

Proposal for airport on Eastside pops up again

by Charles Brown
Times suburban reporter

EAST KING COUNTY — After more than a year of dormancy, the specter of a new small-craft airport somewhere on the Eastside has surfaced again.

Revived by the Federal Aviation Administration, the airport proposal is being looked at by the state Department of Transportation's aeronautics division, county planners and Port of Seattle officials.

A Washington Airport Systems Plan has determined a need for eight new general-aviation airports in the Puget Sound region by the year 2000.

And from the state's point of view, one of those airports is needed on the Eastside to fill a demand for aviation facilities, caused in part by closure of the Bellevue Airfield and encroachment on other regional airports.

William H. Hamilton, assistant secretary for state aeronautics, emphasized that a new airport on the Eastside is still in the proposal stage.

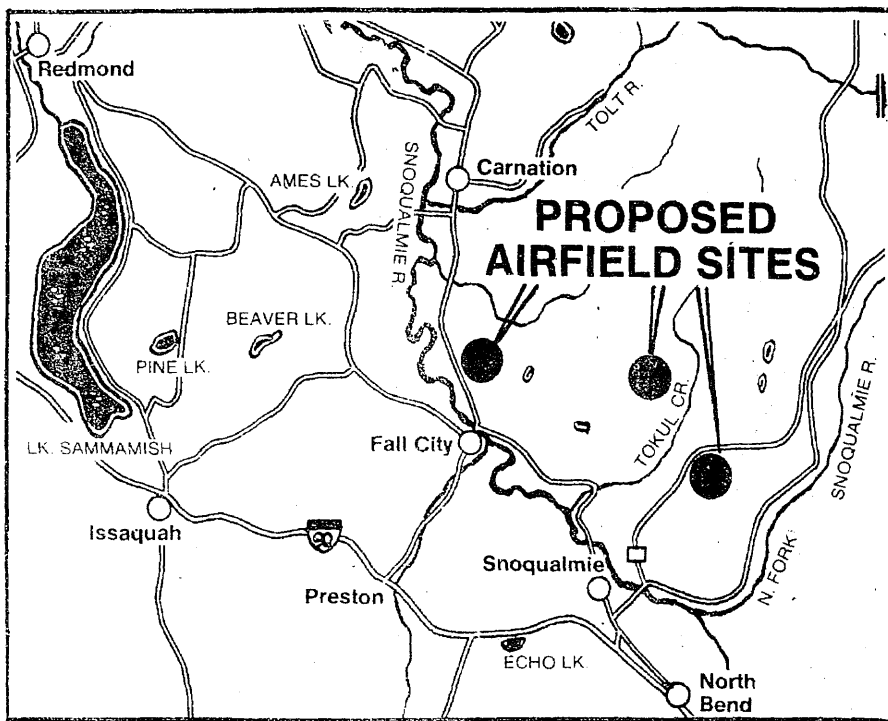
"Nothing is concrete yet," he said. "We are merely talking in concepts at this point."

He also acknowledged that the airport idea has received an unfriendly reception by some Eastside residents, who "do not want to see an airport in their backyards."

Hamilton and representatives from the F.A.A., county and Port have formed a task force to determine how the airport could be implemented and financed, and where it ultimately should be located.

Out of an area which reaches from Arlington, Snohomish County, to north of Interstate 90, the task force has pinpointed three sites in the Snoqualmie Falls-Fall City area.

Those sites, Hamilton said, are away from densely populated residential areas, are privately-owned, and would provide "the



Staff illustration by Alon Proff

perfect environment" for an airport to relieve general aviation congestion at Seattle-Tacoma International Airport, and other smaller airports in the area.

The Port, the county and the state have expressed interest in the project, Hamilton said, and the F.A.A. said it will pay up to 80 per cent of the estimated \$4.5 million cost of construction of such a facility.

The F.A.A. also said it would pay up to 80 per cent of the cost of compiling a new study to select the best Eastside site from among the three already nominated.

F.A.A. officials suggested in the early 1970s that there should be a new airport on the Eastside for

general aviation and training purposes. But the proposal was met with opposition from community clubs and residents.

An Eastside Aviation Study team conducted a feasibility study, looking at several existing airports and other undeveloped sites.

"But the study was shelved when it was met with opposition," Hamilton said.

According to Dave Warmuth, a Port spokesman, the Port will accept prime sponsorship of the project if the county "does its part" through land-use planning.

The task force has asked county planners to compile an overview

of the airport issue for presentation to the County Council.

