

PORT OF SEATTLE

SEA-TAC INTERNATIONAL AIRPORT

January 14, 1981

P.O. BOX 68727 / SEATTLE, WASHINGTON 98188

Mr. William C. Holstine
14820 - 24th Avenue So.
Seattle, Washington 98168

Dear Bill:

This letter is in response to our meeting of November 14 and the questionnaire that you circulated around your community soliciting comments about Port of Seattle community relationships. I hope that some of these rather abbreviated answers assist you in communicating our concern about the problems raised to your community and that it will help identify ways in which we jointly can address some of these problems.

Interim Land Acquisition began in 1975 and was to be a five-year program ending in 1980. Because of the rapid escalating housing prices, and a problem getting Federal funding, the acquisition program has taken longer than expected. We expect to have the property acquisition up to South 136th Street completed in 18 months. As you know, property is also being acquired south of the Airport, so you are seeing just half of our total effort near your neighborhood.

The purchase guarantee and insulation programs recommended by the Sea-Tac/Communities Plan have been investigated inhouse at the Port of Seattle. We have also conducted an accoustical insulation test program on two houses south of the Airport. However, no monies have been made available for implementation of these programs. We are putting our highest priority on the acquisition of residential property in those areas most impacted by noise.

Deregulation has caused an increase in the number of flights at Sea-Tac, but as we have seen this year, the number of flights also is decreasing because of deregulation. The airlines, sensing that they are in an overcrowded market, have reduced the number of scheduled flights. Continental Airlines is a good example.

New technology engines and air frames reduce much of the noise to levels of the DC-10 and lower. The 727 is the predominant aircraft at Sea-Tac and is being retrofitted more slowly than we would like. Noise impact is a continuing problem. However, we hope that by our conscious monitoring of the Sea-Tac/Communities Plan recommendations, acquisition where there is no further potential for remedial action and proposed programs such as purchase guarantee and accoustic insulation, we can mitigate some environmental impacts while retaining the character and vitality of the neighborhood surrounding the Airport.

Mr. William C. Holstine

January 14, 1981

-2-

Fog seeding at Sea-Tac has been stopped. The cost effectiveness of that operation was reviewed by the airlines this year, and for 1981 there will be no fog seeding funded.

The North Sea-Tac Park is a commitment by the Port of Seattle and King County to use the area acquired in the Interim Land Acquisition as an open space buffer; not compatible land use through an industrial facility, but compatible land use through a neighborhood-compatible activity that benefits both the Airport and the adjacent residential community. Under the terms of our agreement with the Federal Aviation Administration, the Port of Seattle must retain deed title to the property for at least a 20-year period prior to disposing of it in any way. Different activities proposed for the North Sea-Tac Park range from soccer and Little League baseball to passive areas for picnicing and trails for running. The motorcycle training area that was questioned so vehemently at the meeting is an area of concern to the Port, County and citizens neighboring the Park. While there is a need for some sort of controlled training facility, the inclusion of this type of activity near a residential neighborhood should be left to the scrutiny of that neighborhood and agreements worked out by the training area operator and the community. It is extremely important for the Port of Seattle to have only those uses that are compatible with both aircraft operations and the neighboring communities in the North Sea-Tac Park.

In regards to damage assessments and desired remedies I can only say that the Port does not endorse any type of night-time curfew at Sea-Tac. Unlike airports in the Los Angeles or San Francisco areas, airlines serving the northwest have no alternative airport on which to land between the hours from 10:00 p.m. and 6:00 a.m. Too, because of our location within the National and International Market, many of the airlines at Sea-Tac leave during these early morning hours to make morning connections on the East Coast.

At this time the airport operator is held liable by the Federal government and others in carrying out a noise abatement program. While we are unable to control aircraft in flight, we do have control over aircraft on the ground. The Port of Seattle is also committed to working with its neighbors to develop as compatible a program as we can, given our authority as an airport operator.

As you know, a noise monitoring system is in place at Sea-Tac. It contains nine monitors that will be used for doing long term assessment of noise exposure and testing different kinds of flight operations that provide relief in themselves to the noise impacts under the flight track.

Mr. William C. Holstine

January 14, 1981

-3-

We are also embarking on a Noise Forecast Update Study, which you presently are participating in, that will bring the Sea-Tac/Communities Plan generated data into focus in 1981. This project will be looking more specifically at flight track and types of individual aircraft making the noise at Sea-Tac. By using a portable noise monitor, as well as the remote monitoring system, we will be able to more closely define aircraft noise contours and see if our projections noted in the Sea-Tac Communities Plan were correct.

I invite you, Bill, to come to the next Policy Advisory Committee meeting and make your ideas and concerns known to PAC. Their guidance as well as your input will help the Port make some specific decisions regarding future development of Sea-Tac International Airport.

Sincerely,



Oris W. Dunham, Jr.
Airport Manager

EP/D/28

cc: Alexander, Muller, Parks, Shay, Sims, Sutter, Taylor

