

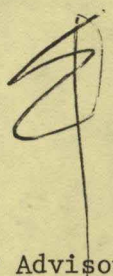
PAC Subcommittee on Organization
January 26, 1983
Page 2

I will be leaving on vacation January 27 and return the week of February 7. By that time you will have had a chance to review the matrix and we can schedule a meeting to address some of our concerns and raise alternatives for discussion.

If you have a favorite time for a meeting as in the day of the week, or time (either daytime, afternoon or evening), please let me know. I would like to make this group as informal and yet as productive as possible. Our goal is to have a series of alternatives laid out for the Policy Advisory Committee by the next meeting on March 23.

I admire your gumption for volunteering to assist in this task. We'll find it at times a little frustrating, but always interesting and challenging.

Thank you.

A handwritten signature in dark ink, consisting of a stylized, cursive 'E' or similar character, with a vertical line extending downwards from the bottom of the signature.

0682i
Enclosures

cc: Policy Advisory Committee
Highline Community Council
Zone III Committee

February 24, 1981

Mr. Jack Lynch
Director of Planning and Community Development
King County Court House
Seattle, Washington 98104

Dear Jack:


At the last Policy Advisory Committee (PAC) meeting a question was raised regarding the status of King County building code sound insulation requirements for protection from aircraft generated noise. King County representatives had informed PAC a few years ago of an investigation into the implementation of such a building code requirement. However, the outcome of that investigation was not learned.

The Sea-Tac/Communities Plan identified the need to adopt and enforce construction code sound insulation requirements (applied to the renovation of existing structures as well as new construction for sound protection) in an aircraft oriented noise environment as one of the Plan's noise remedy programs. Revisions to the appropriate construction codes of King County were called for after the Plan's adoption. The Sea-Tac/Communities Plan was adopted by King County in 1976.

According to Ed Sand, King County Building and Land Development Department, no noise insulation amendments to the construction codes of King County are currently being considered or planned. PAC would appreciate your confirmation of this situation by the next PAC meeting, March 4, 1981.

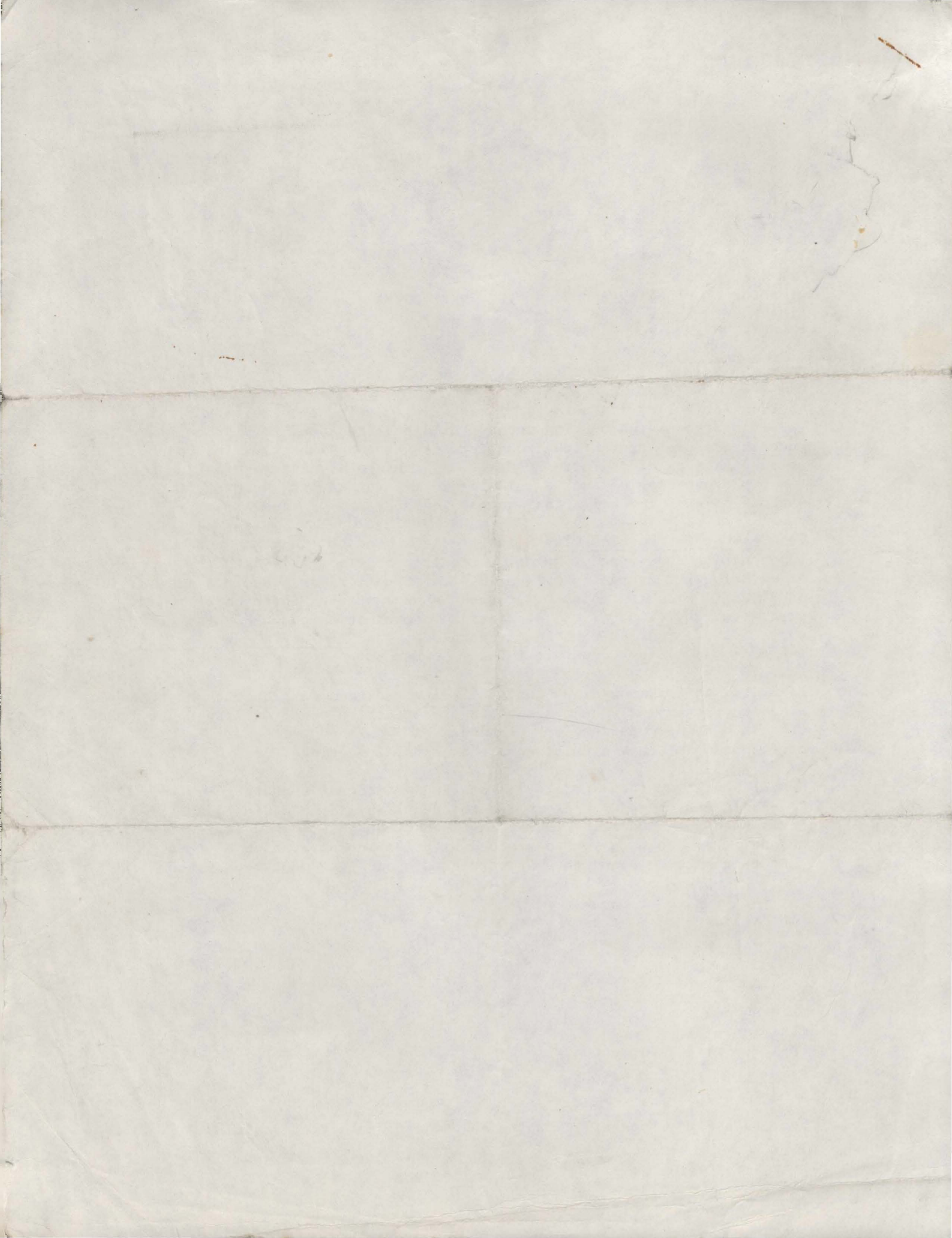
Establishment of these code revisions is an integral component of the Sea-Tac/Communities Plan's program to establish and maintain an environmentally compatible relationship between Sea-Tac and its surrounding communities. We urge you to proceed with the implementation of these construction code amendments as warranted upon King County approval of the Plan.

