

PORT OF SEATTLE

P.O. BOX 1209

SEATTLE, WASHINGTON 98111

June 3, 1983

Dear Workshop Attendee:

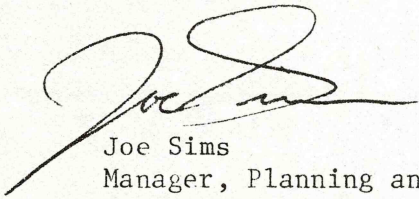
Re: Sea-Tac International Airport Noise Remedy Update Workshops

Thank you for taking the time to attend the Noise Remedy workshops held on May 9, 10, 11, 1983. Your suggestions of how to remedy noise at Sea-Tac will help the project staff to reevaluate the effectiveness of the present Noise Remedy Program of the Sea-Tac/Communities Plan, identify those noise remedies most wanted by the residents of the Sea-Tac communities, and determine what noise remedies may be carried out while the Noise Remedy Update is underway. Further information regarding future workshops and progress on the Noise Remedy Update will be sent to you as it becomes available.

Attached is a summary of the three workshops. In addition to workshop attendees, this summary will be forwarded to decision-makers in the agencies, organizations and local governments who have the authority to possibly implement future noise remedies.

If you have any questions about the Sea-Tac Noise Remedy Update, feel free to call Ms. Jody Yamanaka, Project Manager, at 382-3327 or questions about community involvement activities, call Ms. Diane Summerhays at 382-3320.

Sincerely,



Joe Sims
Manager, Planning and Research
Project Director of Sea-Tac Noise Remedy Update

JY/1684p
Attachment

cc: Sea-Tac Noise Remedy Update Mailing List

SUMMARY OF
SEA-TAC INTERNATIONAL AIRPORT NOISE REMEDY UPDATE WORKSHOPS

MAY 9, 1983 RIVERTON HEIGHTS ELEMENTARY SCHOOL GYM
MAY 10, 1983 DES MOINES CITY COUNCIL CHAMBERS
MAY 11, 1983 HIGHLINE HIGH SCHOOL CAFETORIUM

INTRODUCTION

Aircraft operations, both on the ground and in the air, cause noise that adversely affects many residents of communities surrounding Sea-Tac. These operations, however, also contribute to the regional economy and are a vital component of the national transportation system. To achieve a balance between efforts to solve the problems created by aircraft noise and those benefits derived from aircraft operations is a goal to which the Port of Seattle, operator of Sea-Tac International Airport, continues to be committed.

One step in achieving this balance is the identification of noise remedies that the noise-affected communities would like to have implemented. This was the primary purpose of three neighborhood workshops held for Sea-Tac community residents on May 9, 10, and 11, 1983. The workshops, conducted by Port of Seattle staff to kick off the Sea-Tac Noise Remedy Update, drew over 120 residents.

COMMUNITY COMMENTS

Workshop participants were asked to identify those changes they would like made to the original Sea-Tac Noise Remedy Program and to suggest new noise remedies to be included in an updated Noise Remedy Program. The interest of the participants ranged from the very specific, such as more land acquisition, to the general, such as "bridging the credibility gap" between the Port and the Sea-Tac communities.

Because the identical workshops were scheduled in three different neighborhoods around Sea-Tac, the discussions tended to be specific to the neighborhood in which they were held. Participants also discussed issues that were common to all three. These "neighborhood shared" issues included:

- * Acceleration of program implementation.
- * Expansion of the land acquisition and purchase guarantee program boundaries.
- * Stricter adherence to current Federal Aviation Administration aircraft noise abatement procedures.
- * Preference for quieter aircraft.
- * Additional noise measurements in the communities surrounding Sea-Tac.
- * Doubts that these noise remedy planning efforts will help to solve their problems created by aircraft noise.

