

PORT OF SEATTLE

P. O. BOX 1209 / SEATTLE, WASHINGTON 98111

September 27, 1977

Ms. Virginia E. Dana
2048 S. 142nd Street
Seattle, Washington 98168

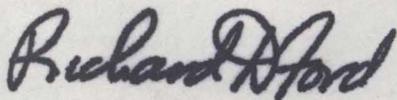
Dear Virginia:

Thank you for your letter of September 22. We are very concerned about the Concorde and not just because of Concorde itself. There are only sixteen of these airplanes to be built, and Seattle from an operational point of view probably won't serve. The disturbing fact is the decision undermines our planning efforts. As you know, one of the cornerstones of the Sea-Tac/Communities Plan is that aircraft will become quieter, not noisier. For the Federal Government to amend its regulations to permit a noisier aircraft to operate in and out of U.S. airports is most disturbing. Does this mean that other noisy aircraft may also be certified? I am terribly disturbed about this aspect of the problem. It has been our hope the Federal Government would work to strengthen its noise regulations and demand even quieter aircraft for operations in and out of U.S. airports.

We are obviously going to have more to say about this subject, and we will look forward to working with the community to deal with the problem. We don't have all the facts in front of us because of the secrecy of Federal agencies. However when we get the proposed regulations, we shall proceed to deal with the problem as effectively as possible.

I have to say I do not believe it is negative to say part of the solution to noise problems must include improved aircraft engines which reduce noise levels. This should be a positive effort pursued aggressively by the Federal Government, the airlines, and the aircraft builders. I think we have a right to expect it of them, and it is with regret that I see this action taken by the Federal Government.

Very truly yours,



Richard D. Ford
Executive Director

31/19