

January 30, 1974

David M. Des Voigne
of Seattle

Land Acquisition Project
Petition south of proposed S. 211th boundary.

Dr. Des Voigne,

would like to enter this statement, petition and comment into the record of this public hearing, on the Environmental Impact Statement and proposed project to the Federal Aviation Administration.

We are submitting a petition with more than eighty (80) signatures of property owners who are petitioning the Port of Seattle Commissioners to establish South 216 street as the southern terminus of the interior acquisition, with 24th Ave. S. being the East boundary and the proposed S. 2509 being the West boundary.

7th Imp. of The purpose of the interior acquisition is to remove the most severely noise impacted residences from the area known as the expanded clear zone. The Port of Seattle has stated that they can justify the extension because of natural geographical features; the location of schools, parks and logical street boundaries. (Des Moines News, Sept. 12, 1973) The purpose for the F.A.A. from the Eligibility of Land Acquisition Under The Airport and Airway Development Act of 1970.

5. POLICY. The preservation and enhancement of airport longevity is essential to a viable national airport system adequate to anticipate and meet the needs of civil aeronautics. To this end, the acquisition of land for future as well as current airport development shall receive utmost consideration for inclusion in projects assisted under the Airport Development Aid Program (ADAP). It is expected that many of today's airports and all new airports will continue to provide aviation services at least through the mid 21st century. *★* The land acquired should recognize this goal. Such land areas should encompass the needs for expanded passenger and cargo facilities; fire, rescue and maintenance buildings; fuel farms, etc; and include all areas that can reasonably be expected to be used for any airport purpose.
6. ACTION. Whenever possible, FAA personnel shall encourage sponsors of proposed development projects to include enough land, or interests in land or airspace, to meet not only the minimum requirements as set forth in the standards for the proposed development, but also to accommodate future development of the airport required to realize its ultimate role.
7. LAND AREAS. Sponsors should be encouraged to establish a program of land acquisition which includes provisions for land areas described below, all of which areas shall be considered eligible for participation in the ADAP.