12 review may not be possible.

13 The FAA's drafted environmental
14 assessment, an EA, that was issued in December of '89
15 with its old air space study intact, with just new
16 clothes surrounding it, basically a different cover
17 page and a summary that said environmental assessment.

18 The purpose of the air space study was
19 to analyze various alternative flight tracks from the
20 standpoint of capacity, efficiency, and other air space
21 management considerations. It was never intended to
22 focus on environmental matters.

23 The FAA did not adhere to its own
24 regulations that specify what is to be studied and how
25 results are to be analyzed in EA's.

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1 The FAA conducted no noise analysis
2 whatsoever. The FAA simply made the assumption that
3 because flight path changes will be made outside the 60
4 LDN limit, the increased noise wouldn't adversely
5 affect anybody.

6 These misassumptions failed because of
7 the following reasons: No. 1, there is nothing in the
8 FAA regulations that excuses it from preparing a
9 thorough EA, because changes of flight paths are made
10 outside of the 65 LDN contour.

11 2, the Environmental Protection Agency,
12 recognizing that significant noise impacts can occur
13 outside this magic 65 LDN contour recently stated that
14 the FAA should analyze noise impact within the 65 LDN
15 contour, as well as single event noise, neither of
16 which was done in the draft EA.

17 It is important to note that the
18 perceived noise impact is related to the increase over
19 background or current condition. Thus, both
20 single-event impact as well as long-term increases in
21 background or existing conditions must be evaluated.

22 FAA regulations define a 1.5 LDN
23 increase in noise within an existing 65 LDN contour as
24 a significant environmental impact requiring an EIS.
25 The mediation noise experts tell us that such an

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1 increase will, in fact, occur, albeit outside the
2 existing 65 LDN contour.

3 Such large increases in noise cannot not
4 be ignored as they have been in the draft EA simply
5 because they occur outside of a line drawn on a map.

6 MR. HOROWITZ: Excuse me, your three
7 minutes is up.

8 MR. NEWMAN: Okay, thank you.

9 (Audience applause)

10 MR. HOROWITZ: After Mr. Huhs,
11 Mr. Lanspery.

12 MR. HUHS: My name is Al Huhs. I'm
13 mayor pro-tem of Mercer Island and am joining my
14 partners in addressing our concerns from Mercer island.

15 The assumption made by the FAA that
16 there is no significant environmental impact or effects
17 because flight track changes occur outside the existing
18 65 LDN contour is wholly inappropriate and wrong. A
19 lot of the noise impacts are occurring below that range
20 and are making it much more difficult for us to enjoy
21 our peace and quiet.

22 With respect to Mercer Island, we have
23 existing noise impacts that a lot of communities do not
24 realize. We have a lot of commuter flights flying over
25 Mercer Island. We have private jets utilizing the

1 Renton and Boeing field, and at Mercer Island we can
2 hear the takeoff of jets even in a south flow. All of
3 these noise impacts are below that 65 LDN.

4 This categorical exception that the FAA
5 has instituted, I think, should be removed and the
6 total impact on all of the communities should be
7 considered.

8 Moreover, from the information gathered
9 during the 1987 scatter plan, the mediations that
10 committee noise consultants, and even from the
11 information within the EA, I think five points can be
12 made.

13 First of all, numerous complaints from
14 the residential neighborhood during the 1987 scatter
15 plan already establishes that significant noise impacts
16 occurred in neighborhoods outside of the 65 LDN
17 contour.

18 Two, the number of overflights which
19 will occur over some of the Eastside cities will
20 increase by as much as 2,000 percent.

21 Three, a nearly 50 percent increase in
22 noise over some of these cities result from the
23 implementation of the four point plan.

24 Four, existing nighttime noise abatement
25 that exists right now, we understand is being removed

1 by the FAA.

2 If this occurs, it would simply increase
3 the environmental impacts over the Eastside
4 communities.

5 Five, the EA wholly ignores
6 environmental impact effects of increased aircraft
7 operations through increased capacity, even though
8 increased capacity, it's the very purpose for which the
9 FAA is proposing the change being made to the 4-post
10 plan.

11 In addition, in failing to conduct a
12 noise analysis, the EA is totally deficient insofar as
13 it fails to address the environmental impact of the
14 four point plan on air, parkland and other areas of
15 environmental concern.

16 Mercer Island has taken a very active
17 role in this entire mediation process, and it plans to
18 continue to do so until such time that the FAA conducts
19 a full environmental impact statement.

20 So long as the FAA refuses to live up to
21 its commitment to address the noise and capacity issues
22 of the mediation process, the Eastside cities will do
23 whatever it can or whatever is necessary to ensure
24 compliance with all the federal and state environmental
25 laws.

37

1 MR. HOROWITZ: Thank you very much.

2 MR. HUHS: Thank you.

3 (Audience applause)

4 MR. HOROWITZ: After Mr. Lanspery,
5 Ms. Storey.

6 MR. LANSPERY: In the interest of
7 brevity, and since the three previous speakers hire me,
8 I am the city manager of Mercer Island, I will agree
9 with them and make two points relative to the
10 inadequacies of the environmental assessment.

11 Point No. 1 is that since noise below
12 the 65 LDN will have a particular impact over
13 residential neighborhoods and other noise-sensitive
14 areas, the assessment is inadequate in that it has not
15 addressed that particular aspect.

16 Point 2, FAA regulations specifically
17 say that a significant environmental impact occurs when
18 there is a 20 percent reduction in distance between the
19 flight paths and noise-sensitive areas like schools and
20 neighborhoods.

21 Noise experts tell us that this, too,
22 will likely occur under the 4-post plan and is not
23 addressed in the environmental assessment.

24 Thank you.

25 MR. HOROWITZ: Thank you.

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1 After Ms. Storey -- I can't read this
2 writing very well. I think it's Estelle Shery.

3 MS. STOREY: My name is Joanne Storey.
4 I live at 2828 - 13th Avenue West. As a resident of
5 Queen Anne Hill, I favor the 4-post plan. However, I
6 do have some recommendations that I believe should be
7 included in the environmental assessment.

8 First, make clear that the major reason
9 for the plan is arrival congestion created not by
10 population growth in Seattle which is static, but by
11 explosive growth on the Eastside. And, therefore, it
12 is only fair that Eastsiders share equally in the noise
13 impact of this increased traffic.

14 I point out with the median income of
15 \$38,000, almost twice that of Seattle's \$23,000, folks
16 from affluent Eastside communities are far more likely
17 to fly than Seattleites and that those who frequently
18 use and enjoy an international airport must share its
19 impact.

20 My next comment is addressed to the FAA
21 particularly. Instead of hiding behind euphemistic
22 phrases such as "to relieve congestion" and "to reduce
23 risk", the FAA must say outright that a major reason
24 for the 4-post plan is safety.

25 On Page 13 in the EA you explain that

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1 the east quadrant controller must announce arriving
2 traffic through the west controller's air space for a
3 considerable distance down the Sound to position the
4 aircraft to fly through Elliott Bay.

5 By continuing this, you say, and I'm
6 quoting, We are engaging in a practice which increases
7 the risk of air and cuts very close to actions
8 prohibited in the FAA handbook.

9 This sentence should be underlined and
10 capitalized. Actually what's occurring is this: An
11 ultra busy Westside controller is funneling aircraft
12 from the north, the east and the west, down the narrow
13 channel of Puget Sound through a bottleneck, Elliott
14 Bay. Aircraft from the south are merging with this
15 stream. Aircraft from 14 other airports up and down
16 the Sound are flying in opposite directions
17 simultaneously in the same space, and this condition is
18 actually hazardous to passengers' health, a setup for
19 who-knows-what.

20 Acknowledge it, FAA. You don't have to
21 scare us, but it's your duty to spell out that
22 continuation of this congestion is a highly dangerous
23 procedure.

24 Also, in the EA the fact that Boeing
25 Field contributes to overall noise with its 415 annual

40

operations, 27,000 or 80 a day of which are jets, must be considered.

MR. HOROWITZ: Excuse me, Ms. Storey, your three minutes are up.

Thank you.

(Audience applause)

MR. HOROWITZ: Ms. Shery.

MS. SHERY: I'm Estelle Shery. I'm yielding to Doris Kos if I can yield as of now.

MR. HOROWITZ: I'm sorry; I did not understand.

MS. KOS: Doris Kos.

MR. HOROWITZ: You're not next.

MS. KOS: She is yielding to me.

MR. HOROWITZ: I'm sorry, but that's not the correct order.

MS. KOS: I have an appointment; I have to get out of here.

MR. HOROWITZ: I'm sorry. We are going in order.

MS. KOS: I am not here --

(Multiple voices)

MR. HOROWITZ: No, you're not next.

MS. KOS: We had it okayed out front.

A VOICE: Come on; we pay you guys'

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1 salaries. This lady is out of the hospital. She has
2 been on this commission since Day One.

3 MR. HOROWITZ: I am sorry. The rules
4 will be followed. You're interrupting me, and I will
5 take the order.

6 I'm sorry, ma'am.

7 (Multiple voices)

8 (Pause in proceedings)

9 MR. HOROWITZ: The next speaker is
10 Seattle City Councilman Jim Street.

11 MS. KOS: I want to ask the audience.

12 MR. HOROWITZ: It doesn't matter what
13 you ask the audience. The rules will be followed
14 tonight.

15 MS. KOS: We are the people, and you're
16 here to hear us.

17 MR. HOROWITZ: I don't know who you are,
18 but I'm going to call the police.

19 MS. KOS: The reason I'm asking, I came
20 out of the hospital to be here --

21 MR. HOROWITZ: I am sorry, but for those
22 of you who do not get a chance to speak tonight, you
23 can blame her.

24 You may speak. You're signed up; she is
25 not --

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1 MS. KOS: I am signed up.
2 MR. HOROWITZ: You are a later number.
3 You may speak.
4 MS. KOS: You went --
5 MR. HOROWITZ: You're not going to speak
6 now.
7 (Multiple voices)
8 MS. KOS: Do you want to go to court
9 over this?
10 MR. HOROWITZ: We don't, no.
11 MS. KOS: Ask the audience.
12 A VOICE: Throw her out.
13 MR. HOROWITZ: You're not speaking,
14 ma'am. You're wasting a lot of other people's time.
15 Now, you may sit down and allow some other people to
16 speak.
17 (Multiple voices)
18 A VOICE: We came here to listen to
19 these people. Now, give her a chance.
20 MR. HOROWITZ: No. She will speak when
21 her number is, and that's when she will speak. You're
22 wasting these people's time.
23 MS. KOS: You're wasting these people's
24 time.
25 MR. HOROWITZ: You're wasting our time;

1 please sit down.
2 MS. SHERY: You want him to sit down?
3 (Multiple voices)
4 MR. HOROWITZ: No. She did not.
5 (Pause in proceedings)
6
7 MR. HOROWITZ: City Councilman Street is
8 next.
9 Mr. Street, you can stand up there if
10 she won't leave the podium.
11 MS. SHERY: Jim, will you yield to her?
12 MR. HOROWITZ: It doesn't matter.
13 The next speaker is City Councilman
14 Jim Street.
15 Mr. Street, you may speak.
16 She was next, and since a number of
17 moments have been used up, you will have one minute.
18 MS. SHERY: I'm Estelle Shery from
19 Georgetown. I'm speaking for Beacon Hill and South
20 Park. This man is out of order. They told me at the
21 front that she could do that because she is a sick
22 lady.
23 This is outrageous for this man to do
24 this to us.
25 I'm here speaking for South Park, Beacon

1 Hill, and Georgetown, and we are not even on the maps.
2 There is 36 maps in this book, and this area is not
3 even on the map.

