

MEMORANDUM

DATE November 16, 1981

TO Distribution

FROM Jody Yamanaka, Planner II

SUBJECT Airspace Study Advisory Committee Meeting
November 5, 1981, 7:00 p.m.
FAA Building, Boeing Field

Attending: Advisory Committee Members

Sheila Ault - Highline Community Council and PAC
Virginia Dana (alternate for Jean Pihlman) - Zone 3
Arum Jhaveri - Sea-Tac Policy Advisory Committee
M. C. Kronshage - Air Transport Association
Don Secrist - Puget Sound Council Government
Rosemary Zeuschel - Northeast King County Coalition

Study Team

Dawson Alexander - Port of Seattle
Don Maddison - Peat, Marwick, Mitchell and Co.
George Saito - Federal Aviation Administration
Joe Sims - Port of Seattle
Jody Yamanaka - Port of Seattle

We believe the following record to be an accurate summary of the meeting's discussions. We will appreciate notification of exceptions to this record within 10 days of its receipt. Failing such notification, we will consider this a statement of fact in which you concur.

The meeting was opened at 7:15 p.m. by Joe Sims, Chairman of the Study Management Committee.

Following introductions, Joe Sims described the purpose, organization and role of the Advisory Committee and reviewed the background to the study. He stated that the Advisory Committee has been formed as one component of the Airspace Study's public participation program. The organization and composition of the Advisory Committee was based on three objectives:

1. Members represent an established organization with aviation-related interests or a governmental agency.

2. Members be responsible for reporting study progress to their associates or constituency and in turn for transmitting comments from them to the Port of Seattle and King County.
3. Members commit to attending Advisory Committee meetings through the term of the study.

He added that if members of the Advisory Committee have any questions or comments which come up between meetings, they should contact the project manager (Jody Yamanaka). She will act as the liaison between the Advisory Committee and the study staff.

Mr. Sims summarized the reasons leading to the initiation of this study into two areas: the issue of airspace interaction and the issue of Port of Seattle participation in general aviation airport planning and development. The impact of the common use of airspace between Sea-Tac and Boeing Field had been addressed in a regional airport system study (ATSAP) in the late '60s and identified as a potential problem in the Sea-Tac/Communities Plan (1973). However, an up-to-date evaluation of this airspace interaction is not available. This study will serve to fill this gap.

The Airspace Study will also serve as a guideline for the level of Port participation in general aviation planning and development. The Port of Seattle has been looked to as a potential sponsor of a general aviation reliever airport. However, Port policy states that the Port may participate in planning and provision of general aviation facilities should it be necessary to avoid congestion and delay at Sea-Tac. In order to address this relationship, the Airspace Study was deemed necessary.

Following Mr. Sims' presentation, Jody Yamanaka, the Project Manager, reviewed the scope of work, study schedule and project organization as presented in the Airspace Study work program. (The work program is the basis of the grant agreement with the FAA and the contract between the Port and the Consultant. Copies are available from the Project Manager upon request.) The study will be conducted in two phases with a go/no go decision point between them. If, in the first phase, the impact on airport capacities of the common use of airspace between Sea-Tac and Boeing Field is determined to be significant, then alternatives to mitigate these impacts will be identified and evaluated in the second phase. If the impacts are not significant, the study will be terminated at the end of the first phase.

The study will follow the attached schedule (Exhibit I). Tasks represent study elements identified in the work program. As indicated in the schedule of public participation meetings, the next Advisory Committee and the first of three public information meetings have been tentatively scheduled for January.

Distribution
November 16, 1981

-3-

Project organization was presented in the form of the attached chart (Exhibit II). The Project Coordinating Committee is composed of a representative from each of the sponsoring agencies (Port of Seattle and King County), each of the funding agencies (FAA and WSDOT) and the consultant (PMM).

Ms. Yamanaka also reported on the study progress to-date. A survey of general aviation users is underway at Sea-Tac and Boeing Field. The purpose of this survey is to identify characteristics of general aviation traffic at the two airports for the inventory and for possible use in Phase II alternative evaluation. Counts of aircraft operations at Boeing Field were made for three hours daily during the week of October 19, 1981. Each operation was identified by aircraft type, runway use, takeoff or landing and training. The purpose of these counts is to determine fleet mix and runway usage.

Don Maddison, the consultant from Peat, Marwick, Mitchell & Co. (PMM), presented an overview of air traffic control and local airspace structure. Mr. Maddison began by defining some terms such as air traffic control, IFR, VRR, ARTCC, TRACON, ATCT, FSS and wake turbulence. (A glossary of terms is available from the Project Manager upon request.) He described the IFR separations maintained in air traffic control and their impact on the common use of airspace between Sea-Tac and Boeing Field. In a south flow, for example, arrivals to Sea-Tac must be spaced at greater intervals in order to maintain adequate separation between an arrival to Sea-Tac and an arrival to Boeing Field. In a north flow, for example, departures from Sea-Tac must be spaced at greater intervals in order to protect against the possibility of a missed approach at Boeing Field.

Discussions with members of the Advisory Committee addressed the following issues:

- *Management of aircraft operations due to controllers strike.
- *Criteria used in the study to define the problem of airspace interaction.
- *The impact of collision avoidance system on IFR separation requirements.
- *Other airports that might impact the airspace interaction between Sea-Tac and Boeing Field.
- *The portion of a flight that will be considered to influence airport capacity and delays.

JY/D/53
Attachments

Distribution:

Alexander, Dunham, Muller, Sims, Yamanaka (Port of Seattle); Don Smith (King County); George Saito (FAA); Bill Hamilton (WSDOT); Don Maddison (PMM); Ault, Dana, Jhnveri, Kos, Kronshage, McKenna, Patterson, Pihlman, Rotter, Secrist, Sweet, Wood, Woosley, Zeutschel, Ahn, Day, Nelson