Sincerely,


Oris Dunham
Chairman
Policy Advisory Committee

JY/5/11

bcc: Joe Sims, Manager, Planning and Research--Port of Seattle



PORT OF SEATTLE

SEA-TAC INTERNATIONAL AIRPORT
P.O. BOX 68727 / SEATTLE, WASHINGTON 98188

POLICY ADVISORY COMMITTEE

MEETING

MARCH 23, 1983

1. Minutes of January 19, 1983
- 2. Update of Second Interim Land Acquisition - George Sutter
- 3. Policy Advisory Committee (PAC) Organizational Appointment Committee Report - Ed Parks
- 1-4. Police Department Responsibility - Police Chief Ed Ingram
- 5. Fire Department Responsibility - Fire Chief Rick Smith
6. Sea-Tac Noise Remedy Update - Jody Yamanaka

*n. a. ago.
150 parents*

0153C

Minutes - Irene Jones name not included in list of volunteers to address problems of appointment to PAC.

UNIT OF GREAT BRITAIN

POLICY ADVISORY COMMITTEE

MEMORANDUM

MARCH 23, 1963

- 1. Minutes of January 10, 1963
- 2. Report of Second Interim Land Acquisition - George Bell
- 3. Policy Advisory Committee (PAC) Organizational Appointment Committee Report - 15 tasks
- 4. Police Department Responsibility - Police Chief Ed Justice
- 5. Police Department Responsibility - Mrs. Chief Kirk Smith
- 6. See-It-Not-See-It-Report - Jock Yamanaka