4 So, we are not going to stand for the
5 4-post plan. We shall fight it. We want everybody to
6 get your shoulder to the wheel and do a job. We are
7 sick and tired of waking up and being blown away in the
8 middle of the night.

9 Doris and I have fought these things for
10 12 years, and a lot of others, and a lot of you people
11 out there know what it is like to live in Georgetown,
12 South Park, and Beacon Hill.

13 So, don't forget to turn in your papers
14 and get this man out.

15 MR. HOROWITZ: Councilman Street.

16 After Mr. Street will be Mr. Jett.

17 MR. STREET: I offered to reverse my
18 position with the speaker that came before and the FAA
19 has refused to permit that to happen, which would have
20 been about 32nd or 33rd instead of 17.

21 In light of that I will go ahead and
22 offer my testimony.

23 I'm Jim Street, a member of the Seattle
24 City Council, and chair of the city council's Landusers
25 Growth Policy and Regional Affairs Committee, and I'm

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1 offering to the FAA a written prepared statement by the
2 city of Seattle related to the issues that are before
3 us tonight.

4 I don't expect to be able to go into the
5 details of that report or that analysis or critique,
6 but I would like to mention a couple of the highlights
7 of the analysis done by the city of Seattle staff.

8 First, they point out that in a study of
9 about 100 pages on this issue, at most three or four
10 were devoted to the whole issue of noise, which is of
11 tremendous concern to the people of this region.

12 It points out that there was effectively
13 no effective adequate evaluation of immediate impact
14 and particularly no evaluation of any kind of the
15 long-term impacts that can result through the
16 additional capacity that's being created by this change
17 in procedure.

18 In effect, procedure that is being
19 proposed is potentially in the long run the equivalent
20 of adding another runway to Sea-Tac, and yet no
21 meaningful environmental analysis, much less an
22 environmental impact statement, is being provided for.

23 The analysis also points out that there
24 is precedent for environmental impact statements,
25 particularly in the case of the national airport in

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1 Washington, D.C. where non-project changes in
2 procedures were under consideration and impact
3 statement as well as a supplemental impact statement
4 was prepared, ordered by district court to require
5 extensive evaluation of alternatives.

6 There are a number of things in there,
7 but I think the simplest and most eloquent statement in
8 this staff report is found on Page 5 where it states,
9 and I quote, The federal procedures as applied by the
10 FAA do not recognize the impact of noise on people's
11 lives.

12 I want to repeat that: The federal
13 procedures as applied by the FAA do not recognize the
14 impact of noise on people's lives.

15 The FAA mandate to protect and foster
16 interstate commerce does not include the right to
17 ignore the cost of interstate commerce on people's
18 lives.

19 Noise is just as real a cost as jet fuel
20 and airplane parts and runway concrete, and it has a
21 far greater impact on the lives of the people of this
22 region than any of those costs by themselves has.

23 Any definition of efficiency includes
24 cost, and noise impacts are costs.

25 The FAA is in a position, if it would

1 take it, to help cities rather than preventing cities
2 from beggering their environments by pursuing without
3 any consideration of the quality of life of the people,
4 increased economic development or whatever from
5 national and international air competition.

6 What the city of Seattle seeks is
7 outlined in our submittal to the FAA, and those
8 specific things we're seeking are the following:
9 Completion of the mediation process in an expeditious
10 fashion. Meditate mediated parameters which result in
11 a net noise reduction, not only over Seattle but over
12 the rest of the region. Restrain an implementation of
13 any change in flight path, pending successful
14 conclusion of the mediation process, and a thorough and
15 complete environmental review which is responsive to
16 the comments detailed in this letter.

17 Unless the mediation process produces
18 substantial and satisfactory mitigation which reduces
19 the short-term and long-term impacts, then an
20 environmental impact statement must be prepared to
21 fully analyze those impacts.

22 I would like to apologize for not being
23 able to substitute with a citizen of Seattle who also
24 has, I think, lived in this neighborhood on Beacon Hill
25 and experienced probably more noise impacts than most

1 of the people in this audience or this region have in
2 the last 30 years, and on that basis, we think the FAA
3 can do a lot more than they have and, in fact, can do
4 the analysis and wait until the mediation is completed
5 before taking any action.

6 Thank you very much.

7 (Audience applause)

8 MR. HOROWITZ: After Mr. Jett,
9 Ms. Gloria Butts.

10 MR. JETT: I'm Jack Jett of Victory
11 Heights Volunteers. We are going to make two points in
12 our trying to deal with the FAA. We are going to talk
13 of the danger of planes crashing into our homes, not
14 the horrible noise situation, and we are trying to set
15 up a program where we can tell our congressmen, either
16 help us now or it will be your posteriors.

17 I have left with them here three
18 photographs of near-miss aircraft over our homes during
19 the last 10 years. I have talked to six of you on the
20 telephone this past week.

21 Write your congressmen and gather noise
22 on these plane crashes.

23 Thank you.

24 (Audience applause)

25 MR. HOROWITZ: Ms. Butts is Speaker

1 No. 19. Next will be speaker No. 20, Velva Maye.

2 Good evening, my name is Gloria Butts.
3 I represent the Department of Citizens, Broadview
4 Branch. In other words, I reside in the Broadview
5 Bitter Lake neighborhood in the northwest corner of the
6 city of Seattle between Carkeek Park on Puget Sound,
7 Bitter Lake, and Northgate.

8 I want to make it clear that my air
9 space is being violated by overflights of jetliners and
10 small aircraft. I do not live near any airports, yet I
11 am awakened by roaring jets at early as 5:45 a.m. 6:20
12 and 6:40, and sometimes 12:02, 12:35, and 12:45 a.m.
13 often on the weekends. The loud jet noise has become
14 an alarm clock.

15 It has caused an unhealthy environment
16 of noise and stress, and it is a significant impact on
17 the quality of my life. It means businesses, airlines,
18 government, FAA and Port of Seattle are deciding when I
19 must be awakened in my own home. I believe humans must
20 have priority over machines and businesses.

21 Should I choose to walk outdoors in my
22 neighborhood for the exercise I require, I would hear
23 the rumbling, whistling, and buzzing of low
24 overflights.

25 If I walk around Green Lake even with

1 earmuffs on a winter day, I would hear 8 to 28 planes
2 during my 46-minute walk.

3 Noise impacts the park environment.
4 This is a significant impact which will get worse if
5 this proposal is adopted and many more flights are
6 allowed.

7 No reduction of overflights is proposed
8 for my air space. Noise studies beyond the DNL 65 must
9 be done.

10 I have records of overflights. From my
11 1988 Scenario 1, from my front porch observed and
12 recorded 19 flights in 42 minutes. Scenario 2,
13 August 27, 1989, Sunday morning, 25 flights in 42
14 minutes, afternoon, 13 in 52 minutes.

15 I see the color markings, hear the
16 engines roar. Three times I saw two planes in the same
17 air space, and often I do not have to look up above.

18 My notes read, Too low, too loud, too
19 many.

20 Scenario 3, September 1, 1989, the worst
21 to date, I recorded 63 overflights beginning at 8:06
22 a.m. with jets flying north to south, east to west. I
23 witnessed 39 sea planes and small planes and 24 big
24 jets.

25 My notes read that not all overflights

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1 were recorded on this siting. 63 is too many.

2 Remember, I do not live near an airport. I do report
3 some noise abatement hotline along with thousands of
4 others. The totals are reported but no action is taken
5 regarding the report.

6 My time is up; so I will go to my
7 conclusion regarding this pie-in-the-sky proposal. On
8 Page 51, Paragraph 2, reads, Exhibits shown in this
9 proposal are an artist's conception. This might help
10 explain the altitudes listed are totally incorrect.

11 (Audience applause)

12 MR. HOROWITZ: Thank you very much.

13 MS. BUTTS: Only theoretical. In
14 reality, as we observed, the jets are flying at a much
15 lower altitude, and though it doesn't mean pie in
16 minutes, if the goal is 60 per hour in a 24-hour flight
17 plan, it equates to a plane a minute. That is not
18 acceptable, a plane a minute, no way.

19 Thank you.

20 (Audience applause)

21 MR. HOROWITZ: After Ms. Maye is Mary --
22 I'm sorry, I can't read your last name, but it is
23 No. 21.

24 MS. MAYE: Velva Maye.

25 The December -- it's been discussed

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1 before that the December 1989 environmental assessment
2 report is a worthless report. It doesn't measure the
3 safety and health impacts to the citizens living below
4 the flight paths. The report states that designated
5 air paths are only artists' conceptions and no rigid
6 paths can be specified.

7 They state that they also list
8 exceptions for their proposed air routes.

9 In other words, too many decisions are
10 based on assumptions.

11 This gives the FAA a license to do
12 whatever they wish without any penalties. The
13 neighborhood citizens become the victims because money
14 seems to be the driving force with the FAA. The FAA's
15 dictator attitude doesn't consider the health and
16 safety of metropolitan citizens.

17 A short-term recommendation is to keep
18 air traffic away from residential areas as much as
19 possible and traffic from the north should stay north
20 of the city limits and then fly over the Sound and
21 south over the Duwamish waterway. A long-term
22 recommendation is mandatory that you start now to
23 establish another international airport east of the
24 mountains.

25 (Audience applause)

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1 MS. MAYE: Or at least away from the
2 cities. The FAA recommends that their Demonstration
3 No. 3, which is titled, The Price Alternative, their
4 definition of the price is invalid as it doesn't
5 consider the value of protecting the health and safety
6 of citizens below the flight paths, and their top
7 priority should be the reduction of noise and the
8 reduction of risk of a pilot mechanical error impact
9 over residential areas.

10 Remember, people's health and safety are
11 more valuable than increasing airplane arrival rate.

12 (Audience applause)

13 MR. HOROWITZ: After Ms. Baeti will be
14 Ms. Jones, and after you Edward Trobec, No. 23.

15 MS. BAETI: My name is Mary Baeti. I
16 live in the Broadview/Bitter Lake portion of Seattle;
17 that's northwest Seattle. I find this environmental
18 assessment tremendously vague, short on actual data and
19 based on assumptions. I have just a few observations.

20 In this report the words "efficiency",
21 "lost arrival opportunities" and "capacities" seem to
22 be safety, and of course safety is not really safety;
23 it's risk of error.

24 No. 2, Page 15 headed Alternatives
25 Considered, should really be headed Alternatives Not

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1 Considered.

2 Why not?

3 If as the record suggests it would be 10
4 years to build another airport, and Sea-Tac will reach
5 what you refer to as capacity in 10 years, it seems to
6 make sense to begin in earnest to locate and build
7 another airport away from such a heavily populated
8 area.

9 Air pollution, No. 3, why aren't their
10 any studies, comparisons, or data or something with
11 regard to air pollution as a result of aircraft?

12 No. 4, if Seattle is a low-density
13 airport, when do we become a high-density airport?

14 And finally, although I live in the
15 Puget Sound basin, noise has been inadequately
16 addressed. As a matter of fact, it's not even a
17 problem of my neighborhood if you believe this report.

18 Jets fly so low that my children are
19 able to read the names of the airline carriers as they
20 go by. I don't even live near the airport. The last
21 time I listened to those low-flying aircrafts they were
22 noisy.

23 Finally, an environmental impact is
24 called for to truly assess total impact over the entire
25 Puget Sound region.

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1 (Audience applause)

2 MR. HOROWITZ: Mr. Trobec, and after Mr.
3 Trobec, Pat Dodge.

4 MR. TROBEC: Good evening, my name is
5 Edward Trobec and I live at 2121 - 17th Avenue South.
6 I'm a resident of Beacon Hill and just about everything
7 that I wanted to say seems to have already been said
8 and said quite well. Thank you, everybody.