Some of the more "neighborhood specific" issues included:

Riverton Heights Elementary School Workshop

- * Implementation of purchase guarantee program as originally recommended in the Sea-Tac/Communities Plan for a part of the Riverton Heights area.
- * Protection of neighborhood by blast fences or earth berms from aircraft ground noise.
- * Compensation for property owners who must incur higher utility rates resulting from continued property acquisition north of the Airport.

Des Moines City Hall Workshop

- * Departure procedures to restrict aircraft to designated flight tracks, to restrict aircraft to east runway, and to turn the aircraft to the west toward Puget Sound as soon as possible avoiding overflights of Des Moines.
- * Consideration of pollution effects from aircraft overflights in addition to noise.
- * Airport fee system for aircraft based on noise levels.

Highline High School Workshop

- * Completion of land acquisition program as originally recommended in the Sea-Tac/Communities Plan for part of the Boulevard Park area.
- * Rezone moratorium until land acquisition and purchase guarantee program boundaries are redrawn in the Sea-Tac Noise Remedy Update.

WORKSHOP FORMAT

These neighborhood workshops are one component of the Sea-Tac Noise Remedy Update's community involvement program developed to provide opportunities for public input and participation. Each of the workshops was organized into three parts: project staff presentation, coffee break and staff circulation, and small group discussions. The project staff presentation included a review of the purpose of the workshops and the role of community involvement; noise remedy planning and implementation background; airport and aircraft operations; and existing and projected noise levels. The coffee break then provided an opportunity for meeting attendees to approach and question individual staff members. After the coffee break, attendees broke into small discussion groups. Each group was asked to list on large easel tablets those things they would like to have done to remedy noise. A "voting" process was then used to identify which items on the lists were most important to them; each person was given three "votes" to spend among the items on the list. In concluding the discussions, a spokesman from each group reported what their ideas and suggestions for noise remedies were.

The lists have become a record of the small group discussions and are on file in the Port of Seattle Planning and Research Department. A summary of those things workshop participants listed as preferred noise remedies follows. They are ranked in order of the total number of "votes" received during all three workshops. All items which received at least one "vote" are included here, with ties identified by like rankings.

1. Land acquisition.
1. Purchase guarantee.
3. Incentives for airlines to fly quieter aircraft (e.g., fees based on noise levels, etc.)
4. Stricter adherence to current FAA aircraft noise abatement procedures.
5. Development controls (e.g., zoning, land use, building codes, tax relief, etc.).
5. Additional noise measurements.
7. Restrictions to aircraft operations by runway or time of day.
7. New aircraft departure procedures.
9. Quicker implementation of noise remedies.
10. Election of Port Commissioners by District.
10. Better noise metric than Ldn to describe noise.
12. Consideration of pollution effects other than noise.
13. Further consideration of health effects of noise.
14. Carry out original Sea-Tac/Communities Plan.
14. Noise remedies for single-event noise.
14. Physical barriers (e.g., earth berms, blast fences, etc.)
14. Compensation for impacts of continued Port land acquisition.
18. More funds for noise remedies.
18. Relocate airport.
18. Port, King County, and FAA officials and staff live in a house near Sea-Tac for two weeks.
21. Noise insulation.
21. Telephone noise "hot-line."

HIGHLIGHTS OF STAFF PRESENTATION

Although the staff presentation covered a large amount of information, a few of the topics are highlighted here:

ON DEFINITIONS: A "noise remedy" is anything that will either reduce the amount of aircraft noise or reduce the impact of noise. A "noise remedy program" is a set of noise remedies which are developed to be implemented according to a time schedule and financial plan.

