

# Fashion Update: What Puget Sound will be wearing in the Year 2000.



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*“If one wanted to  
orient a new runway so  
that it would create  
the most noise impact  
on the Puget Sound basin,  
they would line  
it up exactly the way that  
Flight Plan proposes.”*

- Dr. James Chalupnik  
Renowned Noise Expert



## THE SOUTH END TODAY: LIFE IN THE EARPLUG ZONE

- Today, jet noise in the cities surrounding Sea-Tac averages 65 Ldn — akin to a telephone ringing continuously
- Sea-Tac now averages approximately 1000 takeoffs and landings a day, increasing extreme jet noise more than 300% since the second runway was added twenty years ago
- The 65 Ldn contour means that neighborhood decibel levels range up to extremes of 100 decibels (for jet engine run-ups) at various times of the day
- Therefore, living in the South End today is the equivalent of hearing frequent vacuum cleaners running (75 decibels) or circular saws screeching (105 decibels) for almost one-eighth of the day —

not

## 3 airlines request noise exemptions

By Joseph Turner  
The News Tribune

Flights continue. And airport neighbors are afraid she will say yes.

"If she rules in favor of it, she will completely lose faith and credibility with the public," said Peter Townsend, a Federal Aviation Administration spokesman.

supposed to stop taking off or landing at Sea-Tac Airport anytime between 10 p.m. and 7 a.m.

However, the agreement allows airlines to ask for exemptions.

Alaska Airlines, Federal Express and Air Express say they need to fly at night.

to mention single noise events sometimes lasting up to 3-10 minutes each

## THE YEAR 2000: MORE JETS, CROWDED SKIES

- The Port's so-called "Flight Plan" seeks to add a third runway's air traffic into the already overcrowded skies of our metropolitan area
- "Flight Plan" would add 120,000 more flights per year at Sea-Tac by the year 2020 — an astonishing 33% increase in the number of jets roaring over our homes, churches, parks and schools
- If "Flight Plan" happens, 12% of the average resident's day will be consumed by jet noise — one complete hour of the average person's work day



## URBAN AIRPORTS ARE GOING OUT OF STYLE

- Across the nation, major metropolitan areas are exploring new and more cost-effective ways to meet the nation's ever-expanding appetite for air capacity
- There are dozens of promising alternatives, from improving airport efficiency to remote airports and high-speed rail
- Expanding an overcrowded, hemmed-in urban airport like Sea-Tac would be an environmental and financial disaster for Puget Sound, trading in our treasured quality of life for jet ghettos under the flight paths

**FOR MORE INFORMATION  
CALL RCAA HEADQUARTERS**

**206-248-7603**

## Noise is 'driving us mad'

communities have an increased rate of alcoholism and admissions to psychiatric hospitals. Experts have said that noise heightens aggressive behavior and dampens helpful impulses, which may in part explain an increased incidence in airport communities.

■ "Airport communities are unsafe for pregnant women and their children." Infants born to mothers living under

increase in the use of cardiovascular drugs, an increase in the medical treatment of heart disease, and an increase in heart disease documented in x-rays of people exposed to aircraft noise. One author has reported a 15 percent increase in the incidence of stroke near the Los Angeles International Airport compared to quieter communities. Another study has failed to substantiate this finding.

up to pollution bulk of over a population percent. County high an concentration commu Sea-Tac

SOURCES: Dr. D. Dennis Hansen and Dr. Lee A. Sanders, *The Adverse Health Impacts of Airport Expansion with Particular Reference to Sea-Tac International Airport*. Betsy Lloyd, *Stage I, II & III*. Dr. James Chalupnik, Noise Expert.