9 So, let me add that since we have the
10 education president, it should follow down through the
11 FAA that they be certain not to fly over any schools in
12 a way that they are going to interfere with education.

13 Well, here on Beacon Hill, these planes,
14 which are quite low are going over this school,
15 Cleveland High School, Kimball School, Beacon Hill
16 School and St. George's School right here. In fact, in
17 this very school, a counselor told me a student
18 approached her and requested to be transferred to
19 another school because the noise was interfering with
20 his education.

21 And the other thing that we have on
22 Beacon Hill is hospitals. We have the Veterans'
23 Hospital. God knows what they already suffered. Well,
24 the airplanes are interfering with their health and
25 well-being as well as their sleep, and we now have

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1 Pacific Medical Center.

2 And I was told by a nurse at Pacific
3 Medical Center that while one doctor was examining a
4 patient with a stethoscope an airplane went over.
5 Well, that doctor had to back off, take the stethoscope
6 away, wait for the plane to pass, and then continue his
7 examination.

8 So, we're not only affecting the health
9 and well-being of healthy people, but we are also
10 affecting that of the ill and the convalescing and the
11 children, and there was one other point I was going to
12 make but it slips my mind right now.

13 So, well, thank you very much and thank
14 you all for being here.

15 (Audience applause)

16 MR. HOROWITZ: After Mr. Dodge,
17 Chandler Felt, No. 25.

18 MR. DODGE: Thank you. I'm Pat Dodge,
19 city manager of Medina, and I'm here on behalf of our
20 city council and mayor.

21 The city of Medina has a severe noise
22 problem as most of you do; that's why you're here.
23 Ours has increased dramatically in the last couple of
24 years.

25 One of our main concerns we have is the

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1 process that we see taking place. A few years ago
2 flights were added to the east turn takeoff, and as you
3 know, if you are a Seattle resident when the engines
4 turn your way and they turn east, you get some noise as
5 we do when the flights turn west and the engines face
6 our way. So, these turns affect just about everybody.

7 But a few years ago some flights were
8 added to the east turn and the Port wasn't even made
9 aware of the change and neither were any of the
10 citizens. The Port got involved in this and decided
11 that they would put up a considerable amount of funding
12 to support a mediation process to work out solutions to
13 immediate noise problems that we now all face, plus the
14 potential long-term problems of expanding flights at
15 the airport, and at the time the mediation process was
16 going on the council was studying the addition of
17 another runway.

18 In the meantime, another proposal for
19 flight changes was proposed outside of the mediation
20 process, and that is a 4-post approach procedure.

21 The way my thinking is on this, is that
22 the problems that led to the change for the 4-post
23 approach procedure did not happen overnight. The
24 problems that are associated with the air traffic
25 system in the United States and how it affects us has

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1 been developing for many years. We have a mediation
2 process going on, and all of a sudden we have a
3 proposal for a change that is going to be taken outside
4 of the mediation process.

5 I don't believe that that is a good
6 policy. I don't believe that approaches should be
7 separated from a takeoff as far as a comprehensive
8 flight planning.

9 And, basically, my recommendations for
10 the FAA are this: Is that all takeoff and approach
11 procedures should be reviewed by the mediation process.
12 I believe that enough time should be allotted for this
13 process to take place. I would also recommend that if
14 the FAA's concern is that the mediation process will
15 drag on too long, they could put some time limits on
16 it, reasonable time limits, and let the communities
17 that are all represented here try to work together in a
18 little bit more constructive environment than we see
19 here tonight and work with the FAA within some limits
20 that they could set for us and come up with some
21 reasonable approaches and alternatives than what we
22 see.

23 Thank you.

24 (Audience applause)

25 MR. HOROWITZ: After Mr. Felt,

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1 Ms. Malmgren, and we are going to take a 10-minute
2 break at 8:30.

3 MR. FELT: My name is Chandler Felt. I
4 live in the Ravenna area. I would like to focus not on
5 the noise issue but on safety.

6 A VOICE: I can't hear.

7 MR. FELT: I'd like to focus not on the
8 noise issue but on the safety issue, supplementing some
9 of the comments made by Speaker No. 18, Mr. Jett.

10 I'm a demographer for King County
11 government. I hasten to add, I'm not representing or
12 speaking on behalf of King County government tonight.

13 But what that means is that I analyze
14 the location of the population within King County. My
15 concern based on that and the substantive information
16 that I would like to bring to the FAA is that the FAA
17 proposal adds to the number of people at risk in King
18 County and in the Puget Sound region by shifting some
19 air traffic away from the currently unpopulated Elliot
20 Bay/Duwamish corridor where the flights are going now
21 to come from straight north instead, or simply by
22 adding the capacity directly over north Seattle. The
23 4-post arrangement clearly will expose the largest
24 possible number of people to danger in case of
25 accident.

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1 With this map here, I have overlaid the
2 4-post proposal flight track southbound over a map of
3 1988 housing units in each square mile of King County.
4 That's the number of housing units, houses and
5 apartment units, in each square mile. The map which I
6 will leave for the FAA clearly demonstrates that the
7 proposed southbound track lies directly atop the most
8 intensive populated corridor in the Puget Sound region,
9 in fact, the most intensely or densely populated
10 corridor in the Pacific northwest.

11 Several individual square miles directly
12 under the flight track has over 4,000 house and
13 apartments in each of those square miles as opposed to
14 the handfull of housing units, 10, 20, 30 housing units
15 in the square miles in the Duwamish corridor where the
16 southbound flights now go.

17 FAA's proposal will significantly
18 increase the risk to the human population which, after
19 all, is an element of the environment. This proposal,
20 therefore, certainly requires an environmental impact
21 statement to examine and quantify that danger quite
22 apart from the noise and air quality considerations
23 that we have heard tonight.

24 Now, every EIS needs alternatives, and
25 it wouldn't be fair to just say "no" without having an

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1 alternative. So, I would like to briefly describe an
2 alternative that I will call Spread the Peak Times.
3 Consider the scenario now, that we have
4 these plans on one-minute headways that the FAA is
5 rightly concerned about, but that doesn't last all day.
6 That doesn't take place over the whole 12 or 14 hours
7 of the day. There are slack periods with fewer
8 operations.

9 I understand the FAA has the authority
10 to adjust schedules for safety considerations. That
11 includes the authority to spread out the peak hour
12 flights, not across geography but across time,
13 extending the peak period. So, flights now clustered
14 in a short period could be spread out.

15 This would make better use of the
16 relatively safe Elliott/Duwamish corridor.

17 Thank you.

18 (Audience applause)

19 MR. HOROWITZ: After Ms. Malmgren,
20 Sue Stewart, No. 27.

21 MS. MALMGREN: Good evening, I'm
22 Nancy Malmgren and I reside in the northwest part of
23 Seattle. I'm here with the testimony from John Selmar.
24 He has his MA, a certificate of clinical competence in
25 American Speech, Language, and Hearing Association.

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1 We're addressing -- John has addressed the concerns of
2 the potential health hazard of noise and the impact on
3 schools and the work place, the economic cost to the
4 community, the impact on noise on people's lives.

5 Unfortunately, the environmental
6 statement of the FAA totally ignored that, and it was
7 really a distress to us.

8 I'll briefly go through what John has to
9 say in a documented form.

10 As an audiologist, I spent a year
11 studying the effects of noise on a community while I
12 was enrolled in the Ph.D. audiology program at the
13 University of Washington. At that time I gathered all
14 the available information regarding this subject, some
15 of which is contained in the following testimony.

16 Alexander Cohen, Ph.D. has conducted
17 research studies that found that noise or unwanted
18 noise had adverse psychological effects on individuals
19 resulting in losses in work performance, sleep
20 disruption, annoyance, and irritability. This all has
21 a cost in the economic system.

22 Noise increases listening to
23 difficulties even when it does not mask out speech or
24 other unwanted stimuli. Noise has been implicated in
25 industrial and residential accidents, but more commonly

1 and more importantly, the speech interference level is
2 a more significant gauge of complaints related to noise
3 intrusion in communities.

4 Cohen states that individuals complain
5 of annoyance or disturbance when the speech
6 interference level has a value of 60 DB or more is
7 reached. A loud voice is required in intelligible
8 conversations at distances of seven feet when the SIL
9 is 60 DB or more.

10 All of you who are in that noise pattern
11 have a problem in speech and communicating with people,
12 and that has an economic cost. Even relatively low
13 intensity levels reaching 60 DB noise can create
14 serious disturbances in school buildings, churches,
15 offices, because of speech interference.

16 When there are 40 to 60 overflights per
17 day over as few as three schools lying within the
18 flight path, this creates a 20 to 10-minute loss of
19 time from each classroom. Studying this time from the
20 total number of affected classes yields a cumulative
21 loss of 700 to 1,400 minutes per day of instruction
22 time.

23 What's the cost of that?

24 Cohen states that laboratory studies of
25 individuals yield a definite reason why intrusive noise

1 such as aircraft overflights could adversely affect
2 task performance. Noise disruption during perceptual
3 tasks creates lapses in attention of the relevant
4 stimulus information.

5 Moreover, noise causes conditions, a
6 cortical overarousal with a resultant loss in
7 behavioral control.

8 MR. HOROWITZ: Excuse me, Ms. Malmgren,
9 you have used up your time.

10 MS. MALMGREN: Oh, I'm sorry,

11 MR. HOROWITZ: That's okay.

12 MS. MALMGREN: We will include all of
13 this, and the bottom line, if I may sum it up, is that
14 the FAA has really not done their homework in the
15 economic costs to the community on noise.

16 (Audience applause)

17 MR. HOROWITZ: Are you going to leave a
18 copy of that?

19 Ms. Stewart, you will be the last person
20 before we take our break.

21 Thank you.

22 MS. STEWART: Okay.

23 MR. HOROWITZ: After that, when we start
24 again, it will be Janice Miller, No. 28.

25 MS. STEWART: My name is Sue Stewart.

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1 I've been a Mercer Island resident for 15 years, and
2 I'm a member of the Aircraft Noise Abatement Committee.

3 Within the last week we have circulated
4 a petition and gotten 1,766 signatures, in support of
5 our elected representatives that spoke here this
6 evening. We have requested -- we would like to request
7 that we leave these signatures for you today and that
8 we can go on during this next week to give you any
9 other signatures that we get.

10 Aircraft noise is not new to Mercer
11 Island. The scatter test that has been talked about
12 tonight was a temporary test to check on noise. There
13 were 3,000 phone calls during that scatter test to the
14 FAA complaining of noise, and yet they were not
15 monitoring with noise devices or devices that could
16 monitor that noise during that time.

17 So, we noticed that this last week as we
18 were out with the public that their concerns are still
19 there and they are very lively.

20 We feel that the mediation process is an
21 important process. People have dedicated a lot of time,
22 and we think that should be a creative place -- if
23 those efforts -- if people feel they are not
24 appropriate, an environmental impact statement should
25 be needed.

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1 Creative technologies for noise
2 abatements are important. Curfews are important, and
3 airport alternative locations are important for us to
4 work on now.

5 The FAA must become more aware of noise
6 abatement as a part of their plans. We don't need more
7 noise in highly populated residential areas.