County Councilman Bruce Laing, chairman of the county's Growth Management Committee, said the committee considered the issue at a recent meeting and approved a resolution calling for county cooperation in the study.

One of the primary purposes of a new airport, Hamilton said, would be to remove general aviation and light aircraft congestion from Sea-Tac, which the F.A.A. classifies as an air-carrier airport for commercial use.

An Eastside airport would be designated primarily for general aviation, Hamilton said, but he

hopes that it also could be designated as a "reliever" airport in order to qualify for more federal funding.

Airports are funded by the F.A.A. according to four classifications: air carrier, commuter, reliever and general aviation.

The Eastside Aviation Study, Hamilton said, determined a serious need for a new airport to accommodate the ever-increasing demand for aviation facilities on the Eastside.

Hamilton said several misconceptions have caused public opposition to the proposal.

One misconception, he said, was that public tax funds would be used to construct a new airport for a select group of pleasure flyers.

"That is simply not true," he said.

The state agency derives its money from a 2-cents-a-gallon aircraft fuel-tax paid only by general-aviation aircraft users and from a \$3 registration fee paid by all active pilots in the state, he explained.

Another misconception developed after the State Legislature passed a "housekeeping bill" in the last session authorizing the state agency to raise its funding lid from \$100,000 to \$250,000 for state projects, he said.

"People thought the Legislature was specifically allocating the \$250,000 for an Eastside airport," he said. "What they really did was allow us to spend up to that amount for projects."

Technically, he conceded, some of those funds could be used to finance the airport project.

"But I would be guilty of mismanagement if I were to take a third of my budget and put it into any one project."

What is being envisioned by airport planners, Hamilton said, is a multipurpose airport which could offer complete training and recreational facilities.

"The problem is, we're flat running out of space for aircraft," said Hamilton, who has been with the state agency for 13 years.

According to his statistics, there are 6,000 aircraft in the state and 23,400 pilots. By the year 2000, he

added, the agency has estimated there will be 12,500 aircraft and 50,000 pilots.

"We haven't been building airports to keep up with the growth," he said, "and if we don't, we will see more congestion around surviving airfields."

The county, which has not expressed intentions to put any money into the project, has jurisdiction over land-use planning and zoning in the unincorporated area.

"If everything went like clockwork with absolutely no opposition, we'd be looking at a minimum of two years before anybody tried to level any property," Hamilton said. "And it would be at least four years before the facility would be ready for use."

"But what's going to happen in the near future," he added, "is more study and more discussion."

NOTICE OF BOND SALE

CITY OF RENTON, WASHINGTON
\$6,000,000 "UNLIMITED"
TAX GENERAL OBLIGATION
PARK BONDS, 1980,
Series A'

SEALED PROPOSALS will be received by the City Finance Director at his office in the City Hall, 200 Mill Avenue South, Renton, Washington, until 11:00 a.m. local time, on

April 15, 1980
at which time all bids will be publicly opened for the purchase of \$6,000,000 par value of "Unlimited Tax General Obligation Park Bonds, Series A' (the "Bonds"), of the City of Renton, Washington (the "City"). The bids will be opened and will be considered and acted upon by the City Council at a public meeting to be held in 399 Council Chamber commencing immediately after the opening of all such bids.

BONDS—DESCRIPTION

The Bonds are to be issued by the City pursuant to a special election authorizing the same for strictly municipal capital purposes, other than the replacement of equipment, as provided by Ordinance No. 2333 of the City passed and approved July 23, 1976, as amended by Ordinance No. 3343 passed and approved August 4, 1979, and Ordinance No. 2330 passed and approved August 28, 1979.

The Bonds will be dated May 1, 1980, and will be in the denominations of \$5,000 each; will be numbered from 1 to 1200, inclusive; will be interest-bearing on May 1, 1980, and will be payable semi-annually on November 1 and May 1, interest to maturity, to be evidenced by coupons to be attached to the Bonds; and will be available, both at principal and interest, at the office of the City Finance Director or, at the option of the holder, at either fiscal agency of the State of Washington in Seattle, Washington, or in New York, New York. The Bonds will mature serially, annually, in order of their numbers on May 1 of each of the following years:

Bond Numbers (inclusive)	Amounts	Maturity Year
1 to 29	\$145,000	1982
30 to 59	150,000	1983
60 to 89	150,000	1984
90 to 119	175,000	1985
120 to 149	190,000	1986
150 to 179	205,000	1987
180 to 209	220,000	1988
210 to 239	245,000	1989
240 to 269	265,000	1990
270 to 299	285,000	1991
300 to 329	310,000	1992
330 to 359	335,000	1993
360 to 389	360,000	1994
390 to 419	390,000	1995
420 to 449	420,000	1996
450 to 479	450,000	1997
480 to 509	485,000	1998
510 to 539	515,000	1999
540 to 569	550,000	2000
570 to 599	590,000	
600 to 629	635,000	
630 to 659	685,000	
660 to 689	745,000	
690 to 719	815,000	
720 to 749	895,000	
750 to 779	985,000	
780 to 809	1,085,000	
810 to 839	1,195,000	
840 to 869	1,315,000	
870 to 899	1,445,000	
900 to 929	1,585,000	
930 to 959	1,735,000	
960 to 989	1,895,000	
990 to 1019	2,065,000	
1020 to 1049	2,245,000	
1050 to 1079	2,435,000	
1080 to 1109	2,635,000	
1110 to 1139	2,845,000	
1140 to 1169	3,065,000	
1170 to 1199	3,295,000	
1200 to 1229	3,535,000	
1230 to 1259	3,785,000	
1260 to 1289	4,045,000	
1290 to 1319	4,315,000	
1320 to 1349	4,595,000	
1350 to 1379	4,885,000	
1380 to 1409	5,185,000	
1410 to 1439	5,495,000	
1440 to 1469	5,815,000	
1470 to 1499	6,145,000	
1500 to 1529	6,485,000	
1530 to 1559	6,835,000	
1560 to 1589	7,195,000	
1590 to 1619	7,565,000	
1620 to 1649	7,945,000	
1650 to 1679	8,335,000	
1680 to 1709	8,735,000	
1710 to 1739	9,145,000	
1740 to 1769	9,565,000	
1770 to 1799	10,000,000	

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South Enders: Airport on Eastside overdue

by Cathy Reiner
south Times bureau

SOUTH KING

SOUTH KING COUNTY — While some Eastside residents are talking of "grounding" any plans for a new general-aviation airport in their communities, many residents of South King County, home of Seattle-Tacoma International Airport, Boeing Field, Renton International Airport and several smaller airfields are saying: "It's about time."

"Nobody WANTS an airport in his backyard," said Mayor Lorraine Hine of Des Moines. "But in South King County we've always lived in the shadow of airports and planes and there seem to be more planes all the time."

Mayor Hine said the smaller general-aviation planes are becoming a real hazard competing for air space with the large jets. "Every additional plane coming into or out of Sea-Tac increases the chances of a San Diego-style collision of a small plane and a large jet."

"Obviously more people are flying, more companies have small corporate planes and more general-aviation airports are needed to accommodate them. You have to look at where the planes are flying — many Eastside companies and individuals are flying in and out of Sea-Tac when they should have their own airport on the Eastside."

Pauline Conradi, a member of the Westside Residential Community, a neighborhood directly west of the airport and just under the flight paths of many general-aviation planes, agreed.

"The main issue is the mix of small and large planes. The Federal Aviation Administration isn't happy about the mix, no one is. It is dangerous and some day some-

thing is bound to happen.

"But until there are more airports for the smaller planes, the planes have no place to go."

Airports are like garbage dumps, prisons and freeways, she added. "Everyone agrees we need more, but 'not in my backyard.'"

"We have always had it in our backyard. Highline has had the airport for 40 years. We know the big jets are never going away, but we'd like to see other parts of the county shoulder and share some of the responsibility for the smaller planes. There is a great need for more airports and one should definitely go on the Eastside."

Dottie Harper, past president of the Highline Community Council and a longtime resident of the airport area, said if Eastsiders use airports they should have airports.

"If they want to reap the benefits of an airport, if they want to

fly, they should share the problems. Eastsiders drive our roads, pollute our air and endanger our very lives coming to Sea-Tac.

"Then they shout and cry if anyone suggests they share in the problems general aviation creates. Obviously an airport's not desirable, but Highline has more than had its share. With the growing use of small planes we want to make sure someone else shares the responsibilities."

All three women stressed that if a new airport is built, particular attention should be paid to extensive preplanning.

"No site will be perfect, any site will adversely affect someone," Hine said. "But the airport should go into an area where it will have the least effect, and

strict covenants should be made so that nearby land uses will be compatible.

"For example, all development that springs up around and because of the airport should have adequate soundproofing. There should be designated clear zones, noise zones — with all the problems the Port of Seattle has had around Sea-Tac, hopefully many can be dealt with before a new airport is built."