ON THE NOISE REMEDY PROGRAM OF THE SEA-TAC/COMMUNITIES PLAN: In consideration of the changes which have occurred since the completion of the Sea-Tac/Communities Plan, an update of the noise remedies recommended in that plan has been initiated with this study. The Sea-Tac Noise Remedy Update will re-examine the schedule and scope of noise remedies recommended in the Sea-Tac/Communities Plan and the effect of noise remedies carried out since the plan was adopted. The Noise Remedy Program of the Communities Plan included aircraft noise reduction measures as well as remedial measures carried out in the community. The focus of the program, however, was on the latter, and included property acquisition, purchase

guarantee, sound insulation and development controls. In the years since the Communities Plan was completed, the Port of Seattle has implemented a number of noise remedy-related actions: an aircraft noise monitoring system has been installed and is in operation; \$38 million has been spent to purchase property most severely impacted by aircraft noise; an acoustical insulation test was conducted; the North Sea-Tac Park is off drawing board and under development; a rezoning of the area has been completed by King County based on the land use plan of the Sea-Tac/Communities Plan; and an aircraft engine run-up curfew is in effect.

ON THE AUTHORITY TO CARRY OUT NOISE REMEDIES: What can be accomplished with an updated Noise Remedy Program depends not only on community acceptance of the proposed noise remedy program, but on the acceptance of the agencies, organizations, and governmental bodies with authority to implement the proposed noise remedies. The jurisdiction of these authorities is an important consideration in the development of a Noise Remedy Program. In the case of Sea-Tac, these jurisdictions are as follows:

- * Port of Seattle--operation of aircraft on airport property.
 - acquisition of property for alleviating and abating the impact of aircraft noise on areas surrounding Sea-Tac.
- * Federal Aviation Administration--operation of aircraft in-flight between airports.
- * Pilots--operations of aircraft specific to individual flights which are needed for safety or left to the discretion of the pilot by the FAA.
- * Airlines--scheduling and type of aircraft.
- * King County and Cities--land use, zoning and building codes.

ON THE SCHEDULE TO COMPLETE THIS STUDY AND CARRY OUT NOISE REMEDIES: The study is expected to be completed in about 14 months. The commitment to public input has added to the time needed to complete the study. Environmental documentation will follow completion of the study, thereby making it possible to request major actions from at least the Port Commission by mid-1985. This does not mean, however, that some noise remedies cannot be addressed in the meantime, especially if they are consistent with current policies and plans, can be implemented quickly and do not require large commitments of staff time and financial resources. Discussions at the workshops have helped to identify some possible "quick fix" noise remedies.

ON EXISTING AND PROJECTED NOISE LEVELS: Noise levels have been updated from the recently completed Sea-Tac Noise Exposure Update Study. Noise levels are expected to decrease through the year 2000 although the number of aircraft operations is expected to increase. The decreasing noise levels are primarily due to changes in the types of aircraft serving Sea-Tac. These aircraft have quieter engines and performance characteristics that allow them to climb faster and higher.

ON FACTORS USED TO DETERMINE NOISE LEVELS: Noise levels were calculated by a computer model developed by the Federal Aviation Administration. These calculations took into account runway configuration and use, flight track identification and use, approach and take-off procedures, aircraft noise and performance characteristics, and traffic mix (i.e., the number of arrivals and departures, the distribution of aircraft operations by aircraft type, time of day and trip length of departures). The computer model was also modified to reflect noise measurements taken from Sea-Tac's permanent noise monitoring system.

The community workshops scheduled for the Update, including the most recent ones, will provide an opportunity for continued interchange of information between the community and project staff. This interchange will help us to address a number of important issues in the Noise Remedy Update which may include, for example, the identification of noise remedies which will be a part of the recommended program, the distribution of funds among noise remedies, the drawing of boundaries for remedial measures to be carried out in the community, use of land acquired under the past or on-going acquisition programs, and density guidelines for the North Sea-Tac Park.

For further study information, contact Ms. Jody Yamanaka, Project Manager, (382-3327) and for more details on community involvement activities, contact Ms. Diane Summerhays, Community Involvement Coordinator, (382-3320), at:

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The Sea-Tac Noise Remedy Update is sponsored by the Port of Seattle and the Federal Aviation Administration.