8 Thank you.

9 MR. HOROWITZ: We will start again in
10 exactly 10 minutes; so 20 of.

11 (Recess)

12 MR. HOROWITZ: We are going to get
13 started, please, with Janice Miller.

14 MS. MILLER: I'm Janice Miller, and I
15 live in northwest Seattle.

16 (Audience discussions)

17 MR. HOROWITZ: Will you please be quiet?

18 Ms. Miller would like to speak.

19 MS. MILLER: I'm Janice Miller, and I
20 live in northwest Seattle. Lately quite often there
21 has been a ban on burning in my fireplace. It's not
22 quite the same sitting and looking at a radiator.

23 I looked through the environmental
24 impact paragraph and could find nothing on the effect
25 of emissions from the airplanes. These planes, about a

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1 hundred of them every hour, must affect the quality of
2 air with these emissions. If this problem has been
3 studied and if there has been anything done as far as
4 the harmful components of these admissions, it would
5 seem to me it should have been included in the report.

6 (Audience applause)

7 MR. HOROWITZ: Thank you, Ms. Miller.

8 No. 29, Bartley Dobb, followed by
9 Lois Baxter-Burns, No. 30.

10 MR. DOBB: Hi, I'm Bartley Dobb
11 representing the Roosevelt Neighbors Alliance.

12 Many unanswered questions arise
13 regarding this draft environmental assessment.

14 Where is truly relevant substantive air
15 quality data and noise data?

16 Is the day/night accumulative sound
17 level with its daytime peaks an acceptable measure for
18 human tolerances?

19 What about the intense noise impact
20 which would be caused by parallel flights, likened to a
21 sonic boom by one FAA official.

22 What of the safety of high density
23 population areas beneath the proposed flight paths?

24 How about the question of achieving
25 scheduled regulation which is more favorable to

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1 environmental concerns?

2 The FAA does have this authority. Its
3 reputation of this alternative in the assessment is
4 very short and in our judgment unconvincing.

5 What of the new-generation planes and
6 their most advantageous routing for noise reduction?

7 There is also the development of the
8 multi-directional microwave landing system. What is
9 its application to our present problem?

0 And, finally, for now that is, should
1 the Port of Seattle continue its aggressive air traffic
2 marketing program in view of the very serious related
3 unsolved problems which plague us today?

4 Surely this price for so-called progress
5 is far too much to pay. Such questions as these
6 clearly point to the need for a full environmental
7 impact statement. It would provide an opportunity for
8 far wider concerned participation than that included
9 under the assessment. It would provide a scoping
0 process for inclusion of all relevant factors, and it
1 would provide an avenue for fully examining the variety
2 of possibilities for mitigation.

3 In conclusion, we cannot let any plan
4 become fixed, and that's what would happen; it would
5 become fixed. We cannot let any plan become fixed

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1 without the broad, careful detailed consideration that
2 is provided by a full environmental impact statement.

3 Thank you.

4 (Audience applause)

5 MR. HOROWITZ: After Ms. Burns,
6 Betty Tobin, No. 31.

7 MS. BURNS: I'm Lois Baxter-Burns
8 representing the City of Seattle, University of
9 Washington Community Advisory Committee. For the sake
10 of brevity, CUCAC.

11 The members of CUCAC request that a
12 complete environmental impact statement be prepared
13 because the draft environmental analysis is totally
14 inadequate and failed to discuss the impacts of the
15 proposed changes in overflights noise. The assessment
16 involves only two noise monitors in Seattle, one Beacon
17 Hill location and the other on First Hill, thus
18 supplying insufficient data.

19 What will be the impact of additional
20 flights over residential communities, hospitals and
21 educational institutions in the expanded area?

22 Safety. The assessment contains no
23 information about the effects of bringing so many
24 additional aircraft over the most densely populated
25 area of the state.

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1 What are the expectations for damage on
2 the ground from a mid-air collision?

3 How many people killed?

4 How many homes, businesses, and
5 institutions destroyed?

6 What will be the result of an aircraft
7 pummeling into a crowded area?

8 We noted the engine falling from an
9 aircraft in Florida and the passengers' chute deposited
0 in a Capitol Hill alley several years ago.

1 Air quality is given short shrift with a
2 comment on Page 60 that no quantitative data are
3 available. We are already experiencing pollution
4 alerts.

5 How will the additional flights
6 exacerbate the problem?

7 The route revisions are supposed to
8 provide for present needs as well as for increased
9 demand, theoretically, without an additional runway.
0 That's Page 14 of the assessment. Will this
1 accommodation of additional flights force the building
2 of a third runway?

3 Only a full EIS process will disclose
4 all the alternatives and will deal with the mitigations
5 necessary to counteract any adverse impacts experienced

1 by a much greater area.

2 Thank you.

3 (Audience applause)

4 MR. HOROWITZ: Thank you, Ms. Burns.

5 Excuse me, officer. We're conducting a
6 hearing here. If you want to take a statement, could
7 you do it out there?

8 It's interfering with the statements.

9 THE OFFICER: I will be done in just a
10 minute.

11 MR. HOROWITZ: I'm sorry, Officer, but
12 this is a public FAA hearing, and the noise is
13 interfering; so take them outside.

14 THE OFFICER: Would you like to come
15 outside with me?

16 MR. HOROWITZ: I'm afraid not.

17 THE OFFICER: I'm going to discuss this.

18 MR. HOROWITZ: Well, you can conduct it
19 outside.

20 Betty Tobin, please, and after
21 Ms. Tobin, Lee Trousdale.

22 MS. TOBIN. My name is Betty Tobin.
23 I live in the Magnolia community.

24 I live in the Magnolia community, and
25 one point I would like to make here is there really is

1 no such thing as planes going out over Elliott Bay.
2 They go over Queen Anne, Magnolia, and west Seattle.

3 Because of this, I'm not very fond of
4 any idea to handle the increased traffic in Sea-Tac by
5 extending the period over which planes will be
6 continuously going out over Elliott Bay. That is not
7 an acceptable solution. The noise problem is a
8 community problem and the noise should be distributed
9 equitably.

10 To me, that means if there is a
11 nighttime curfew for the Eastside, there should be a
12 nighttime curfew for the Westside as well.

13 The impact of the 4-post plan,
14 implementing the 4-post plan, I believe should also be
15 coupled with noise reductions that will benefit the
16 entire community.

17 One other point that has not yet been
18 addressed is the impact on some of the communities such
19 as Magnolia of noise from Boeing Field.

20 From Boeing Field alone we have 80 jets
21 a day flying at approximately 2,000 feet above sea
22 level over our community, and I would like to have that
23 also addressed in our environmental analysis.

24 Thank you.

25 (Audience applause)

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1 MR. HOROWITZ: After Mr. Trousdale
2 Ardelle Preston, No. 34.

3 MR. TROUSDALE: Good evening.

4 Of all of the things we do here, I hope
5 that we all remember that we cohabit one region, the
6 Puget Sound region. I say that from the perspective of
7 having heard a lot of neighborhood-against-neighborhood
8 kind of commentary during this process of the mediation
9 committee and the previous joint committee on aircraft
10 overflights.

11 Now, I say that with some qualifications
12 because even though longer than 30 years ago I moved
13 over here from Walla Walla, I have lived in the
14 U-District not too far from Jorgan, and I have lived
15 over in Bellevue, and I have lived on Beacon, right
16 here on Beacon Hill, and I have lived at Alki, and I
17 lived on Magnolia, and now live on West Queen Anne,
18 which as far as I can tell is the noisiest place that I
19 have ever lived, and I will probably move from there
20 one of these days soon because I'm not through moving.

21 I want to talk a little bit about
22 history. The noise abatement procedures that we now
23 have which got their start in 1972 or so in my
24 understanding had come about through somewhat
25 suspicious beginnings. I understand that the King

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1 County Council without a forum went to the FAA and
2 asked them to do what they thought was best for the
3 whole of Seattle and I don't think considered all the
4 impacts.

5 I consider they didn't know what they
6 were doing and it didn't make a lot of difference
7 before deregulation and all of these flights started
8 happening as to the problem of one primarily in the
9 '80's, and it certainly isn't stopping in the 90's.

10 I think there is some myths that should
11 be focused on.

12 One gentleman here at the podium said
13 earlier, he mentioned the unpopulated Elliott Bay area.
14 I reckon there are 80 or 85,000 people living in west
15 Seattle, and between Queen Anne and Magnolia another
16 50,000, and you have a few thousand on Vashon and
17 Bainbridge and part of Ballard and probably a little
18 bit of Fremont that all gets the Elliott Bay traffic.
19 So, I consider that that's probably something around a
20 fourth of the population of the city of Seattle. And
21 so it's not an unpopulated area.

22 Another myth is that a NIMBY approach, a
23 not in my backyard approach, is valid. It's not valid,
24 folks.

25 Another myth is that Elliott Bay

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1 qualifies far better as over the water and therefore
2 not in my backyard than, say, Lake Washington. I'm
3 open to proof, but I don't see it.

4 Another myth is that the Eastside is
5 noisy; as I said, I used to live in Bellevue. It was
6 really wonderful when I lived there.

7 A VOICE: Not anymore.

8 MR. TROUSDALE: Not anymore, but, folks,
9 until you have been awakened all through the night by
10 these east-turning flights that don't turn east at
11 night under the noise abatement rule but come up
12 through Elliott Bay and wakes us up, believe me, you
13 haven't had noise that really bothers you, barbecues
14 aside.

15 MR. HOROWITZ: You have 15 seconds.

16 MR. TROUSDALE: We all voted to put some
17 people into congress. The congress gave the FAA the
18 charter to take care of our air space and our traffic.
19 I would just ask that everybody remember that these
20 folks have a lot of experience in keeping the skies
21 pretty safe; that is their main charter, and they seem
22 to know what they are doing, and I have flown all over
23 the world, and believe me, I'm always happy to fly in
24 U. S. air space.

25 Thank you.

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1 (Audience applause)

2 MR. HOROWITZ: Ardelle Preston.

3 MS. PRESTON: I'm Ardelle Preston. This
4 man up here thinks we on Beacon Hill and we residents
5 who listen to the noise are nobody. He will find out
6 that he, too, has to abide by the law. We do have to
7 share all the responsibility of noise.

8 As my husband was dying the 9th of
9 September, when the plane would come low he would plead
10 for just an hour or two of silence; there never was
11 silence for him. But we need the silence, in my
12 opinion.

13 People who are bullies like this one,
14 they came to hear us; baloney. They are doing the
15 mediation to stall. Don't let them kid you by the
16 4-post plan or whatever they are calling it. Once they
17 start it, they will never quit.

18 Like they told me, that temporary path
19 over Beacon Hill, they are full of BS, and we will
20 shoot out at the OK Corral even though Mr. Temple
21 Johnson didn't have guts enough to come.

22 (Audience applause)

23 MR. HOROWITZ: The next speaker is
24 Bill Wright, and after that is Doris Kos.

25 A VOICE: Doris Kos.

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1 MR. WRIGHT: I'm Bill Wright. I'm

2 currently working for an aerospace organization. I'm a
3 member of the Experimental Aircraft Association
4 building an experimental airplane myself, spent 22
5 years in the air force, and I planned international,
6 IKO flight plans, from the FAA ground rules and
7 guidelines for almost 25 years.

8 Upon reading this document that they
9 produced, I fail to see what they are attempting to do.
10 The purpose and need identified was to assess the
11 environment of landing aircraft. If that's the stated
12 need, then they should not have any recourse to change
13 any other of their air traffic operations such as
14 departures, altitude restrictions or anything else.

15 As such, their proposed methodology that
16 they stated in there for evaluating any type of
17 assessment either on the workload or the community at
18 large professed a model which they stated in their
19 documentation had very serious limitations.

20 So, therefore, as a person reviewing the
21 document, and I suspect that the FAA administration
22 already knows this, that the document does not provide
23 any substance. It's completely full of unsubstantiated
24 statements, and as such it can be accepted for nothing
25 more than a staff paper to the administration.