PILOVER BOND

55X COTTON FIBER

PORT OF SEATTLE

SEA-TAC INTERNATIONAL AIRPORT
P.O. BOX 68727 / SEATTLE, WASHINGTON 98188

POLICY ADVISORY COMMITTEE

MEETING

MARCH 23, 1983

1. Minutes of January 19, 1983
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0153C

PORT OF SEATTLE

SEA-TAC INTERNATIONAL AIRPORT
P.O. BOX 68727 / SEATTLE, WASHINGTON 98188

POLICY ADVISORY COMMITTEE

MEETING MINUTES

JANUARY 19, 1983

MEMBERSHIP PRESENT

DAWSON ALEXANDER	PORT OF SEATTLE	PRESENT
ART YOSHIOKA	PORT OF SEATTLE	PRESENT
VIRGINIA DANA	ZONE III	PRESENT
RODGER LEGG	CITIZEN NORTH	PRESENT
GEORGE BULEY	FAA	PRESENT
JEANNE ZALUD	CITIZEN SOUTH	PRESENT
DAVID WING	CITIZEN EAST	PRESENT
ARUN JHAVERI	CITIZEN WEST	PRESENT
JUANITA SIMPSON	LOCAL BUSINESS	PRESENT
DR. JAMES JENNINGS	HIGHLINE SCHOOL DIST.	PRESENT
L. C. BOHRER	LOCAL GOVERNMENTS	PRESENT
TED TARANTINO	KING COUNTY	PRESENT
ED NEILSON	ATA	ABSENT

CITIZENS IN ATTENDANCE

HOWARD OLSEN	CITIZEN
MICHAEL S. TRIPLETTE	CITIZEN
IRENE JONES	CITIZEN
MARIE O. MILLER	CITIZEN
BEN J. PETERSON	CITIZEN
GUS ANDERSON	CITIZEN
HAROLD BAUMGART	CITIZEN
LEONE BAUMGART	CITIZEN
LORRAINE TURNER	CITIZEN
ARNY UROHN	CITIZEN
GEORGE SAITO	FAA
MARY REILEY	CITIZEN
KATHRYN TAUSCHER	CITIZEN
MR. & MRS. H. C. BALL	CITIZENS
JENNIE FAIRWEATHER	CITIZEN
DIANNE GIVOGRE	CITIZEN

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POLICY ADVISORY COMMITTEE MINUTES
JANUARY 19, 1983
PAGE TWO

CONNIE NICOLI	CITIZEN
PAULINE J. CONRADI	WESTSIDE
BARBARA SUMMERS	CITIZEN
MARY BEAME	CITIZEN
MARY WHITE	CITIZEN
JEAN PIHLMAN	ZONE III
HUGH GILLENWATER	ZONE III
ANNE MORTON	CITIZEN
TERRY RODGERS	ROBINSON NEWSPAPERS
GEORGE SUTTER	PORT OF SEATTLE
BARBARA STEWART	PORT OF SEATTLE
BURR STEWART	PORT OF SEATTLE
BEVERLY BOSTER	PORT OF SEATTLE
ORIS W. DUNHAM JR.	PORT OF SEATTLE
JOE SIMS	PORT OF SEATTLE

The meeting was called to order at 2:15 p.m by Dawson Alexander Jr.,
Chairman.

Jean Pihlman stated that the people in Zone III were unhappy with the
method of selecting the representatives to serve on the committee.

Alexander answered Pihlman by asking PAC for their permission to form a
committee to address the problem of appointments to the Policy Advisory
Committee. Ed Parks, Community Affairs Manager, agreed to act as chairman
of this committee, as he was familiar PAC from the beginning of its in-
ception. Alexander asked for volunteers from the membership as well as
the audience. Virginia Dana and L. C. Bohrer agreed to membership on the
committee. *IRENE JONES (first to volunteer)*

Pauline Conradi requested that the Highline Community Council be included
in the Committee. —

Alexander proceeded with the remainder of the meeting, beginning with the
first agenda item, the Sea-Tac Airport and Boeing Field Airspace Study.
Jody Yamanaka of the Port of Seattle, Planning and Research Department,
reported on the study.

Yamanaka reported that the study had recently been completed. It examined
the source of congestion related to aircraft at Boeing Field and Sea-Tac
Airport and recommended a program to reduce delays.

POLICY ADVISORY COMMITTEE MINUTES
JANUARY 19, 1983
PAGE THREE

The delays are called airspace infractions and refer to overlapping traffic patterns or when demand exceeds the number of aircraft that can land and take off. These infractions occur in poor weather conditions. The aircraft need to be spaced farther apart. When this occurs and planes are landing from north to south, coming over Seattle and landing at Sea-Tac and Boeing Field, the spacing problems result in a reduction in the number of aircraft that can land.

