

PORT OF SEATTLE

SEA-TAC INTERNATIONAL AIRPORT
P.O. BOX 68727 / SEATTLE, WASHINGTON 98188

August 29, 1979

Zone Three Committee
ERAC Building
156th and Ambaum

Dear Zone Three Committee:

Attached with this letter you will find a NEWSLETTER that responds in more detail to many of your questions about the Airport. These questions were taken from a Zone Three Committee meeting held on July 24, 1979.

I have had several members of my staff answer those questions in which they have expertise and knowledge about the subject matter. I hope that their responses to your questions will provide you with answers to many of your concerns.

I appreciate your interest about the issues that confront both you and Seattle-Tacoma International Airport. It is our intention through this newsletter to provide you with as much information about the Airport as possible. I believe that through an informed citizenry and citizen input, we can better plan for tomorrow and the future.

I look forward to your comments about this newsletter. And, if you have any further questions about Sea-Tac, please write me at the address on the letterhead.

Again, thank you for your interest. I look forward to working with you.

Sincerely,

Oris Dunham, Jr.
Airport Manager

PORT OF SEATTLE

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IS THE PORT OF SEATTLE CURRENTLY PURCHASING LAND UNDER THE FLIGHT PATH OF PLANES?

Yes. It is anticipated that more land will be purchased in the future, and, if funding is adequate, completed within 5 years through the land acquisition program.

WHAT IS THE INTERIM LAND ACQUISITION PROGRAM?

The Interim Land Acquisition Program was approved by the Port of Seattle in 1974. The purpose of the program is to purchase property within the extended clear zone boundary requirements as established by the Federal Aviation Administration. When this program began, it had nothing to do "officially" with noise impact or exposure. But with additional recommendations from the Sea-Tac/Communities Plan, the Interim Land Acquisition was incorporated into the acquisition part of the noise remedy program and to date, it has been the basis of our acquisition efforts! Together with additional land recommended by the Sea-Tac/Communities Plan, the most severely noise impacted residential properties will be acquired.

WHAT IS ADAP?

ADAP, or the Airport Development Assistance Program, is the means by which federally collected funds are made available for airport purposes. Most of these funds are collected from taxes on airline tickets. Excise taxes on aviation fuel are also used. All of these monies go into the "Airport and Airway Trust Fund." Most of the Fund has been held by the federal government for "anti-inflation" and other fiscal reasons. At present, over four billion dollars is in the Fund. Making more of the money available in this Fund to Airports--specifically Sea-Tac--would greatly help the extent and timing of the Noise Remedy Programs.

WHAT IS THE SUNSET RECREATIONAL PLAN?

The "Sunset Recreational Plan" or "Sea-Tac North Park" or the "North Clear Zone Acquisition Area Recreational Plan," as it is sometimes referred to, was established through the Sea-Tac/Communities Plan and the Highline Community Plan (the Highline Community Plan was formulated by King County and the Highline Community). The Port of Seattle, King County and the citizens who

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N. acquisition area

had direct participation in the development of these plans stated in the plans' creation that the clear zone area should be used for recreational purposes. To insure that the clear zone area would be used for the best possible recreational purposes, a consulting firm was contracted to determine the appropriateness of several programs.

The Port of Seattle has no intent of investing in a project or maintaining the area until completion of the consultant's research. It is the charge of the study now being conducted to determine who should maintain the area and what sources might provide funding for the project. The principals involved in this study include the community, the Port of Seattle and King County and Jongejan, Gerrard Associates, landscape architects and the principal consultants.

WHERE DOES THE REVENUE GO THAT THE PORT OF SEATTLE RECEIVES WHEN IT SELLS LAND THAT HAS BEEN ACQUIRED?

Revenue received by the Port of Seattle when it sells either property or a home on land that has been acquired goes back into the acquisition fund for additional land purchasing.

IS THE AREA AROUND 14th AVENUE SOUTH GOING TO BE USED FOR THE DEVELOPMENT OF LIGHT INDUSTRY OR HEAVY INDUSTRY? WILL THIS AREA BE RE-ZONED IN THE FUTURE?

The area around 14th Avenue South is not zoned for either heavy or light industry. The area was not recommended for change under either the Sea-Tac/Communities Plan or the Highline Plan. King County administers the recommendations of these plans.

