

LOCAL/REGION

# Hiding pattern on jet noise

## FAA's route changes stir old conflicts

By Mike Merrill

The fight over the Federal Aviation Administration's plans to reroute arrivals over Seattle is stirring serious doubts on the part of Seattle's efforts to negotiate long-term reductions in airport noise.

The FAA's flight pattern changes, which they may not have at all, could affect noise by themselves, have rekindled old conflicts between communities and the FAA, and will cause some communities to withdraw.

A key participant in the FAA is growing more critical about the shape of the talks, approaching two years. The agency has drawn a lot of heat from communities around Seattle for its continuing flight pattern changes, but it says it could delay no longer because of congestion.

The FAA took what is considered a giant step in 1983 by agreeing to be on the mediation panel, but now Tommie Johnson, the FAA's regional air traffic chief, says he would never have agreed to take part if he had known the talks would drag on this long.

I didn't sign up for a 15-month process, Johnson says. For the first time, some members of the mediation panel are expressing optimism about the chances of achieving significant noise reduction at Seattle-Tacoma International Airport by the March 31 deadline.

The communities do not agree with each other. The FAA is not offering any noise abatement. Everybody thinks he is losing something, said one suburban panel member.

And port commissioners are debating an airway.

This lot, we've been two years and we haven't implemented anything to reduce noise," said Commissioner Percy Miller. "We need to see results pretty soon."

The Part of Seattle created the noise mediation panel to resolve the growing conflict between communities and the FAA. The panel's first meeting was held in 1981. It brought representatives of all the affected neighborhoods together with the airline industry, the FAA, the port and other agencies to agree on a reduction.

The port has spent more than \$700,000 on noise mediation, hiring a professional mediator, community organizers and nationally ranked noise consultants.

Only in recent weeks, however, has the consultant assembled a list of likely options for cutting back on Seattle noise.

Among those strategies are: **X** Noise budgets. Freezing current levels of overall noise and increasing the share of total noise to each airline operating at the airport. **O**ver the long term, noise reduction could be accomplished by pressuring airlines to buy quieter planes.

**N**ight limits. Curfews would limit night operations and the airport would also try to shift flights by the quietest airplanes to daytime hours.

**G**rounding noisy planes and support machinery on the ground during a lot of noise. Restrictions could be imposed and planes could be towed to runways.

Seattle resident John Musgrave argues that the FAA's insistence on implementing the flight-pattern changes is the middle of several points on the political weakness of citizens members of the panel. He and other residents have caused the city of Seattle needs to add its muscle to the talks.

As we are presently constituted, the citizens have nothing to give and nothing to take," Musgrave told the City Council recently.

Army was to be in work on behalf of civil employment opportunities in the country industry and the local business community. The awards will be presented at a luncheon in the downtown Seattle Convention Hall.

**SEATTLE**  
Golden retriever earns out 15 puppies

A golden retriever named Wanda, who was the police dog of a Seattle police officer, has produced 15 puppies in a North Seattle home, police said.

The litter, which started in a phone circuit room shortly after 11 p.m., was controlled within 10 minutes and damaged were limited to \$30,000, he said.

**ELSEWHERE**  
**Olympia:** The appointment of Mayor Gary Barlow as an arbitrator in the Washington National Guard was welcomed unanimously yesterday by the House State Government Committee.

## Aircraft will use different landing routes to accommodate heavier traffic

During periods of good weather and wind from the south, the FAA today directs most arriving airplanes over Elliott Bay and then south along the Duwamish River to Seattle-Tacoma International Airport. Citing concerns over resulting delays caused by rising air traffic, the FAA is proposing to divert a portion of the arrivals into new routes over the city. During poor weather conditions and with southerly winds, the FAA will continue its current practice of directing airplanes directly over the city north to south toward Sea-Tac.