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1 And even then if I was the
2 administrator, I would not accept it as it's totally
3 unacceptable staff work.

4 None of the models that they ran, the
5 experiments that they ran, used the same criteria in
6 judging it. Only one of them appeared to use any
7 assessment to safety procedures to be used during
8 missed approaches on any of the patterns that they
9 propose.

10 Furthermore, the audience should
11 recognize that the study only addressed landings under
12 visual conditions. The FAA safety criteria is such
13 that for aircraft operating IFR, they still will have
14 in a heavy, what they call their heavy aircraft mix,
15 will have five miles nose to tail. It takes an
16 aircraft in a normal approach pattern a minute and a
17 half to transgress the five miles. So, therefore, the
18 maximum that they could ever bring into a single IFR
19 controlled runway would be 40 airplanes an hour.

20 MR. HOROWITZ: Excuse me, your time is
21 up.

22 MR. WRIGHT: Thank you.

23 (Audience applause)

24 MR. HOROWITZ: After Ms. Kos is
25 Mike Frederick.

1 MS. KOS: My name is Doris Kos, and I
2 serve as president of Beacon Hill Community Council.
3 We are probably the oldest organization along with
4 Federal Way that has fought the problem with the FAA
5 and noise. We have been at it for 10 years.

6 I'm not here -- I'm not running for
7 public office. I'm not even looking for a job. In
8 fact, I'm rather embarrassed to be here. I served
9 three years on the overflight committee. After four
10 airport managers, three port directors and a complete
11 change of commissioners and numerous FAA bullies, we
12 finally realized that our situation of intolerable
13 noise conditions was not getting better but worse.

14 What happened to all of those good old
15 campaign promises? Where did old fashioned integrity
16 and honesty go?

17 The Port likes to tell you of all the
18 jobs they provide. Did you realize as a taxpayer you
19 subsidized the Port \$30 million last year, and it
20 escalates each year.

21 In the white collar racket, that's
22 called welfare. That trite, patronizing piece of crap
23 called an environmental assessment full of
24 inaccuracies, it should be embarrassing to the FAA to
25 put their name to a bunch of garbage.

(Audience applause)

MS. KOS: Nowhere did I read that Beacon Hill, Georgetown, and South Park lives with three layers of aircraft. The jets, 270 of them a day, the commuters we can't even keep track of, and the Boeing Field traffic of which there were 320,000 operations the past years, 22 tons of freight that was inplanned and deplaned at Boeing Field.

Now, you talk about noise; we've got it.

Johnson, the latest FAA strong-arm dictator, publicly states he is not even concerned about safety or the concerns of the citizens. All he is interested in is a fast track for the airlines to totally destroy our city and our neighborhoods.

And the bottomline is greed. In fact, the only purpose of that 4-post plan is to increase the capacity, and please don't be stupid enough to believe anything else.

MR. HOROWITZ: Excuse me, Ms. Kos.

MS. KOS: And to further destroy our lives and our neighborhood.

MR. HOROWITZ: Your time is up.

MS. KOS: I once had the opportunity to work for a pretty good fighter. His name was Harry Truman, and one of the many things I remember learning

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1 from Mr. Truman --

2 MR. HOROWITZ: Ms. Kos, why is it you're
3 the only one here that cannot abide by the rules?

4 A VOICE: I did not use my full time.
5 Go ahead.

6 MS. KOS: And one of the many things I
7 remember learning from Mr. Truman was, you only get
8 walked on if you lay down.

9 And I tell you, Mr. Johnson and the FAA,
10 we're too damned old and there are too many of us to
11 lay down.

12 We have no way of proving it, but a
13 great number of people fully believe that the airlines
14 were already promised the third runway if they would
15 sit down and participate in that charade of mediation
16 that's going on.

17 Business as usual; let's get that
18 almighty buck, and I say to you, Mr. Horowitz, justice
19 will prevail.

(Audience applause)

21 MR. HOROWITZ: After Mr. Frederick,
22 Cathy Mooney, No. 39.

23 MR. FREDERICK: My name is
24 Mike Frederick. I represent Providence Medical Center
25 here in Seattle.

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1 A VOICE: We can't hear you.

2 MR. FREDERICK: My name is
3 Mike Frederick. I represent Providence Medical Center
4 here in Seattle. My comments will be blessedly brief.
5 They were based upon a letter from the hospital to the
6 FAA.

7 As a major provider of health care
8 services located within the Squire Park community of
9 Seattle's central district, Providence Medical Center
0 strives to provide and maintain a quiet and restful
1 environment for our patients. It is our position that
2 such an environment is a critical and important factor
3 in the promotion of the healing process.

4 We are, therefore, opposed to any
5 changes in the routing of flights into or out of
6 Sea-Tac International Airport which will result in
7 increased noise levels within our facility or a higher
8 volume of aircraft overflights.

9 Thank you.

0 (Airport applause)

1 MR. HOROWITZ: Cathy Mooney, next is
2 Charles Barb, No. 41.

3 MS. MOONEY: My name is Cathy Mooney. I
4 live in the Admiral area of west Seattle. I am and my
5 neighbors are in favor of the 4-post plan and want to

1 see it go into effect as soon as possible.

2 I wish that no one had to suffer noise
3 pollution. I think we all agree that we need another
4 airport, maybe two more to handle the current and
5 future growth in this region, but for now, with the
6 situation the way it is, there is no excuse for the
7 people on the Westside being forced to live with a
8 disproportionate amount of the noise.

9 The growth is in the east and northeast
10 parts of King County. There are costs to be paid for
11 such growth. Those who use the airplanes and benefit
12 economically should pay part of the price.

13 I repeat that I wish no one had noise,
14 but as long as we do, everyone should share the noise.
15 It's not right to say that one neighborhood's peace of
16 mind or quality of life is more important than
17 another's.

18 In west Seattle, we have property
19 values, also. It was with great disappointment that I
20 read in the local newspaper this week that you are
21 dropping your plan to route night flights the same as
22 daytime flights.

23 From Ballard to Burien, we want to know
24 why we have to be awakened 40 to 50 times every night.
25 We demand that you either eliminate all night flights

1 or else split them evenly.

2 I wish that nobody had to have noise,
3 but if our neighborhood has to have this noise
4 pollution, then so should every other neighborhood.
5 Only then will everyone understand what we have been
6 forced to endure for these last four years, and only
7 then will something be done about it.

8 Thank you.

9 (Audience applause)

10 MR. HOROWITZ: After Mr. Barb,
11 Mr. Michael Runyon, No. 42.

12 MR. BARB: I'm Charlie Barb. I would
13 like to speak this evening as a participant in the
14 Sea-Tac aircraft noise abatement mediation that's been
15 going on for some time. I won't speak to the technical
16 quality and relevance of the FAA 4-post plan; I will
17 merely report that responsible technical experts
18 describe it as being based on inaccuracies, faulty
19 assumptions, incomplete and erroneous analysis and
20 unexamined options.

21 My perusal suggests that they are
22 probably right on.

23 What I would like to talk to is what the
24 4-post plan has accomplished. I feel it has seduced
25 some community activists to begin bickering with their

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1 neighboring communities. Some observers of the FAA
2 noted that this is a common strategy of theirs, divide
3 and conquer. I don't know whether it's intended, but
4 it's been the effect.

5 What I hope is that communities can
6 again come together behind the original goals in
7 mediation, which was absolute reduction in aircraft
8 noise. Just think of that.

9 Wouldn't that be great?

10 I feel it's a realistic and appropriate
11 community policy initiative.

12 The question is, can such community
13 aspirations be reconciled with the environmental
14 degradation represented by the 4-post plan?

15 I don't believe it can.

16 Underlying is a problem of the mentality
17 of the air industry and the FAA. A mentality in view
18 that they are going to support unbridled air traffic
19 growth and they are dedicated to its accommodation,
20 while the northwest public is uniquely environmentally
21 sensitive, and they recognize that there are absolute
22 limits to environmental degradation.

23 We must assume the initiative, establish
24 a regional public policy delineating aircraft noise
25 abatement and impose it upon the air industry, FAA, and

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Port of Seattle.

(Audience applause)

MR. BARB: These bodies and groups must be put in a position of serving the regional interest.

Thank you.

(Audience applause)

MR. HOROWITZ: Thank you, Mr. Barb.

After Mr. Runyon, Mr. Roger Reger, No. 43.

MR. RUNYON: My name is Michael Runyon, and I'm a five-year resident of Medina. Before that, I lived in south Bellevue for eight years, and thus I think that I have some experience and am well aware of the noise in both the north and as far south as Bellevue.

There has been an increase in jet noise over the last 13 years, and it is not spread equally over all areas of Bellevue. It's particularly bad in Medina where I live currently, and it's gotten worse in the last three years.

I'm speaking against the 4-post plan. As I understand that plan, it would add 60 arrivals over the Eastside and will not do anything with regard to departures. If we are required to take an additional 60 flights that are arriving, we should get some relief from the departing flights which have put

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1 an increased amount of noise over our area.

2 I take issue with the comments that were
3 made earlier that somehow the noise should be increased
4 over Medina because we already have a lot of it and we
5 won't notice the increase.

6 I think that the noise over the Eastside
7 should be shared equitably and it should be shared with
8 all of the communities on the Eastside, and that's not
9 currently being done.

10 Thank you.

(Audience applause)

11 MR. HOROWITZ: Roger Reger?

12 Jan Leonard?

13 Are you Ms. Leonard?

14 MS. LEONARD: Yes.

15 MR. HOROWITZ: And after Ms. Leonard,
16 Don Logan.

17 Is Mr. Logan here?

18 Don Logan?

19 Okay, you're here.

20 MS. LEONARD: I'm a 29-year resident of
21 Mercer Island, and I have kind of felt as though maybe
22 there has been a little Mercer Island bashing in the
23 press lately, that we're not getting noise from
24 aircraft. This blatantly is untrue.
25

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1 I live on the south end of Mercer
2 Island. We have noise. Planes being tested by Boeing,
3 for one thing, they tie them down and roar the engines.
4 Planes landing at Sea-Tac, departing from Sea-Tac, and
5 when there is overcast, as you know from living in this
6 area, there is lots of overcast, the noise telescopes
7 underneath the clouds. It's almost as though we're
8 right at the airport. This noise goes on all night
9 long.

10 Not too many people here probably
11 realize the route problem that we're facing. This is
12 the direct result of deregulation of the airline
13 industry.

14 We have increased flights. We have,
15 maybe you save \$50 on your airline ticket, but if you
16 never get there, what good does it do you?

17 We fought this, my husband and I. We're
18 in transportation. We fought it for 15 years, to fight
19 the deregulation bill.

20 Okay, now, we're all reaping the
21 benefits of deregulation. There is more planes. We
22 just sent our son back east on a plane that was one
23 third full. He is six foot four; he loved it. He
24 could stretch out for a change instead of being folded
25 up in a little seat.

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1 This is the result of it, the results of
2 airline deregulation, and we're all bearing the brunt
3 of it in noise and loss of peace in our environment,
4 and I say reregulate the airlines.

5 For me, I understand Alaska Airlines is
6 buying quieter planes and they aren't Boeing, and I'm
7 planning on flying Alaska Airlines from now on.

8 Thank you.

9 (Audience applause)

10 MR. LOGAN: I'm Don Logan, No. 45.

11 MR. HOROWITZ: Excuse me, after
12 Mr. Logan, Harold Jackson, No. 47.

13 MR. LOGAN: Lot of what I had in mind
14 has been said by different people and I just have a
15 couple of side comments maybe coming at this from a
16 little bit of a different angle in some way.