WHAT IS THE DEFINED CLEAR ZONE AREA?

The defined "clear zone" area is established by the Federal Aviation Administration. This area extends 2,500 feet from each end of the runway and 1,250 feet to the side from the center line of the runway--including the 2,500-foot extensions. The authorized "expanded" areas are 5,000 feet, or the next nearest natural or manmade boundary. This cannot be altered. It comprises the "interim" acquisition program.

WHAT IS THE GOAL OF THE PORT OF SEATTLE POLICE DEPARTMENT?

The goal of the Port of Seattle Police Department is that of any other public-service oriented police department: the protection of life and property. The Port Police Department accomplishes this goal with high-visibility crime-prevention patrol.

A Port Police Officer is primarily responsible for property owned by the Port and for people on and about that property. If a Port Police Officer observes a major crime in progress outside of Port-owned properties, he will take action and assist the King County Department of Public Safety upon its arrival on the scene. In all cases, the Port Police Officer will cooperate fully with the King County Department of Public Safety in crime suppression.

The Port of Seattle Police Department is increasing its size. It has recently hired seven new police officers and may hire additional officers in 1980. This increase in officers will allow for as many as two patrol vehicles on preventive patrol at any one time. There is currently one patrol vehicle available and committed to the patrol areas within Zone Three.

The Port Police Department welcomes the chance to serve and assist the citizens of Zone Three. The POSPD emergency and crime-reporting phone number is 433-5400. The best way to "step up" the Port's effectiveness within Zone Three is for all the Port's concerned neighbors to telephone all suspicious activity they observe on Port properties.

WHAT ARE THE NOISE IMPACTED AREAS? WHERE ARE THESE AREAS?

All areas subject to aircraft noise exposure are to some degree "noise impacted," as are areas subject to other noise sources, such as highway traffic. "Severe noise exposure is generally defined by levels above 40 Noise Exposure Forecast (NEF), or 75 LDH. "Areas recommended for acquisition by the Sea-Tac/Communities Plan were established based upon projected long-term exposure at those levels. Other noise impacted areas addressed by the Sea-Tac Plan can be seen as well on the Port's brochure maps printed in shades of blue. The lighter blue areas on the map are still subject to noise exposure sufficient to be of concern to some residents. Even at great distances from airports, aircraft overflights will be occasionally perceived and described as an "annoyance" by a smaller segment of the general population.

MANY PEOPLE BELIEVE THAT BOTH FLIGHTS AND THE ASSOCIATED NOISE THAT ACCOMPANIES THEM IS INCREASING--ESPECIALLY OVER CERTAIN AREAS. IS THIS THE CASE? IF SO, WHAT CAN BE DONE ABOUT IT?

In general, noise impact has been predicted to decrease over time even though numbers of flights would increase somewhat. This is due to the gradual introduction of newer and quieter aircraft into the airline fleets as required by federal law. Basically, this has been happening but there are some things which concern us and should concern noise impacted residents as well. First, the federal regulations (FAR-36) on noise may be altered or relaxed by legislation that is now pending in Congress. We see this as a problem. Secondly, the federal money (ADAP) we have been using to help purchase noise impacted properties has not been available in the amounts needed to keep the program going. Although the Port recently succeeded in arranging some alternative financing, we are obviously concerned that more federal dollars are not available to help. We will continue to work to resolve both of these problems and support from noise impacted citizens will definitely help.

Recently, airline deregulation by the federal government has meant that several carriers are operating at Sea-Tac. With deregulation has come an increase in the number of flights. However, deregulation allows airlines to drop service as easily as they add it. We are seeing some evidence of this at Sea-Tac. Once the immediate effects of deregulation are sorted out, we expect only a gradual increase in air carrier flights.

ISN'T AIR PASSENGER TRAFFIC UP? AND WHAT ABOUT GENERAL AVIATION--THE SMALLER PLANES?

Yes, passenger traffic has increased. We expect about ten million people to use Sea-Tac this year. Fortunately, the planes are flying very full and many are high capacity, wide-bodied types. This helps to keep the total number of operations down. Small aircraft operations have increased also. We do see this as a problem. Too many small planes reduce the Airport's capacity. Sea-Tac is designed largely as an air carrier airport--NOT a general aviation airport. We will continue to provide limited facilities and parking areas for general aviation aircraft use.