The study looked at several alternatives. First was air traffic control technology. Technology, that could in the future, lead to a reduction in the distance between aircraft landings and take offs.

Secondly, airport facility improvements were considered, such as adding a runway, or improving facilities at other airports to attract some of the traffic and last, demand management measures were considered, such as quotas, surcharges etc.

The committee recommended a three part program.

1. Encourage research, development and application of air traffic control technology that would help aircraft spacing.
2. Investigate the potential of other existing airports to serve as instrument general aviation reliever airports.
3. To reassess the airspace situation for the next five years.

A Presentation will be made at the Staff Review Session, following the regular Commission meeting, at 2:00 p.m. at Pier 66 on Tuesday, January 25. We will request another public forum, possibly on the eastside, to review the findings and recommendations of the study.

Alexander called on Yamanaka to address the next agenda item, the Noise Remedy Update.

The Commission, Yamanaka stated, authorized the Port Staff to do two planning studies; a total update of the Noise Remedy Program and to plan for continued acquisition north of the Airport.

POLICY ADVISORY COMMITTEE MINUTES
JANUARY 19, 1983
PAGE FOUR

The consulting firm of Peat, Marwick and Mitchell was selected to update the Noise Remedy Program. They are teaming with a Seattle firm McClure Research.

Their first task was to prepare a work program which would include a description of the tasks in the study, the responsibility of the participants and the schedules. The work program would be used as a guideline and also for the grant application to the FAA for funds.

The study will start in March with a community involvement program. This program will identify the type, format, composition, organization of all meetings of the advisory committee. It will establish the roles and responsibilities of the community participants, the Port, the County and other agencies. It will establish definitive schedules on key decision points.

Virginia Dana asked if the density guidelines would be considered in the Noise Remedy Program report. Yamanaka said these guidelines would be included in the report.

Arun Jhaveri asked if a member of PAC would be on the project team?

Yamanaka answered that opportunities would be provided for involvement by the community. She also gave the time frame estimated by the Consultants as twelve months to do the work and two extra months to do the report and wrap up the work.

Yamanaka introduced George Sutter who spoke on the Acquisition program.

Sutter explained that the extended clear zone acquisition started in 1975 and most of the properties have been acquired, noted, in the original plan. Benefits for relocation are now being paid and properties are now being cleared. We have acquired 634 residentially improved properties and approximately 300 acres north and south of the airport. We have spent approximately 38 million dollars. Funding has come, mainly, from the Federal Aviation Administration in the form of grants. They have ranged from 50% to 80%. In the latter years we were receiving a ratio of 80% Federal funds to 20% Port of Seattle funds. The Port of Seattle funds came out of revenues derived from airport operations, services, rents from tenants and fees from concessionaires etc.

The new acquisition project is north of 136th street between Des Moines Way and 20 Avenue South - mid-block 133 and 132 south. This area contains 150 residential properties. Acquisition will begin around April. Approximately 13 million dollars will be spent and should be accomplished by the end of 1985. At the same time the Noise Remedy Program Update would be accomplished.

POLICY ADVISORY COMMITTEE MINUTES
JANUARY 19, 1983
PAGE FIVE

Phase I requires a relocation plan and considers the requirements of the people in the area, also how many owners there are and how many renters. The law and FAA requirements state that there must be acceptable, decent, sanitary replacement housing for those who will be displaced.