Here are the existing and proposed landing routes north of Sea-Tac:

**88 db:** Ear damage with prolonged exposure  
**80-85 db:** Truck at 50 feet

**70-75 db:** Car at 50 feet

**69 db:** Vacuum cleaner at 10 feet

**60 db:** Conversational speech

**55 db:** King County noise ordinance limit for continuous outdoor sound

**34 db:** Soft whispers at 5 feet

**30 db:** Normal conversation at 10 feet

**20 db:** Background noise at 10 feet

**10 db:** Hearing threshold at 10 feet

**0 db:** Silence

**Measuring:** The effects of airplane noise is difficult and subjective. Many factors affect how people perceive noise, including the time of day, frequency of flights, and whether they live in urban or rural surroundings. Airplanes taking off under full power are noisier than aircraft landing with lower power settings.

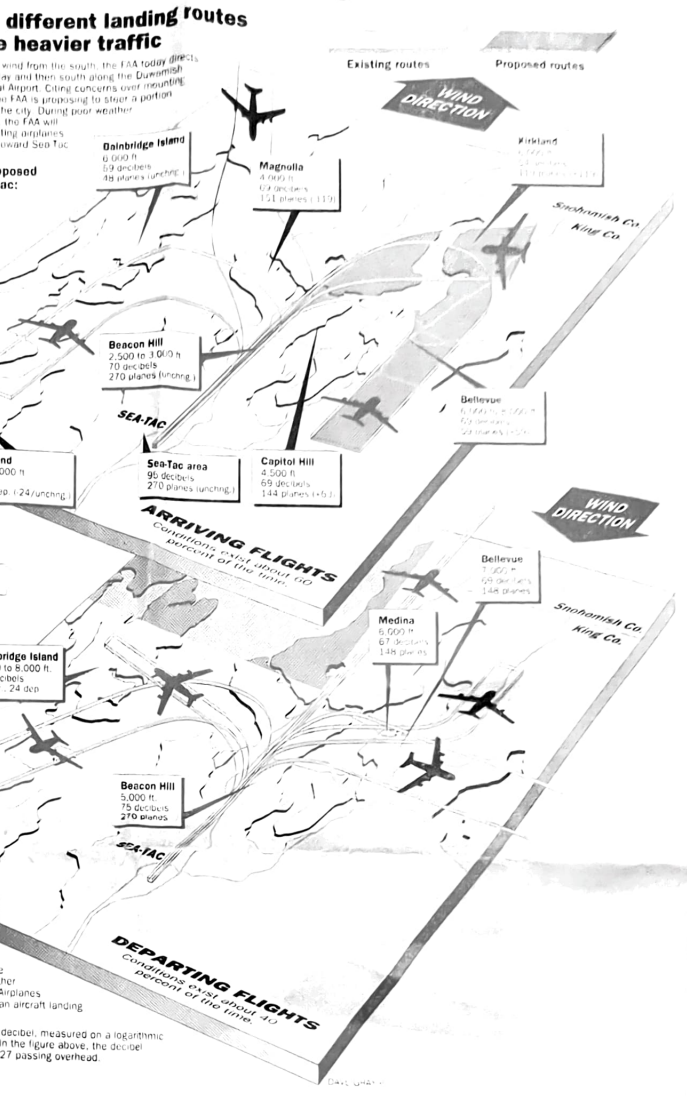
The basic measurement of sound is the decibel, measured on a logarithmic scale which increases by powers of 10. In the figure above, the decibel measurement refers to the sound of a 727 passing overhead.

Sources: Metro Grove Associates; FAA

"If the citizens of Seattle do not get the full support and commitment from their city government, then I believe mediation for us will be an empty, fruitless exercise in frustration."

The flight-pattern issue has become particularly divisive because it would shift up to 120 of the 270 flights arriving every day so that they fly over the Eastside and North Seattle.

Predictably, the new routes have strongly protested and local airport, who would hear fewer planes each day, and those near the airport who bear the full brunt of the arrivals and takeoffs say privately that the FAA's



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— John Musgrave

proposals would spread the noise around the city more evenly.