243-2524

WHAT IS THE CURRENT NOISE REDUCTION SYSTEM?

The only noise reduction system that currently exists is that which is practiced by the airlines in their flight procedures and by the FAA in attempting to route traffic over less populated areas.

WHAT CAN AN INDIVIDUAL DO IF HE HAS A COMPLAINT ABOUT A PLANE THAT IS TOO NOISY OR SEEMS TO BE OFF OF ITS PRESCRIBED FLIGHT PATH? WHO CAN BE CONTACTED AT THE PORT OF SEATTLE, THE FAA OR THE CARRIER?

A rule of thumb is, if the aircraft is in flight, it is under the control of the FAA. If it is generating noise while on the ground, it is a matter under the control of the Port of Seattle.

If an individual desires to report something concerning an aircraft in flight, the FAA duty officer should be contacted at 767-2691 or after 4:00 767-2600. If the aircraft is on the ground at Sea-Tac, the operations supervisor at the Airport should be contacted at 433-5224.

central control facility
433-5229
433-5385

ARE APPROACHING AND DEPARTING AIRCRAFT REQUIRED TO MAINTAIN A DEFINED FLIGHT PATTERN? IF SO, IS THIS CHECKED BY THE CONTROL TOWER, FAA OR PORT OF SEATTLE? WHAT CAN BE DONE IF THESE PLANES FLY OUTSIDE OF THE DEFINED APPROACH OR TAKEOFF PATTERN, e.g., ARE THERE ENFORCEMENT PROCEDURES?

All aircraft within the Seattle-Tacoma Terminal Control Zone (an area approximately 22 miles in radius from Sea-Tac) are under constant radar surveillance and fly in compliance with courses, altitudes and speeds prescribed by air traffic controllers. Aircraft within this control zone are kept on established flight patterns. Any unauthorized deviation from instructions results in the filing of a flight violation against the pilot concerned, by the FAA. It is our understanding that extremely few aircraft depart from their prescribed courses by more than a few 100 feet within the Terminal Control Area. The departure that may occur is due mainly to weather conditions and wind direction.

433-5385

2747-
767-

767-2747
767-2600

WHO IS RESPONSIBLE WITHIN EACH OF THE CARRIERS FOR DETERMINING THAT CARRIER'S FLIGHT OPERATIONS? HOW CAN THEY BE CONTACTED?

Flight Operations Scheduling, normally located at the carrier's primary headquarters, is responsible for overall scheduling of aircrews, aircraft, etc. The scope of this activity deals with national and international requirements and is quite complex. The best means of contacting the specific carrier scheduling section would be through the local carrier informational office--these phone numbers are available in your local directory.

WHAT IS BEING DONE ABOUT THE EMISSIONS FROM JET ENGINES--TAR, OIL, GREASE?

The Environmental Protection Agency and the Federal Aviation Administration have established standards for aircraft engine emissions. Along with the noise retrofit program that's designed to reduce jet engine noise, these federal agencies require some form of emission control to reduce this problem.

WILL THE AIRPORT BE EXPANDING THROUGH THE ADDITION OF ANOTHER RUNWAY OR INCREASED LENGTH OF CURRENT RUNWAYS?

There are no plans to either construct another runway or lengthen the existing runways. The length of existing runways is quite adequate.

WHAT PLANS DOES THE AIRPORT HAVE FOR FUTURE DEVELOPMENT OF ITS CURRENT AIRPORT FACILITIES, e.g., TAXIWAY EXPANSION, CARGO AREAS AND PASSENGER TERMINALS?

There are long-range plans to provide an additional "exit" taxiway between the two runways. Plans have also been made to complete the extension of taxiway "C" the entire length of the west runway. When the North and South Satellites were constructed, provisions were made to expand each of these satellites to accommodate up to twenty gates each. They each now have fourteen gates. Continuing studies are being conducted and the passenger traffic flow through the Airport is constantly monitored to determine when such expansion of the Satellites should be started. At this time, the exact date of expansion has not been established. Additional air cargo terminals for tenant use are being developed from time to time north of the passenger terminal on the east side of the Airport. Eventually, air cargo maintenance development will occur on the southwest corner of the Airport (South of S. 176th Street).