

With regard to the specific questions in the November 9, 1983, letter, we have these interim answers pending the development of formal guidelines:

- a. The level of federal financial assistance would be determined by the Airport Safety and Noise Abatement Act, Section 104(c)(1) which at this time stands at 80 percent of the cost.
- b. & c. The eligibility of the costs of different components of the program, whether it be purchase assurance or sound insulation would be based on the results of the local study prepared. The eligibility of different types of residential properties should be the same. If it is considered appropriate and determined feasible as a result of the study, it would be eligible.
- d. The implementation responsibility question appears to be one that does not involve any money and certainly should be handled by the port with full disclosure to all people involved.
- e. The interior sound level requirements should be established based upon the EPA levels as recommended for the given area and type of housing which exists. However, local housing conditions may warrant a sound level different from EPA standards. This should be investigated and determined as part of the study.
- f. The cost of additional work related to other home improvements (i.e., to bring up to code) does not appear to be a grant eligible item. As discussed earlier, this particular aspect should be investigated in the study before the project is undertaken to establish that a need exists for the type of project proposed. If substantial cost in upgrading is needed, sound insulation might not be appropriate for the project.
- g. At the present time, there would have to be full compliance with the Uniform Act. However, under the procedures being developed by the DOT task force to implement changes in the DOT regulations (copy attached), it is possible that the FAA could accept a program which would not necessarily have to follow the requirements of the Uniform Act. That is, since there will be no threat of eminent domain, and since the process would be an amicable and negotiated agreement between the property owner and the port, and provided that the property owners and all the people in the area recognize that relocation assistance will not be a part of the program, the study could propose that relocation assistance payments not be made.

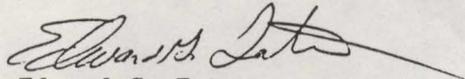
There might be leeway provided in this area based upon the response from the community that certain costs of relocation should be reimbursed by the sponsor such as, payment of moving costs, or payment of increased interest costs. If we agree and determine that

guidelines involving the purchase assurance and noise insulation programs which could very well become a model for use nationwide. In other words, we will be "plowing new ground" together in this effort.

Needless to say, care must be taken in the development of these eligibility criteria because the very nature of a noise remedy program can be very controversial. Also, we must insure that any new process for implementation of a noise remedy program complies with all applicable laws and regulations.

We look forward to working closely with the Port of Seattle in this endeavor. We will be more than happy to meet with you and/or your staff at any time to discuss this matter further and in more detail.

Sincerely,



Edward G. Tatum
Manager, Airports Division

Enclosure