

MEMORANDUM

DATE JULY 25, 1979

TO ALL DEPARTMENTS AND CONCERNED STAFF

FROM JAMES BRANCH

SUBJECT QUESTIONS GENERATED BY THE PUBLIC AT A ZONE THREE STEERING COMMITTEE MEETING ON TUESDAY, JULY 24, 1979, BETWEEN 7:30 a.m and 9:30 p.m.

- EP
- 7
- BR
- OK
1. 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?
 2. What is the interim land acquisition program? What are the boundaries of this program? (Please use a map) Why has this program avoided certain areas--outside the defined boundaries?
 3. Why doesn't the Port of Seattle acquisition land that is directly under the flight paths of approaching and departing planes? Will this be planned for in the future as the Airport develops?
 4. Will the Airport be expanding through the addition of another runway or increased length of current runways?
 5. What plans does the Airport have for future development of its current runway system, eg. taxiway expansion, cargo, terminals etc.?
 6. There has been a steady increase in the amount of both noise and flights over certain areas surrounding the Airport, especially around 136th and 20th. What is going to be done about this problem? Will the increase in flights continue?
 7. What is FAR 36? What does it mean and what are its benefits?
 8. What is the current noise reduction system? What are the current standards for this system? Does a noise abatement program currently exist?
 9. What is HR 231? What does it mean and how is it going to affect the Airport community? Does the Port of Seattle support HR 231? Why or why not?
 10. Are approaching and departing planes 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, eg. are there enforcement procedures?

EP 11. What are the noise impacted areas? Where are these areas?

BR ~~11.~~ What can an individual do if they have 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, FAA or the carrier?

BR 13. Who is responsible within each of the carriers for determining that carriers flight operations? How can they be contacted?

EP 14. What is the Sunset Recreation Plan? ^{- Dave Bough - ED.} Who is the project's manager? Why should the Port of Seattle invest in this recreation plan? Do the people of this community--Zone 3 and Highline--really want a recreational facility such as this? Has this been voted upon? Why invest in this project and provide funds for its future maintenance when the money could be invested in land acquisition of impacted areas? What are the expected ong-term costs for maintaining this recreational facility. What is the initial cost? Who will be responsible for the park's maintenance? Will local tax dollars be used? Why should this Plan be supported by the local community? Is this area safe for recreational uses--noting the University of Washington study which states that the area is unfit for animal life? Who are the principals involved in this plan?

R 15. Where does the revenue go that the Port of Seattle receives when it sells land that has been acquisitioned?

EP 16. What are the defined clear zone areas--the mandatory and extended areas? Will these areas be enlarged? Are the areas just outside the defined clear zones really safe? How have the clear zone areas been defined?

EP 17. What can be done about the emissions from jet engines--tar, oil, grease, etc. that has been dropping on various neighborhoods?

EP 18. How can the five year capital budget of the Port of Seattle, Sea-Tac Airport help the surrounding communities? What is the purpose of this long-range budget?

EP 19. What can the people of the surrounding Airport communities do to encourage government--representatives, legislators, agencies--to support the Port of Seattle and the communities inhabitants in solving the issues being confronted currently?

For info 20. What is ADAP? What does it mean and how does it affect the surrounding communities? What is the Port of Seattle's commitment?

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- EP
21. How can more money be gained to increase the number of homes acquisitioned? Who should the citizens contact?
- HM
22. Does the Port of Seattle Police Department police those areas within the Highline and Zone 3 communities. What can be done to step-up the POS Police Department's watch of areas owned by the Port and located within residential areas?
23. What can the citizens of the Highline community and Zone 3 do to facilitate cooperation between themselves and the Port of Seattle, Seattle-Tacoma International Airport?