



Washington State Senate

March 26, 1982

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

Dear Ms. Dana,

It was with considerable interest that I read your recent letter to the editor regarding FAA density guidelines and the Sea-Tac Communities' Plan for the runway approach. This was a good letter, with your points being well taken.

If ever I can be of any assistance to you, please feel free to call upon me.

Sincerely,

A handwritten signature in blue ink that reads "Phil Talmadge".

Phil Talmadge
State Senator
34th District

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Clear zone rules have a purpose

Editor,

It is disturbing to hear that there are residents within our community who seem to feel that the land north of Sea-Tac Airport BELONGS to them. The area was designated in the early 70s as the Interim Land Acquisition, and now is being called the "proposed" North Sea-Tac Park.

For those who have forgotten, the homes in this area were purchased by the Port of Seattle to remove the people from an environmentally unacceptable neighborhood. High noise was causing unhappy people and innumerable law suits. The POS made the statement that the land was not fit for residential use under any circumstances. However, the FAA stated from the beginning that the acquisition was to provide safety areas for Sea-Tac Airport. At the same time they also said that if Sunset Junior High School was purchased with federal participation then they would not allow such a use to continue. The Port now owns most of the land, with the aid of federal monies in their purchase program. Consequently, the Sea-Tac Communities Plan was developed with this in mind!

Recreation has always been a prime use proposed for the north acquisition area as stated in the Sea-Tac Communities Plan. Now, with the blessings of the POS and the FAA, it CAN happen. BUT, the land does come under certain land use guidelines because of its location to the airport. The FAA has the responsibility to protect the planes, their passengers and crews — and in doing so — density guidelines (numbers of people per acre) have been set for

critical areas. To me, this safety area is reasonable. It allows practice for numerous sports, but restricts the use of the land to spectators (assemblies of people). The FAA's density guidelines were approved by community organizations (including recreational groups), the POS commissioners and King County Council when they endorsed the North Sea-Tac Park Master Plan. The Greater Highline Community Parks Board signed a master lease for 55 acres of land within those "guideline" lands — now they are screaming UNFAIR!

A state representative has said, "At the present time the FAA guidelines of people density in the North Sea-Tac Park seems to be a "cog in the wheels" of park development." It is possible, however, to plan and develop a park around the guidelines, as shown in the North Sea-Tac Park Master Plan.

It would be a shame to have to ask for statistics on the numbers of planes "in trouble" when landing or taking off at Sea-Tac. Ones that might have needed a place to land "off the runway" if things had not "worked out right." We don't expect a plane to "fall out of the sky," but we now have the opportunity to give them the space they might some day need and with less risk of hurting others!

The FAA has the authority to request the Port of Seattle to see that the guidelines are followed "within the spirit and intent." IF violations persist, we could see this park land developed into warehousing!

Virginia E. Dana