Many residents fear that the fight over the changes has threatened the entire mediation effort by diverting attention from the whole area to reduce noise for the whole area.

"We despair of ever talking about monthly talking about the four-part (flight-pattern) plan," said Irene Jones, a Sea-Tac resident who has lived with planes rattling her home for years.

"We're getting bogged down in issues that pit community against community," another potential blow to the mediation effort has been the FAA's warning that it will be barred from negotiating

any flight-track changes if an environmental impact statement on the changes is required.

Saunders, FAA critics, view such a warning as well as predictions of more summertime arrival delays, as sabotage. If the agency withdraws from talks over arrival and departure patterns it could jeopardize the panel's ability to negotiate an overall package of noise-cutting programs, panel members said.

André Simons, Sea-Tac's director, said the mediation effort "is still every body's best shot" at achieving noise reduction. "The next six weeks is going to tell whether we are able to negotiate changes or whether people are going to split along narrow geographical lines."

## Briefs

**SEATTLE**  
Attorney, law firm to be honored for rights work

The fourth annual Charles A. Goldman Distinguished Services Award will be presented today to Seattle attorney Abraham A. Aronson and his firm of Preston, Thompson, Ellis and Holman.

The Legal Foundation of Washington makes the award for exceptional efforts to assure equal access to justice. The award is named for the prominent and often litigious who was murdered on October 1, 1963, along with his son.

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**WOODINVILLE**  
Sprinkler system saves winery from destruction

A fire official yesterday said a sprinkler system averted disaster at the Chateau Ste. Michelle winery when an electrical fire broke out Wednesday night.

Without the sprinklers, flames, which broke out near the second-floor office, would have spread to the attic and then it would have been even totally destroyed, said the fire chief of King County, Eric Hunter Jr.

The fire, which started in a

## Man convicted of attempted murder

By Jack Hopkins

A Bayswater Riverton man who sprayed gasoline on a gas station attendant and set him alight was convicted yesterday of attempted second-degree murder.

Brandon M. Rhoads, 27, was sentenced to 18 months in jail after being charged with first-degree murder. Rhoads was found guilty by a jury that deliberated for 2 1/2 hours over Tuesday.

Rhoads had been charged with attempted first-degree murder, which carries a longer prison term, but jurors acquitted him at that point after deciding his actions weren't premeditated.

Jurors also convicted him of first-degree assault on the Aug. 20 date at the Union 16 gas station at Duwamish Way, South and Summit 120th Street, Judge Donald Boyd said in sentencing Rhoads in about a month.

Usama, 27, of Federal Way, told jurors during Rhoads' trial that Rhoads had told him he was accused of stealing money at the station, apologized for him moments before touching a cigarette lighter

to the gasoline.

"I'm sorry I have to do this, Gary," Usama quoted Rhoads as saying. Rhoads was looking directly into his eyes, he said that Usama told him.

Usama testified he was trying to stop Rhoads from spraying gasoline on the attendant but the gas pumps when he was set alight.

Usama walked to Rhoads' cell, 200 percent of his body was hospitalized for nearly 30 days, said a doctor at a metropolitan area hospital. He was discharged after checking for at least one hour in the hospital during those 30 days.

Usama, through his attorney, said that Usama said that the attempt to kill Usama was premeditated.

Jurors said the man, 27, of Federal Way, however, told him that he was not premeditated. He said that he was not premeditated, but he was not premeditated.

But Usama noted that Rhoads' statement to him from a pediatric office that he was the man who was accused of stealing money at the station, apologized for him moments before touching a cigarette lighter

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## 12,000 gallons of gasoline spilled at Sea-Tac

A gasoline leak at an auto rental facility at Sea-Tac Tuesday International Airport spilled an estimated 12,000 gallons of auto fuel, Sea-Tac officials said.

The spill was contained and no immediate action to the public. Richard G. Brown, spokeswoman for the airport, said the spill was contained.

Capit Gary White, incident commander for the airport fire department, said as he led workers to