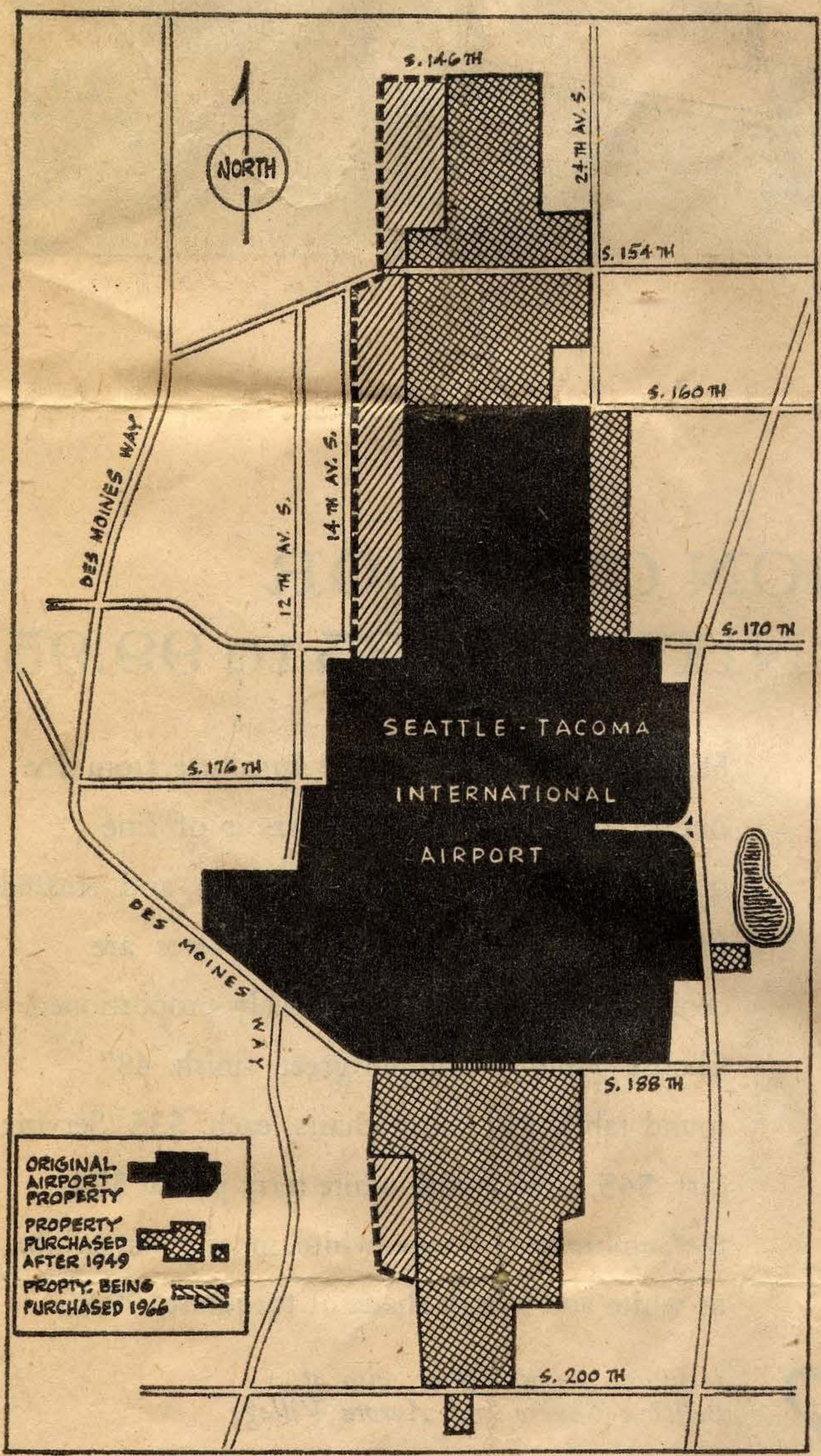


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Airport Expansion

Becomes Routine



It was pure coincidence that the Port of Seattle Commission voted to expand Seattle-Tacoma International Airport the same week The Boeing Co. announced plans to go into production on the 490-passenger 747.

But since July, 1949, when the airport was opened, it has expanded steadily with the increase in size of planes and the increase in air travel and freight operations.

When the airport first opened, it covered 1,100 acres.

Today, 17 years later, it takes in 1,377 acres.

And the Port Commission voted Wednesday to acquire 156 acres more.

The 1,377 acres of the present airport was purchased at a cost of \$3,836,937. The 156 acres now being acquired has been appraised at \$3 million.

"BACK IN the early 1940's, when preliminary planning began, no one could foresee the fantastic growth of air travel that was to come following the Second World War, and particularly with the advent of the jet age," Don Shay, airport manager, said yesterday.

Shay joined the Port in 1947 and has been with the airport from the start. He was assistant manager and superintendent of operations before becoming manager.

The expansion of the airport has been marked by growing pains.

Starting about 1950, the Port began to feel the wrath of neighbors who did not take kindly to the increased noise.

The wrath took the form of lawsuits, seeking compensation for damage and lowered property values.

SINCE 1960, when jet planes began using the airport, the Port has faced about a dozen suits, involving some 300 property owners. All maintained the value of their property had diminished because of the noise.

Claims totaled more than \$2.5 million.

Since the State Supreme Court ruled in 1964 that the Port was liable for any decrease in value of the property of 200 of the claimants, several individual cases have been tried to determine the amount of damage.

These claims have now