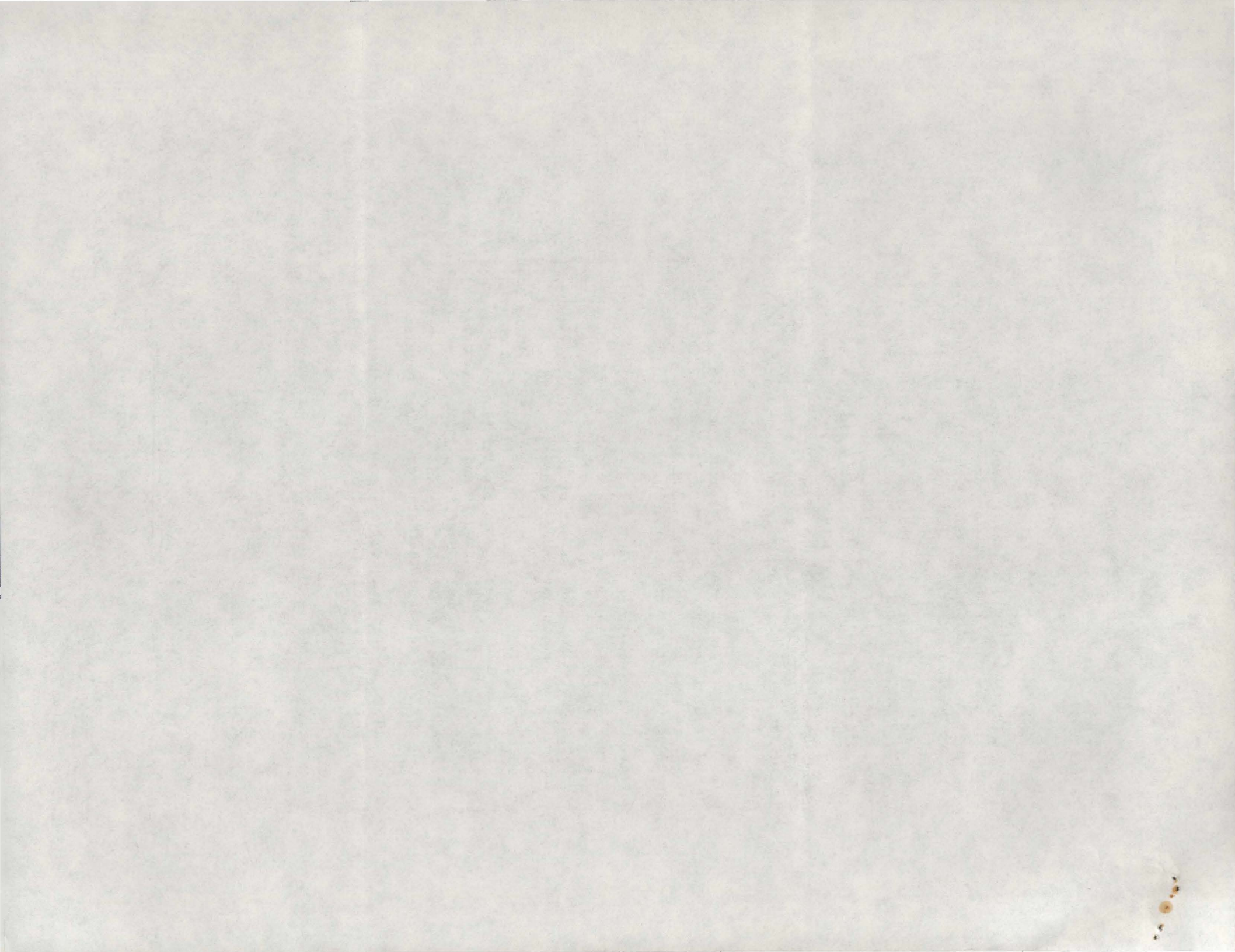
Dana asked Sutter for clarification of previous acquisitions, if the first acquisition by the Port was for safety and if 136th North was for high noise. Sutter agreed that this was correct. Dana also asked, if all of the residential property would be acquired or only land with residences on it. Sutter replied that there is one piece of property on the northeast corner of 136th street and Des Moines Way South that the owners wish to retain. The owners indicated to the Commission that they wish to retain it for the purpose of erecting a medical clinic. A decision has not made at this time.

Barbara Summers questioned the methods and payments for relocating people in the acquisition area. Sutter explained that the maximum a renter can receive in moving payments is \$4,000 according to Federal Law. Owner/occupants can receive \$15,000.

