

AIRSPACE STUDY NEWSLETTER

May 1982

Why me?

You have been included on our distribution list for the Airspace Study Newsletter either because of your membership in an organization which is aviation-related or because of your interest in aviation planning in the Puget Sound region.

What is being studied?

The Port of Seattle and King County are looking at the use of airspace around Sea-Tac International Airport (Sea-Tac) and its neighboring airport, King County International Airport (Boeing Field). Key study questions are: where are there overlapping aircraft traffic patterns which are also called airspace interactions, how often do airspace interactions occur and what are their impacts on aircraft trip time and the flow of aircraft traffic to and from Sea-Tac and Boeing Field?

Why study airspace?

As the respective operators of Sea-Tac and Boeing Field, the Port of Seattle and King County are interested in providing airport facilities and services to airport users without creating undue congestion or delays. If existing or potential congestion or delays are identified, measures to lessen them are considered whenever possible. Airspace interactions between Sea-Tac and Boeing Field are a source of congestion and delays. Numerous Air Traffic Control facilities and procedures have been established to minimize these interactions. However, under certain weather conditions, overlapping traffic patterns severely restrict the number of aircraft that can land and take off at Sea-Tac and Boeing Field, thereby creating delays. And as demands increase for use at Sea-Tac and Boeing Field, so do delays.

What's happening
now?

We have just completed the preliminary assessment of airspace interactions. The results indicate that at Sea-Tac, delays attributable to overlapping traffic patterns will grow gradually through the year 1990 and then increase at a faster rate through the year 2000. At Boeing Field, delays attributable to airspace interactions are much less than for Sea-Tac.

How is the
general public
involved?

A public participation program was set up in order to inform the general public of the study's progress, respond to public concerns and enhance public awareness of the implications of overlapping traffic patterns in the airspace around Sea-Tac and Boeing Field. The program includes an established Advisory Committee representing community and aviation organizations, public meetings, and newsletters.

What next?

By the end of May, the Port of Seattle and King County will decide whether or not the delays merit proceeding with the next part of the study: an identification and evaluation of measures to lessen aircraft delays attributable to airspace interactions around Sea-Tac and Boeing Field. The decision will be based on the findings of the preliminary assessment of airspace interactions and on your input.

You are invited to a public meeting which is scheduled for Tuesday, May 18, 1982, at 7:00 p.m. in the Main Conference Room of the Federal Aviation Administration Building at Boeing Field (9010 East Marginal Way South, Seattle). We will present the findings of the preliminary airspace assessment and solicit comments on the decision to proceed with the next part of the study. Please plan to attend.

If you have any questions or comments you would like to discuss before the meeting, please feel free to call or write the study's Project Manager, Ms. Jody Yamanaka, at the Port of Seattle, Planning and Research Department, P.O. Box 1209, Seattle, Washington 98111, (206) 382-3327. Copies of the working paper which present the preliminary airspace assessment are available upon request from the Project Manager and also will be available at the meeting.

The Airspace Study is sponsored by the Port of Seattle, King County, the Federal Aviation Administration, and the Washington State Department of Transportation.