17 I have been involved in a number of
18 things having to do with this whole thing, as a number
19 of you folks have, also, involved with city council,
20 working with city council hoping to get them to pass an
21 ordinance, which they did, and that ordinance said that
22 we want -- this was an ordinance addressed to the
23 FAA -- that we want you to put together an EIS on this
24 4-post plan, and if you don't do this, then we are
25 going to be going after you with a lawsuit.

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1 It took a lot of hard work to get that
2 thing going, but we finally got there, but out of that
3 kind of experience just these general kind of comments.

4 One of the things that really impressed
5 me and really has to be dealt with on the part of the
6 FAA, I believe, is their arrogance. The kind of
7 comments that I think have come out from Temple Johnson
8 are really going to be very hurtful to all of us trying
9 to work out some kind of reasonable accommodation.

10 But when he says he can do whatever he
11 wants to regardless of what anybody else says or feels,
12 I don't think that helps anybody and it's a --

13 (Audience applause)

14 MR. LOGAN: Being a member of the
15 mediation which has been going on for roughly about a
16 year and a half, and a member dropping in once in
17 awhile myself, I was really surprised, and I think a
18 number of you folks were not only surprised but
19 shocked, but the FAA would all of a sudden come along
20 and drop right in the middle of the mediation process a
21 totally new plan, whether we liked it or not.

22 It was really hard for me to understand
23 that kind approach to things. So, for my part, anyway,
24 I would like to voice a feeling to the FAA that I
25 really hope that that kind of approach just has to

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1 stop, and, in fact, if it wasn't for the city council,
2 if it wasn't for the public response, if it wasn't for
3 our congressmen, we wouldn't be meeting here tonight.
4 They would have just went ahead and dropped this on us
5 regardless of what we want.

6 The last general comment has to do with
7 hopefully getting as many of our political people
8 working with us as we can. We have been pretty
9 successful in that, as I've already mentioned to you
10 folks, but one area there is no response from, and the
11 one area I thought that there would be, and that is
12 from our Port commissioners. I thought with the 4-post
13 plan they have would come out and said, Hey, we're
14 concerned, such as would happen this way, right in the
15 middle of mediation.

16 There was no response at all, and we
17 need those people to get on board with us to realize
18 how serious we feel about all this stuff.

19 Thank you.

20 (Audience applause)

21 MR. HOROWITZ: After Mr. Jackson,
22 Mr. George Peterson, No. 48, and then Mr. Peter Huzyk,
23 No. 49.

24 MR. JACKSON: My name is Harold Jackson.
25 The acoustics are no better now than they were when I

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graduated in the same auditorium 55 years ago. The only thing is our hearing is a little worse, also.

My wife and I have lived in this neighborhood for over 65 years, and our address has been 4149 - 15th Avenue South for 48 years.

Aircraft noise and discomfort are a fact of life. Some day engineering will overcome these problems and we'll have a cleaner, quieter life, but as we cannot sell our home and they will not close the airport, all we ask is that the authorities spread this noise and the discomfort over the entire community so we all share it equally.

Thank you.

(Audience applause)

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MR. PETERSON: My name is George Peterson. I came here tonight and didn't really intend to speak; so if I sound a little disorganized, it is probably because I am.

I'm a resident of the Eastside and Medina area. I'm representing myself. I have a couple of comments regarding an article I read in the Times recently on this subject. One of the things, if I read the writer's -- interpreted the writer's point correctly, was that the FAA was trying to state that they were neutral; they weren't for airport growth and

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1 they weren't against it.

2 But it seems to me the fact by pushing
3 this plan they are for airplane growth, or at least
4 they are aiding and abetting the people that are.

5 Another point I noticed in there was the
6 fact that it was stated that the majority of flights
7 coming into the area and also the area where the most
8 growth was expected were people passing through, not
9 people coming to Seattle or leaving, but it was planes
10 coming in and leaving since this is a hub area.

11 My thoughts on that are -- let me get
12 another question, or another point.

13 Somebody rose a question tonight about,
14 when is the aircraft, when is the airport full? At
15 what point can we say there are too many planes?

16 I think the problem is going only to get
17 worse and eventually something is going to have to be
18 done, something more drastic than this, because
19 somebody else said, Well, it's a band-aid approach.
20 Well, maybe it is.

21 I think what I would suggest to the FAA
22 is that they do not put this plan in effect, they cease
23 trying to promote it or get it through and they just
24 say, Hey, this is it, because of safety reasons, you
25 can't have any more flights going in and out of the

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airport. That will force the powers to get moving on -- what they should do is plan to build another airport somewhere else like in eastern Washington.

If the FAA did this, there would be more heat on them probably in the short term, but in the long run it would probably be a lot easier because the problem could probably be abated, because a lot of the flights wouldn't be through here. If they took this position, I think they would be more a part of the solution rather than being part of the problem.

Thank you.

(Audience applause)

MR. HOROWITZ: Mr. Huzyk, and then after Mr. Huzyk, Mr. Conway, No. 51.

MR. HUZYK: Hi, I'm Peter Huzyk. I live in Leschi. For the benefit of the members of the FAA, that's a neighborhood in Seattle. I have come to know who you are by the decisions that you have made and the decisions that you have made affecting my life daily.

Leschi was a quiet neighborhood far from the airport minding its own business. A few years back the FAA decided to change flight tracks for many jets departing to the north into the infamous east turn corridor.

This is an unnecessarily narrow

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1 corridor which concentrates jet noise pollution on to a
2 very few, densely populated neighborhoods.

3 Lifestyles were disrupted. Most people
4 affected cannot sleep after 6:00 a.m. for weeks at a
5 time because of the whine and roar of jet engines.

6 There was a public outcry. What did the
7 FAA do? Continue to increase the flights with the
8 public powerless to stop it.

9 So, from my perspective, who are you and
10 what is the FAA made of?

11 You are uncaring bureaucrats interested
12 only in short-term solutions for increasing jet
13 traffic. Your actions show your disregard of the
14 impact of your decisions on our neighborhoods. While
15 we continue to suffer from the increasing noise
16 pollution and plead, plead with you on noise hotlines
17 that you decrease the noise, we now hear that you want
18 to increase flights at night disrupting the few hours
19 of sleep we get, and you want to increase flights
20 arriving from the north affecting our community even
21 more.

22 Who are you?

23 From all indications you are arrogant,
24 you are incompetent; you've lost public trust in your
25 decisions. It is you who have turned public opinion

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1 against Sea-Tac Airport, which is a vital element in
2 our regional economy.

3 Your decisions are worthy of Ceausescu
4 of Romania, not a public agency working in a civic
5 minded community.

6 (Audience applause)

7 MR. HUZYK: My recommendation, forget
8 about any plans that would increase jet noise in any
9 way over Seattle. You clearly have no conception of
10 the impact and seriousness of jet noise on the
11 community. Get an unbiased third party to draw up
12 environmental impact statements on all your future
13 decisions and also on your past decisions made in
14 recent years.

15 For all of the suffering you have caused
16 me, I really do despise your agency.

17 Thank you.

18 (Audience applause)

19 MR. HOROWITZ: Mr. Conway, and then
20 Mr. Matsui, and then Mr. Nam Kung.

21 MR. CONWAY: My name is Charles Conway
22 and I'm a private citizen living here in Seattle. I'm
23 not representing any group, and I'm not associated with
24 the aviation industry.

25 I live in one of the affected areas, the

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1 Capitol Hill district, which as I understand it is
2 slated to receive about a 77 percent increase in the
3 number of arriving flights when operations are to the
4 south and in clear conditions.

5 But, nevertheless, I have to say I
6 support the principle behind what the FAA is trying to
7 do here, not necessarily all the details of the plans.
8 My reasons are these: Air transport is one of the life
9 bloods of our community here in the Seattle area, and
10 it can only increase in importance in the years ahead
11 as we begin to move in the area of Pacific rim trade.

12 I believe that there are clear economic
13 benefits to making the best use of the facilities that
14 we have at Sea-Tac, and the FAA in addressing the issue
15 of distributing the incoming flights to the south has
16 provided us with an opportunity to increase our
17 capacity at Sea-Tac. It's been called the equivalent
18 to building a new runway without pouring any concrete,
19 perhaps as much as a 43 percent increase in the
20 capacity under certain conditions.

21 We should also note that increased noise
22 in certain neighborhoods, and there will be an
23 increase, is balanced by decreases in other
24 neighborhoods. On the Westside there are communities
25 that will see a reduction in flights.

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What we are looking at primarily is a redistribution of the noise around the region, and it appears to be more of an equitable redistribution than we have now.

The other element of this plan which the FAA has chosen not emphasize, and I am a pilot and recognize there is a safety benefit for distributing traffic over a wider area.

I have personally lived under the approach paths to airports all of my life. I grew up on the east coast, and I lived much closer to the Philadelphia International Airport than I live to Sea-Tac now, and I realize there is a big difference between the noise produced by an airplane taking off, climbing out, and especially the older airplanes, and the newer airplanes, the new generation coming off the line now, making a very quiet approach to the airport.

I see them go over my house now, and I have to say that the increased noise that these airplanes will make for me is a small price to pay for the benefits for all of us of economic growth and convenience in our air travel.

To me, an unthinking -- I have no reason to believe that the FAA has come up with the best plan here, and I ever heard criticisms that they have been

1 very high handed in this proceeding, and I think that
2 that is probably a valid criticism. I would like to
3 see community groups to work with the FAA to come up
4 with an equitable plan here, but I have to say very
5 strongly that an unthinking opposition to any changes
6 in air traffic or any increase in flight is not civic
7 minded. It is just irresponsible and selfish.

8 Thank you.

9 (Audience applause)

10 MR. HOROWITZ: Mr. Matsui, and then
11 Mr. Nam Kung.

12 MR. MATSUI: My name is Jerry Matsui.
13 I'm here to represent Squire Park Community Council.
14 We were situated in the central area of the city of
15 Seattle. I have prepared a statement here for the FAA.

16 Squire Park Community Council supports
17 the reduction of both aircraft noise and aircraft
18 routes crossing over the center area. SPCC is outraged
19 that the FAA has repeatedly attempted to increase
20 aircraft routes over our neighborhoods while refusing
21 to complete an EIS in order to evaluate the negative
22 impact this increased aircraft noise would have on it.

23 Squire Park Community Council is
24 relieved that public outcry in the Seattle City Council
25 efforts has resulted in this hearing tonight.

1 However, the FAA should have been
2 responsible to the public to conduct an EIS on its own.

3 SPCC wishes to be on record that the FAA
4 did not provide a copy of the environmental assessment
5 in a timely manner to allow the community council a
6 complete review of the draft. Therefore, the community
7 council requests to state for the record that in
8 principle, the council supports the Northeast District
9 Council's review of the draft but requests more time to
0 analyze the draft ourselves.

1 Further, the Squire Park Community
2 Council demands, one, that an EIS be conducted under
3 complete public scrutiny to insure that the public
4 interests in our neighborhoods are recognized and
5 considered.

6 Two, all negative impacts be mitigated
7 to the satisfaction of the neighborhoods affected.

8 And, three, the Port of Seattle and
9 other liable parties complete all of this mitigation
0 prior to any changes in aircraft routes, noise
1 mitigation, et cetera.

2 Until then, Squire Park Community
3 Council opposes any increases of the number of
4 air traffic routes, any redirecting, rerouting of
5 current routes, except decreases, and any increase in

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1 the number of aircraft landings and/or takeoffs.

