

(3) A number of systems have been designed for the purpose of describing the aircraft-generated noise environment (CNR, NEF, ANE, ASDS); unfortunately, none of these systems is capable of furnishing the precise, timely information desired by all parties of interest; e.g., planners, citizens, airport sponsors, the courts, etc.

★ (4) Funds allocated for airport improvement programs through the Federal Aviation Administration are not available at the present time for the purchase of lands exposed to aircraft noise-- unless such lands are also needed for (a) airport operational purposes, (b) (aircraft safety) or (c) future airport expansion and/or buffer purposes.

(5) HUD/VA mortgage financing programs are not available in certain areas near the Sea-Tac Airport due to excessive aircraft noise; moreover, information as to where and when these restrictions apply is not readily available.

(6) Extensive acquisition of noise sensitive lands by the Port of Seattle (or some other governmental entity) could adversely affect the local tax base, the operation of certain special purpose districts (fire, water, sewer, school), and the overall integrity and cohesiveness of numerous neighborhoods in the vicinity of Sea-Tac Airport.

(7) Many property owners near the Sea-Tac Airport are concerned about the value and marketability of their holdings due