

# Sea-Tac Forum

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## Additional homes scheduled for acquisition

The sequence of additional home acquisitions under the Port of Seattle's Noise Remedy Program has been established. In addition to a total of 788 homes that will have been acquired by October of this year, 524 more are scheduled to be purchased from 1986 through 1990. (See graph for location, number and sequence of homes to be acquired.)

Of the 524 homes, 163 were designated for purchase under the Sea-Tac Communities Plan, which the Port Commission approved in 1976. These homes, located north of the airport, will be the first to be acquired.

The rest of the homes to be acquired were selected under the Port's recent Noise Remedy Update, based on extensive data identifying the noisiest areas around the airport. These homes, located north, south, east and west of the airport, will be purchased in groups to minimize the number of homes adversely affected by boundaries where acquired homes are adjacent to occupied homes.

Within each group of homes, the order of acquisition will be established by determining which homes are most impacted by noise and following an orderly block-by-block buy-out. In cases involving medical or financial hardship, homes may be purchased out of order, but only within the group being purchased.

For more information on the acquisition program, call the Port's Acquisition and Relocation Office at 431-3497.

### Planned acquisition schedule\*

Location	No. of Homes	1986	1987	1988	1989	1990
<b>To complete Sea-Tac Communities Plan</b>	163	▲▲▲▲▲▲▲▲▲▲				
<b>Noise Remedy Update:</b>						
■ Lowe's Terrace	95		▲▲▲▲▲▲▲▲▲▲			
■ Southeast	137			▲▲▲▲▲▲▲▲▲▲		
■ Riverton Heights	93				▲▲▲▲▲▲▲▲▲▲	
■ 26th Ave. S.	23					▲▲▲▲▲
■ Southwest	6					▲▲▲▲▲
■ Blvd. Park	10					▲▲▲▲▲

\*Based on the assumption that program funding and relocation housing are both available. Schedule changes may occur if either of these elements is not available.

## Mobile home sought for Noise Remedy Demonstration Program

The Port of Seattle's Demonstration Program, the first phase of its updated noise remedy plan, has begun. The first eight of 26 noise-impacted homes were selected for noise insulation or home selling assistance, and noise measurements have been taken in those homes.

But Port staff are still looking for a *mobile home*, within the "Neighborhood Reinforcement" boundaries (see map in "Jet Aircraft Noise and You" brochure) to be part of the Demonstration Program. The owner of the mobile home must live in the home and own the lot as well. The longer residents have lived in their home, the more likely they are to be considered for the Demonstration Program.

If you are an interested mobile home owner, you can pick up an application at the Port's field office at 253 S. 152nd St., next to Highline High School. The office is open 8 a.m.-noon and 1-4:30 p.m., Monday through Friday. For more information, call the Noise Remedy Program staff at 431-5913.

## Sea-Tac gets noise abatement manager

Sea-Tac's new noise abatement manager is David Diehl. David is working with existing and extra summer staff on noise abatement issues related to aircraft operations.

High priority projects for the noise abatement staff include the Port's ongoing flight track project. The purpose of the project is to evaluate whether aircraft flying into and out of Sea-Tac are abiding by existing noise abatement procedures, and to examine possible changes in the procedures.

David is a Seattle native who has worked extensively on noise abatement issues at John Wayne Airport in Santa Ana, California, and Westchester County Airport in White Plains, New York.

## Airport noise monitoring system expanded

The airport's noise monitoring system, in operation since September 1979, was recently expanded from 9 to 11 monitors. The system monitors long-term noise exposure trends in the neighborhoods surrounding Sea-Tac.

Up to now, noise levels have been monitored at nine remote sites at various locations around the airport. The recently completed Noise Remedy Update study recommended expanding the noise monitoring system by two additional sites, to be sure to take into account sideline noise levels to the north and south of the airport.

These two sites are located just northeast (26th Ave. S. between 150th and 152nd St.) and southwest (192nd St. and 10th Ave. S.) of the airport. The two new monitors, like the other nine, will validate projected noise levels around the airport.

## Quieter airplanes

Since it is the airlines that own and operate the airplanes, Sea-Tac area residents often ask what the airlines are doing to reduce aircraft noise.

Besides contributing financially to the Port of Seattle's Noise Remedy Program, the airlines have spent substantial sums to bring their fleets up to new federal aircraft noise standards:

- Since January 1, the older, noisiest "Stage 1" airplanes cannot operate in the United States unless they are retrofitted with "hush kits" to meet stricter "Stage 2" standards.

- All airplanes certified since November 1975 — at Sea-Tac these include the Boeing 757, 767, and 737-300, the MD-80 and MD-83, and the BAE-146 — have had to meet even stricter "Stage 3" standards.

Sea-Tac tenant airlines met the noise standards months in advance of the official deadline and continue to acquire the new generation of quieter airplanes. In fact, about 18 percent of Sea-Tac's jet flights now use these quieter aircraft, compared with 10 percent in 1984 and 2 percent in 1983.

## Veterans Cemetery proposed

In mid-1984, Port of Seattle, King County, State and Federal officials began to explore the possibility of locating a national veterans cemetery on a 200-acre site in the clear zone south of the airport.

The U.S. Veterans Administration is interested in such a cemetery particularly since Washington State has the third largest per capita veteran population in the United States — about 630,000 — but has no

national cemetery. The closest national cemetery is in Salem, OR, and that one is nearly full.

The land involved is owned by three government agencies (Port, County, and Washington State Department of Transportation), and much of it was purchased with grants from other Federal agencies (Federal Aviation Administration and Federal Highway Administration). Therefore, many public issues, such as compatibility with the local community, will need to be addressed before a specific cemetery proposal can be approved by all parties.

A public meeting held last October revealed considerable community-wide support for a national cemetery at Sea-Tac, and the agencies involved have continued to define and analyze the elements of a workable cemetery proposal.

At this point, the Veterans Administration is proceeding with a specific design and an environmental impact study of the proposed cemetery area. After review of the study by all parties, the next step would be to transfer the land to the Veterans Administration, clearing the way for development of the cemetery.

## Volunteers needed for N. Sea-Tac Park

Additional members are needed for the Greater Highline Community Parks Board, a non-profit volunteer corporation which administers North Sea-Tac Park. If you are interested and belong to any other community organizations in the area, call 241-5960.

Barriers and gates have been installed around the park to prevent dumping and vandalism — not to prevent recreation. But the entrance gate at S. 140th St. and 18th Ave. S. is closed if no park security guard is on the premises. A volunteer park security team now is needed for weekends. If you can serve a four-hour shift on a Saturday or Sunday, call 241-5960.

# Calendar

### AUGUST MEETINGS

**Port of Seattle  
Commission**

**Aug. 13 and Aug. 27, 2 p.m.**  
Port of Seattle Commission  
Chambers, Pier 66  
(normally meets every other Tuesday)

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### SEA-TAC FORUM

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