2 Squire Park Community Council believes
3 that regional sites north such as Paine Field and
4 south, in Olympia, of Sea-Tac will better serve the
5 Puget Sound region than expansions of Sea-Tac.

6 The Port of Seattle must be responsible
7 to plan for the future and not inflict uncontrolled and
8 unplanned growth for current and for future generations
9 to solve.

10 I would like to also add that I really
11 appreciate the participation of one of our major
12 institutions that are in our area, the Providence
13 Medical Center, and their concerns that your proposed
14 increases in noise and in air traffic are going to have
15 on an institution in this area.

16 I have another personal statement to add
17 since I'm also on the board of the community council.
18 I think some of the statements that are made by the
19 Port of Seattle, their marketing director and
20 Gary Grant, who is also a Port commissioner, to have
21 unmitigated increases in marketing and increasing air
22 traffic for the city of Seattle is irresponsible for
23 any type of public official.

24 I think to leave the problem for future
25 generations to solve is absurd, and if this is the type

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of, quote, "planning" that we have, possibly rather than to work with the Port Commission, probably they should be removed in the next election.

Thank you.

(Audience applause)

MR. NAM KUNG: Good evening. My name is Johsel Nam Kung. I am residing at 3119 South King.

Directly under this chart under the darkest portion, and everyone of us think that my area is the noisiest and I'm suffering the most. Well, I'm not going to compete with or reiterate how much we suffer.

Last Sunday, January 21, 1990, the Seattle Times on Section A, Page 1, it reported that Mr. Temple Johnson representing FAA said he is willing to give the public a say, but he made it very clear the FAA has authority to do what it wants.

I think this is the fundamental problem. We are wasting our time tonight if they maintain this attitude, that they will do whatever they please and they are not going to heed our plea.

Under these circumstances, I don't doubt the sincerity and goodwill of Mr. Johnson. Probably he is bound by the regulations and guidelines of the FAA. If that is the case, we have to change the FAA. We

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1 have to organize citizens, solidarity to change the
2 philosophy and guidelines of FAA.

3 Let's stand up and form our solidarity
4 to defeat the present attitude of FAA.

5 Thank you.

6 (Audience applause)

7 MR. HOROWITZ: The next speaker is
8 Mary Riley, No. 54, after which is Ms. Echols,
9 No. 55.

10 MS. RILEY: I'm speaking on behalf of
11 some animals that cannot speak here, and those are our
12 feathered friends. As you probably well know, birds
13 have been studied because they are impacted first by
14 any environmental concerns.

15 Recently in the Seattle Times it has
16 been reported that the peregrine falcon has been
17 sighted in downtown Seattle in our canyons. I'm
18 concerned under the endangered species act that the
19 airline noise and increased airline be studied because
20 it may cause our falcons and our precious bald eagles
21 some harm.

22 So, I can't replicate what other people
23 have said here about the noise level and the inaccurate
24 fallacies that the FAA has reported, but I certainly
25 want to speak for our endangered species, and I think

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1 that's an issue that that FAA needs to speak to.

2 Thank you.

3 (Audience applause)

4 MR. HOROWITZ: Ms. Echols and then Peter
5 Breyse.

6 MS. ECHOLS: My name is Bronwyn Echols.
7 I represent the Hawthorne Hills Community Club. We are
8 a neighborhood in northeast Seattle.

9 On behalf of the Hawthorne Hills
10 Community Club, I'd like to enter into the record this
11 review of the draft environmental assessment of
12 December 23, 1989.

13 Our club's representative on these
14 matters, Mr. Arden Ford, helped us prepare this
15 document for the Northeast District Council, and our
16 technical comments are contained herein.

17 Because the Hawthorne Hills Community
18 Club is a member of the northeast district council, we
19 are also a co-signer of that council's position
20 statement to the FAA which will be submitted in later
21 testimony.

22 As a club we request strongly that the
23 FAA proceed with a full environmental impact statement
24 for the proposed overflight changes.

25 My other comments are more general. I

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1 will submit them to the record.

2 Is that here?

3 MR. HOROWITZ: That table is fine, thank
4 you.

5 After Mr. Breyse --

6 MR. BREYSSE: Breyse, B-r-e-y-s-s-e.

7 MR. HOROWITZ: Sorry.

8 MR. BREYSSE: That's all right.

9 MR. HOROWITZ: After that, Mr. Carpenter
10 and then Carolyn Boatsman.

11 MR. BREYSSE: I'm Peter Breyse. I live
12 in the north end. I'm an associate professor with the
13 Department of Environmental Health at the School
14 of Public Health and Community Medicine.

15 The first thing that surprised the hell
16 out of me is there is no people from the Health
17 Department, both the State Health Department and the
18 Seattle/King County Health Department, presenting
19 testimony at hearings like this, because noise is
20 obviously a severe health hazard.

21 For those of you that live in the area,
22 contact the health department and the State Health
23 Department and make sure that they have something to
24 say about the noise.

25 I have monitored probably in more areas

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1 in the city and the area around here over the years.
2 This story has gone on before.

3 Zone 3, any of you remember Zone 3? No,
4 you don't remember Zone 3?

5 Well, that's like LDN 65. That was a
6 line that was drawn around the airport that said
7 anybody who lives here, FHA would not give an insured
8 loan and other problems like that.

9 I measured levels in a bedroom, and my
10 noise measurements are inside the house rather than on
11 the outside. Around Sea-Tac Airport inside the house
12 from 10:00 at night until 8:00 in morning 40 flyovers
13 in the bedroom, the lowest level was 72 decibels and
14 the highest was 92.

15 Now, if you don't think -- if you took
16 the total energy LDN or something, you would not be
17 exceeding that standard. What you need to do,
18 obviously, is measure the total number of flyovers and
19 the maximum noise levels from those flyovers.

20 They had to close down, shut down a
21 couple of schools, Sunset Junior High. Levels on the
22 ground at the playground, 108 decibels. In the
23 classroom, 90 decibels at flyovers.

24 So, it's a severe impact.

25 Now, no matter what arbitration you make

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1 about bringing flights in around the city, keep in
2 mind, if you add more flights, you're going to
3 seriously impact the people living around the airport.
4 You're going to seriously impact that, much more
5 seriously than you will be impacted in the various
6 areas in bringing the aircraft in.

7 So, you double the flights, double the
8 landings and takeoffs, and you're more than doubling
9 the impact of people living in close proximity to the
10 airport.

11 So, when you talk about arbitration,
12 those people ought to be included in those arbitration
13 arrangements; otherwise, as I say, you're going to have
14 a very severe impact on those people living in close
15 proximity to the airport, and it would be unfair to
16 them.

17 The noise levels in the city, the
18 highest noise levels, Beacon Hill, South Park,
19 Georgetown.

20 Why?

21 Not only because of aircraft. They are
22 also impacted by severe traffic noise. So, you're
23 adding another noise in many cases to people living in
24 close proximity to the airport because, obviously,
25 there is more traffic in those areas as well.

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1 It's time to get the damned airport out
2 of the area, and it's long been overdue.

3 We should be looking for other places to
4 put the airport, and not Paine Field, incidentally, or
5 any area located close to Seattle. We need to find
6 another place for the airport, and the time to start
7 planning for it is now. It is going to cost a lot of
8 money. So, you had better be prepared to pay for it
9 if you are going to do it. Don't worry about an EIS.
10 I can tell you what the impact is going to be on
11 noise. It's going to increase. Noise levels are going
12 to increase if you increase the flyovers.

13 (Audience applause)

14 MR. HOROWITZ: Thank you, Mr. Breyse.

15 Maurice Carpenter?

16 Carolyn Boatsman?

17 Rick Kirkby, No. 59, and afterward,
18 Jorgan Bauer, No. 60.

19 MR. KIRKBY: Good evening. My name is
20 Rick Kirkby. I'm an assistant city attorney with the
21 city of Bellevue, and I am here to speak on behalf of
22 the Bellevue City Council.

23 I will be submitting a fairly extensive
24 legal memorandum on behalf of the city with regard to
25 this issue.

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1 Suffice to say that the document that
2 has been provided by the FAA on this issue, which has
3 been represented as an environmental assessment
4 document, is not. Basically our staff has considered
5 it to be an efficiency document and nothing more.

6 It is basically totally inadequate to do
7 what it is supposed to do. Environmental assessment
8 documents, the very purpose of the document is to allow
9 you to study the proposal, to study the alternatives,
10 to look at the alternatives in terms of the various
11 impacts that each of those alternatives have. This
12 document doesn't allow you to do any of that.

13 We believe that the environmental
14 assessment which has been prepared is contrary to the
15 purpose and intent of NIVA (sic), and we are requesting
16 a full EIS be prepared.

17 While as an attorney, I think the legal
18 issues are very important, and they may even turn out
19 to be decisive in this particular issue.

20 The city of Bellevue, the city council
21 is more concerned about the process being followed
22 here. The implementation of this 4-post plan will
23 literally affect thousands of people in the Puget Sound
24 region.

25 The responsibility for making that

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1 decision has really been placed on the shoulders of one
2 person, Temple Johnson, the regional manager of the
3 FAA. While we have a lot of respect for Mr. Johnson,
4 such an important decision should not be left up to any
5 one person.

6 So, we believe the public is and should
7 be a very important component of any decision-making
8 process which is going to necessarily impact those
9 people.

10 We have a lot of experience in the city
11 of Bellevue as well as with other cities of public
12 involvement. In all areas of government the public
13 involvement has increased.

14 We think this is a good thing. We think
15 the public simply won't allow one government, one
16 agency to ignore the expressions of the public in
17 reaching that decision.

18 We know as a city of Bellevue that we
19 can't do things without first consulting the citizens
20 of that city. That's why the city of Bellevue is
21 surprised and disappointed that the FAA has chosen to
22 basically disenfranchise the public in this process and
23 arrogate this decision to itself.

24 This issue should be returned where it
25 properly belongs, and that is the mediation process.

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1 The city of Bellevue through the city council has
2 passed a resolution supporting that process, and I'm
3 here tonight to say that the city of Bellevue will do
4 anything it can to help facilitate that process, and we
5 believe the FAA should forego its unilateral adoption
6 of this plan and return to the mediation process.

7 Thank you.

8 (Audience applause)

9 MR. HOROWITZ: After Mr. Bauer,
10 Bob Klug, No. 61.

11 MR. BAUER: My name is Jorgan Bauer. I'm
12 speaking for myself and some of my neighbors. A lot of
13 my neighbors are retired and elderly. They do not like
14 to drive at night. A lot of them do not like to go out
15 at night anymore, and they told me I'm speaking for
16 them and will I call for a full and thorough
17 environmental impact statement.

18 The Port of Seattle has never done an
19 environmental impact statement on increasing air
20 traffic, nor has the FAA.

21 In connection with this 4-post plan,
22 there is also the prospect of a third runway. The two
23 should be considered together and should be subject to
24 an environmental impact statement.

25 Our neighborhood opposes the 4-post

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1 plan. We are subject to continuous noise all winter
2 because we live under the instrument landing systems.
3 That's the central corridor of Seattle. Two thirds of
4 the time all of the aircraft from the north and also
5 those from the west are funneled right over us.

6 We have them not only by day, but we
7 have them by night. The aircraft that comes down that
8 central corridor is closer to more homes at lower
9 altitudes than any other route the FAA can find.

10 The FAA gives an argument for shifting
11 some of the aircraft from Elliott Bay. Their arguments
12 are totally inadequate. Elliott Bay has the capacity.
13 It is wider than Seattle at Yessler Way. It is wider
14 than the Potomac corridor, yet the Potomac corridor
15 carries more aircraft on arrival than Sea-Tac.