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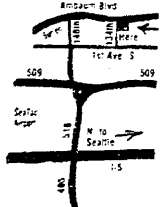
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BID PROPOSALS—SALE

Bidders are invited to submit proposals for the purchase of the Bonds, fixing the interest rate or rates, not to exceed a maximum effective rate of 12% per annum, that the same shall bear in accordance with the maturity schedule above. Bidders shall submit bids according to:

- (a) The lowest rate or rates of interest and premium, if any, above par at which the bidder will purchase the Bonds; or
- (b) The lowest rate or rates of interest at which the bidder will purchase the Bonds at par.

No bid will be considered for the Bonds for less than par and accrued interest, or for less than the entire issue. The purchaser must pay accrued interest, if any, to date of delivery of the Bonds. Coupon rates shall be in multiples of 1/8th or 1/16th of 1%, or both. No more than one rate of interest may be fixed for any one maturity. Only one coupon will be attached to each of the Bonds for each installment of interest thereon, and bids providing for additional or substitute coupons will be rejected. The maximum differential between the lowest and highest coupon rates named in any bid shall not exceed 2%.

For the purposes of comparing the bids only, the coupon rates bid being controlling, each bid shall state the total interest rate of the bid.

The City reserves the right to waive any irregularity or informality in any bid or in the bidding process.

The Bonds shall be sold to the bidder making the best bid, subject to the right of the City Council to reject any and all bids and to re advertise the Bonds for sale in the manner provided by law, and for less than all of the Bonds shall be considered.

All bids shall be sealed, and, except the bid of the State of Washington, if one is received, shall be accompanied by a deposit of \$300,000. The deposit shall be either by certified or cashier's check, made payable to the City Finance Director and shall be promptly returned if the bid is not accepted. The City reserves the right to invest the good faith deposit of the purchaser pending the payment for the Bonds. The purchaser shall not be credited for such earnings. If the Bonds are ready for delivery and the successful bidder shall fail and neglect to complete the purchase of the Bonds within forty days following the acceptance of its bid, the amount of its deposit shall be forfeited to the City and in that event the City may accept the bid of the one making the next best bid. If there be two or more equal bids for the Bonds for not less than par plus accrued interest and such bids are the best bids received, the City Council shall determine by lot which bid shall be accepted.

Any bid presented after the hour specified for the receipt of bids will not be received and any bid not accompanied by the required bid deposit at the time of opening such bid will not be read or considered.

DELIVERY OF BONDS

The Bonds will be delivered to the successful bidder at the office of the City Finance Director or in the City of Seattle, at the City's expense, or at such other place as the City Finance Director and the successful bidder may mutually agree upon at the purchaser's expense. A notification certificate in the usual form will be included in the closing papers for the Bonds.

CUSIP numbers will be printed on the Bonds, if requested in the bid of the successful bidder, but neither failure to print such numbers on any bond nor error with respect thereto shall constitute cause for a failure or refusal by the purchaser thereon to accept delivery of and pay for the Bonds in accordance with the terms of the purchase contract. All expenses in relation to the printing of CUSIP numbers on the Bonds shall be paid by the issuer, but the fee of the Cusip Service Bureau for the assignment of those numbers shall be the responsibility of and shall be paid for by the purchaser.

It is understood that prior to the delivery of the Bonds, the income receivable by the holders thereof shall become taxable, directly or indirectly, by the terms of any federal income tax law, and the successful bidder may at its option be relieved of its obligation to purchase the Bonds, and in such case the deposit accompanying its bid will be returned, without interest.

The City will cause the Bonds to be printed or lithographed and stanced without expense to the successful bidder.

The approving legal opinion of Messrs. Roberts, Snelman, Lawrence, Gov & Moch, Attorneys, Seattle, Washington, will be furnished to the purchaser of the Bonds without cost to the purchaser, which legal opinion will be printed on each bond. Bond counsel shall not be required to be furnished to the purchaser concerning the completeness or accuracy of any official statement, offering circular or other sales material issued or used in connection with the Bonds, and bond counsel's opinion shall so state.

Information concerning the Bonds may be received upon request made in the undersigned or to Seattle Northwest Securities Corporation, 500 Union Street, Seattle, Washington, the City's financial consultant.

DATED at Renton, Washington, this 5th day of March, 1980.
D. E. DELORES A. MEAD, City Clerk
Publication dates: 3/17/80, 3/26/80, 4/2/80, 4/9/80