Sutter continued, "While acquisition of land continues, there will also be a simultaneous action on the noise update study. Out of this will come new recommendations as to what noise remedy programs will be instituted by the Port Commission. At the end of 1985 the Noise Remedy Program will be finalized and recommendations considered. Land will be acquired in both the north and south. In the north end we have already acquired approximately 50 acres and it is subleased to the Greater Highline Parks Board. In the south there is no similar plan. We have acquired approximately 100 acres in the south end under the extended clear zone acquisition. An additional 100 acres to 130 acres is owned between the State, which owns a small portion, and King County Parks Department, which owns the majority of land in that area. They have no money to develop it.

Sutter was asked if dumping can be stopped in the south end. He replied, that dumping was difficult to control but that he felt that a difference would be noticed soon, as we had now acquired the property all the way to the extreme boundaries. As soon as the houses are removed King County will vacate the streets and barriers will be installed. He also stated that there were no plans for development in that area.

→ mention should ^{had} been made concerning the
natacycle problem as defered by Mrs.
Nicoli & others. (Especially because she is here
& may be willing to share some more
info - concerning them contact with the
County Sheriff Dept.

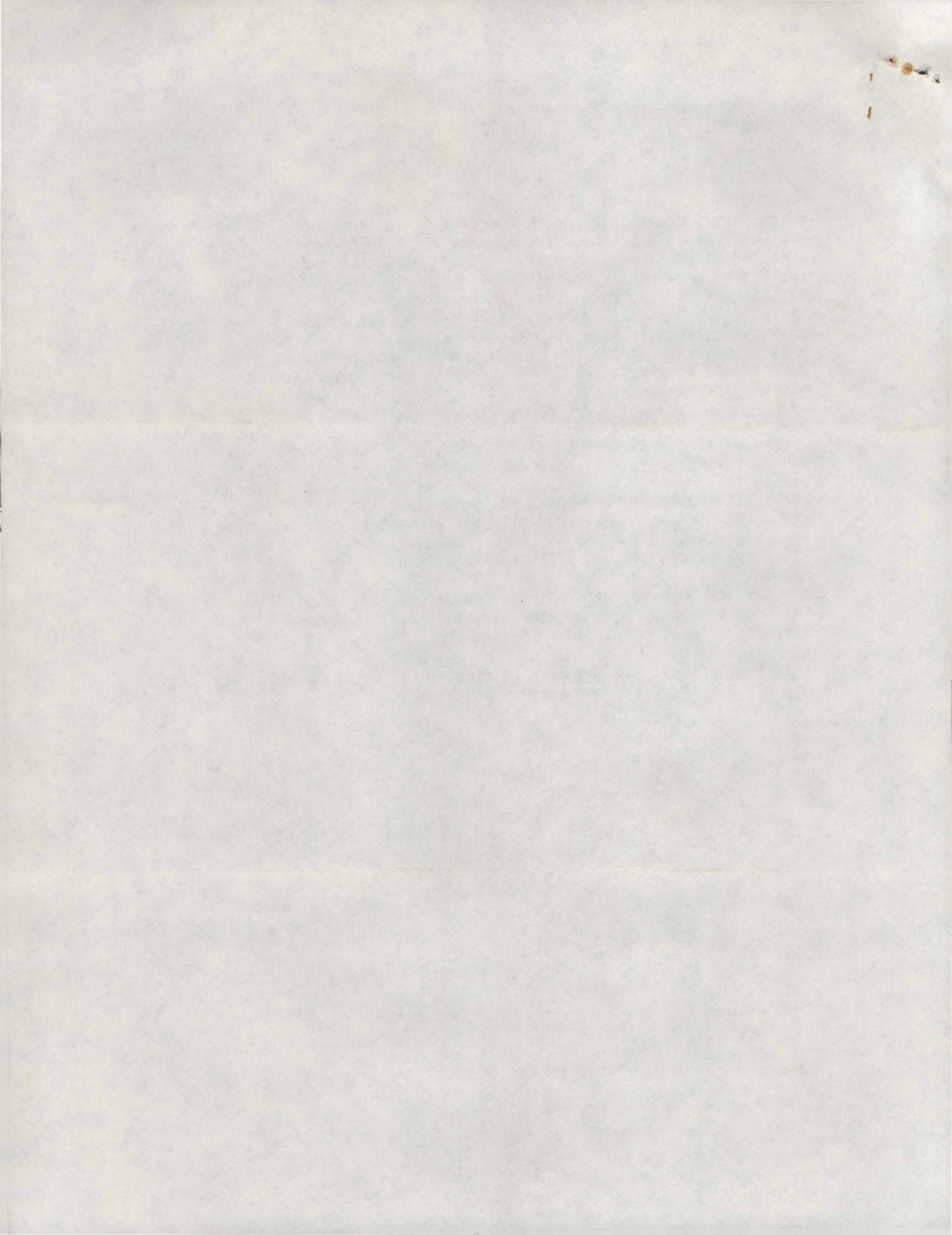


Ed Parks reported on the North End Extended Safety Zone. Safety overruns are being build for two purposes. The first is to provide a flat graveled area for aircraft when they have any trouble and second is to provide a reflective surface for new navigation equipment on the aircraft. South 154 Street has been relocated. The easterly overrun is about half completed. The westerly overrun, which will be the larger of the two, will go out for bid relatively shortly and will allow the completion of the westerly overrun by the end of the summer. An additional safety development is fire access roads to allow safety vehicles anywhere within the airport boundary.

Dave Rystrom reported on the new Transiplex Air Cargo Facility at the north end of the airport complex. It will be located at the northend behind Flying Tiger. Transiplex is a U.S. Corporation; an air cargo developer. The facility will be about 300,000 square feet and will cost about \$18,000,000. There will be two phases, with the first starting about the first of March and will cost about \$5.8 million. The second will begin around the end of 1984. In addition to handling air cargo, it will have a U.S. Customs facility and a 24 hour deli.