16 The FAA says, Well, there is a curvature
17 in Elliott Bay and it slows things down.

18 There is also a curvature at Newark
19 Airport on the arrival, and that carries more aircraft
20 than Seattle, and there's a curvature at Baltimore
21 Airport, and that carries more aircraft.

22 The FAA argues that this 4-post plan is
23 required for increased traffic; however, there is
24 legislation sponsored by 23 representatives of the
25 house that calls for a moratorium on Sea-Tac expansion

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1 on runways.

2 We also know with the cold war declining
3 that military traffic in Puget Sound is decreasing.

4 I would like to say a few words on the
5 process here. We are making a decision that will
6 endure for decades. It is very momentous. It affects
7 hundreds of thousands of people, not only here but in
8 Tacoma as well. My friends in Tacoma are unhappy that
9 there is no hearing down in Tacoma. We here are given
10 just three minutes to express something that affects
11 our lives and from which there should be much more.

12 I would point out that the opportunity
13 for comments for people who are in their homes was
14 stated in the advertisement to come to this hearing,
15 which is unrealistic, that we now are told we have an
16 added time, but if you are going to make that a
17 realistic option, you should publish notice in the
18 paper so people will know who are not here that they do
19 have this added time. But the time is much too short
20 because the newspapers will not have the notice until a
21 few days from now, and the mail time is such that they
22 have to respond instantaneously.

23 There isn't that much of a hurry that we
24 have to steamroller this process. I think we should
25 take our time, deliberate about it, and do a full and

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1 complete environmental impact statement.

2 Thank you.

3 (Audience applause)

4 MR. HOROWITZ: After Mr. Klug,
5 Mr. John Whitlock, No. 62.

6 MR. KLUG: For the record, my name is
7 Bob Klug. I'm here tonight as the chair of the
8 Northeast District Council and as the president
9 of the Laurelhurst Community Club.

10 The Northeast District Council has 13
11 members, community clubs and councils and business
12 organizations in the northeast part of the city of
13 Seattle between Montlake on the south and Mathews Beach
14 on the north between I-5 and Lake Washington. The
15 Laurelhurst Community Club is one of the member
16 organizations of the Northeast District Council.

17 A committee of the Northeast District
18 Council has prepared a 56-page critique of the draft
19 environmental impact statement. We think that you will
20 find it thought provoking and we encourage you to look
21 at it.

22 The critique references a number of
23 newspaper articles, and we will make those available to
24 the FAA should they wish to review them.

25 We also have a resolution from the

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1 Northeast District Council on the need for an EIS.

2 We concur with Resolution 28114 of the
3 Seattle City Council dated 18 December, 1989, that an
4 EIS is necessary and required in this case under the
5 guidelines and rules and procedures of the National
6 Environmental Policy Act. We request that the FAA
7 prepare an EIS on this issue.

8 We have carefully studied the FAA's
9 proposed 4-post plan to modify the air traffic routes
10 over Seattle and the environmental review that the FAA
11 prepared in conjunction with that plan.

12 Several of our constituent community
13 groups have also been involved in the FAA briefings in
14 the plan. None of us have an interest in debating the
15 merits of the plan here and feel that such an exercise
16 would only create confusion and unnecessary controversy
17 that has already occurred.

18 While many of our members have chosen to
19 submit separate statements, we share a common view
20 regarding the plan as follows: While conscientious
21 citizens argue about whose house the rerouted planes
22 will pass over and how much noise will result, the real
23 issue here is being ignored.

24 The net result of implementing the plan
25 will be to enable more aircraft to be accommodated in

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1 the air over Seattle. Despite the FAA's effort to
2 downplay the seriousness of the impact of the plan by
3 claiming it has no authority to limit the number
4 of flights over the city, the simple fact is that the
5 plan will increase overhead capacity, and as that added
6 capacity is increased, the need for runways on the
7 ground is increased.

8 We overwhelmingly believe that the only
9 proper way to accurately present all of the facts and
10 the subtleties about the plan and to adequately assess
11 the full array of the impact is for the FAA to prepare
12 an environmental impact statement.

13 Furthermore, we believe that the
14 guidelines for the preparation of an EIS require an EIS
15 in this situation because the plan is so controversial
16 and has been the first step leading to additional
17 regulations at Sea-Tac, an action which will have
18 profound environmental effects on the Puget Sound
19 region forever.

20 We believe an EIS is also necessary so
21 that the process leading to it --

22 MR. HOROWITZ: Excuse me, Mr. Klug. I'm
23 sorry, but you're well over the three minutes, and that
24 document can be submitted.

25 MR. KLUG: Okay. I would conclude

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1 there. I would also add one other point.

2 MR. HOROWITZ: I'm sorry. I kept
3 everybody --

4 MR. KLUG: We will submit that in
5 writing.

6 MR. HOROWITZ: Thank you. If you want
7 to drop that off, that's fine.

8 Mr. Whitlock, and then Ms. Elsaesser.

9 MR. WHITLOCK: My name is John Whitlock.
10 I live on Vashon Island.

11 An environmental assessment should start
12 from an equitable base case. Since early 1970 the
13 Eastside has enjoyed preferential treatment which has
14 resulted in congestion on the Westside, causing an
15 overall increase in noise and reduction in safety as
16 more and more planes line up to come in the Duwamish
17 corridor.

18 The 4-post plan attempts to address this
19 capacity issue. It is time that all airport users
20 carry their equitable share of noise associated with
21 Sea-Tac operations.

22 That does not mean that we have to like
23 it, nor stop working as hard as we can to reduce noise
24 pollution. The mediation effort is generating
25 additional information which can be useful in

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1 addressing the environmental concerns raised here this
2 evening which are not covered in the FAA report, but
3 mediation to reduce present noise levels and limit
4 future growth in noise from Sea-Tac cannot succeed
5 unless everyone is willing to accept some level of
6 overflights.

7 (Audience applause)

8 MR. HOROWITZ: After Ms. Elsaesser, then
9 Mr. Robert Shindler.

10 MS. ELSAESSER: I, too, live on Vashon,
11 and when I -- it's almost impossible for me to go out
12 my door now without having an overflight. This is to
13 indicate that we all have a tremendous problem in Puget
14 Sound.

15 I support any plan that would enable an
16 equal distribution of overflight noise and pollution.
17 To the extent the 4-post plan does this, I support it;
18 however, we are told that the 4-post plan is to
19 alleviate dangerous congestion. I'm adding
20 "dangerous", but it's been implied.

21 If a plan can be implemented that will
22 control and perhaps look to reducing air traffic noise
23 and problems, good, but if this plan is only going to
24 encourage and increase growth, then the 4-post plan is
25 going to be self-destructive and counterproductive.

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1 What we need is a plan that is equal but
2 that somehow incorporates some control so that we don't
3 get back in this position where the Port pushes growth,
4 encourages growth, makes growth, and then tells the --
5 the FAA says that we are stuck with a dangerous
6 situation and we have to, again, jump and react to it.

7 If the FAA can do that kind of a plan
8 and make it stick and prevent future problems, it has
9 done a good job.

10 Thank you.

11 (Audience applause)

12 MR. HOROWITZ: Mr. Shindler?

13 Are you Mr. Shindler?

14 MR. SHINDLER: Yes.

15 MR. HOROWITZ: And is B. Dahl here?

16 Are you Dahl?

17 After that is Rose Loper, and then we
18 will conclude.

19 MR. SHINDLER: My name is
20 Robert Shindler. I live in Bellevue, Zip Code 98005.

21 It's apparent that the FAA is taking
22 quite a bashing here this evening and that their
23 credibility has been dropping in recent years.

24 Now, I think that there are a couple of
25 defects in this EIS effort that ought to be looked at

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1 very carefully by the FAA in their programs for flight
2 patterns.

3 First of all, it's evident that noise is
4 a cost item, a serious cost item. It is not something
5 that can be simply made a side issue, as if the people
6 impacted by the noise were of little consequence
7 compared to the airlines and their cost and all of the
8 people who live off the air transportation industry.

9 I think that two things have to be done
10 to make a decent EIS. One is that noise, there has to
11 be a way of measuring noise so that it can be related
12 at least to some degree with other cost items, and
13 there has to be a way of measuring it so that its true
14 impact can be compared from one area to another and
15 with these alternative flight patterns.

16 b13 Secondly, a serious option has to be to
17 limit and put a cap on air traffic growth at Sea-Tac or
18 at any airport.

19 Now, I know that there are a lot of
20 people that are terrorized by the thought of such a
21 drastic Draconian measure, but if it isn't included,
22 then all of the true options are not there.

23 Maybe it's unthinkable, but at least it
24 has to be included.

25 Now, as I was noting, this hearing

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1 reminds me of the hearings in the late 1960's opposed
2 to freeways, and we all know that the public finally
3 won that argument, and I think the FAA should consider
4 that they are going to lose this if they don't change.

5 Thank you.

6 (Audience applause)

7 MR. HOROWITZ: Ms. Loper, thank you.

8 MS. LOPER: My name is Rose Loper. I'm
9 a member of the Leschi community, a former member of
10 the Puget Sound Council of Government Aviation Advisory
11 Committee and a Boeing test pilot. I routinely fly the
12 skies of Seattle, and I'm well aware of the problems
13 faced by the FAA in managing the increased flights in
14 the Seattle area.

15 But I'm not convinced that you're aware
16 of the impact that you have on my quality of life. I
17 would like you to further consider the following
18 procedures that may reduce the amount of noise produced
19 over the Seattle area.

20 First, initiate a noise abatement
21 procedure which requires a reduction of climbing power
22 at 1,000 feet in altitude. This is also referred to as
23 a cutback and has been used successfully at other
24 airports to reduce noise impact. This reduced power
25 would be maintained by the airline until they reached

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1 10,000 feet, at which time they could resume normal
2 climb power and return on their route.

3 The second proposal would be to allocate
4 a specific volume of noise to each airline. At Orange
5 County Airport in Los Angeles this is referred to as
6 your bucket of noise. When your noise bucket is full,
7 you are done for the day and you are not authorized to
8 have any more of your airline's aircraft take off.
9 This will force the operators to become smarter and to
10 fly much more quiet and efficient air paths.

11 No. 3, establish procedures that would
12 require non-statestree (phonetic) aircraft to remain
13 over water until reaching an altitude of 10,000 feet
14 prior to turning on course and proceeding wherever else
15 they want to go in the world.

16 These measures may seem drastic, but
17 drastic measures are needed. Compromise will be
18 necessary, but the operators of the aircraft must face
19 up to the responsibility of reducing the impact of
20 their operations on our quality of life.

21 Thank you.

22 (Audience applause)

23 MR. HOROWITZ: It's 10:00 and the
24 hearing is concluded. For those of you who have not
25 had a chance to speak, we're sorry. We hope you will

1 submit written comments, either at the table here
2 tonight or, as I told you, by the 31st to the address
3 that was previously given.

4 Do any of you want that address again
5 that I previously gave?

6 A VOICE: Mr. Chairman, before you
7 conclude the recording, would you instruct the recorder
8 to put in the record how many speakers were not allowed
9 the opportunity to speak?

10 I have No. 106, and I just picked one
11 up.

12 MR. HOROWITZ: What I will do is, I will
13 tell you that No. 67 through -- I have 105. You have
14 106. Then I don't have your card.

15 A VOICE: That's right.

16 MR. HOROWITZ: There were a few of those
17 who later declined.

18 MAN MAN: There were many who were
19 discouraged from even signing up because they were told
20 they wouldn't get a chance.

21 MR. HOROWITZ: As I said, 67 through 105
22 is what I've got.

23 (HEARING CONCLUDED)