

14820 24th Avenue South  
Seattle, Washington 98168  
January 29, 1982

Mr. Cliff Muller  
Director of Planning and Research  
Port of Seattle  
P.O. Box 1209  
Seattle, Washington 98168

Dear Mr. Muller:

Notwithstanding the letter to the Port of Seattle on January 7, 1982 fully endorsed by other TAC members and myself, there are some other recommendations and concerns that should be discussed that directly impact the Riverton Heights Community.

The Sea/Tac Airport noise measuring equipment would guarantee greater accuracy if it were calibrated annually by a calibration/certification firm with calibration apparatus traceable directly to a national standard. Aviation equipment of all sorts require calibration and certification to national standards and it is therefore reasonable for aircraft noise measuring equipment to also be subjected to such a program.

The Port employed the Perry Company as noise consultant for the study update. I would strongly recommend that both Perry and an independent noise consultant sign the study update; Perry's signature attesting to the validity of the study and the independent as an auditor verifying its accuracy.

The noise study placed too much emphasis on the fixed monitoring stations without adequate confirmation of the ability of such stations to detect noise within the communities. Therefore, it is suggested that additional noise measurements be made in the community via the portable system or through a fixed monitoring system. The station at South 146th is not in the community, but in the clear zone and too far north of the runway to accurately detect the take-off, and landing thrust reverser noise to which the community is subjected along 24th Avenue South, and between South 154th and north beyond South 146th.

While additional remedies for noise impacted residential areas appear appropriate and desirable, the existing remedies of acquisition and purchase should not be postponed or degraded during the eighteen months period during which other additional remedies are being studied.

At least two points should be kept in mind during the update of the Sea-Tac Communities Plan: (1) The airport can enhance its community relationship by fairly and equitably addressing the noise in the community through prompt remedy implementation. To buy time by postponing remedies while awaiting for the noise foot print to shrink is not an acceptable alternative. (2) The Port has been able to find funds to expand the Shilshole Marina, the West Seattle Bridge and the contemplated earth berms at the north end of Sea/Tac Airport runways: Community noise resolution is equally a major Port business decision requiring prudent judgement and both prompt short and long term resolutions, if indeed the Port is to achieve a good neighbor standing in the community.

Therefore, I believe that its inthe Port's best interest to expedite the expansion of its remedy programs, redefine/expand acquisition areas, purchase guarantee, insulation sharing etc., and implement the remedies posthaste. We have waited for ten years for solution to aircraft noise, a five or ten year target date for the conclusion of such programs is neither prudent judgement by the Port nor acceptable to my community. Accordingly, my community requests a formal presentation of the Sea/Tac Communities Plan Noise Study update.

Sincerely,

*William C. Holstine*  
William C. Holstine

cc: Oris Dunham, Director of Aviation  
Richard Ford, Executive Director