The Airport Drayage building being built near Alaska Aiirlines Air Cargo was reported on by Burr Stewart. It is a small building of 5,000 square feet and will be completed this summer.

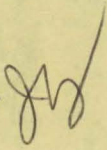
Alexander stated that the next meeting of PAC would be held March 23, 1983 and at that point the meeting was adjourned.



MEMORANDUM

DATE December 20, 1983

TO Technical Working Committee

FROM Jody Yamanaka, Project Manager 

SUBJECT "Off-Airport" Remedies
Airport Noise Remedy Update
Jackson International Airport

Attached for your review is a copy of the draft "Off-Airport" noise remedy portion of Chapter V, "Final Evaluation." Please disregard the copy of the draft distributed at the December 14 Technical Working Committee Meeting. Corrections have subsequently been made to some of the figures in that text. Comments would be appreciated by January 3, 1984.

Attendees at the December 14 Technical Working Committee Meeting were invited to meet at least twice prior to the next Technical Working Committee Meeting (scheduled for January 25, 1984) to discuss in more detail the proposed criteria and boundaries for land acquisition, purchase assurance and sound insulation. These meetings will be held on Tuesday, January 3, 1984, at 7:00 p.m. and Tuesday, January 10, 1984, at 7:00 p.m. in the Airport Administration's Main Conference Room located on the third floor of the Terminal Building. Any Technical Working Committee members interested in participating are welcome to attend. Recommendations for modifications to the proposed noise remedy criteria and boundaries resulting from these meetings will be discussed at the January 25 Technical Working Committee Meeting.

2690p
Attachment

Distribution:

Technical Working Committee: Berwald, Bohrer, Bray, Carver, Conradi, Dana, Dinwiddie, Dodds, Hall, Hamilton, Holstine, Hroner, Jhaveri, Johnson, Kos, Kumasaka, D. Legg, R. Legg, Nelson, Peart, Petterson, D. Robertson, Rus, Russell, Secrist, Shride, Simpson, Strander, Trantum, Vinton, Wing, Zalud.

King County: Miller, H. Robertson, Tarantino

Federal Aviation Administration: Coppinger, Saito

Peat Marwick: Maddison, Bowlin, Summerhays

Others: Bacalzo, Black, Bowen, Brown, Collins, Jennings, Neilson, Phillips, Sheets

Port of Seattle: Alkexander, Clark, Hoeck, Ljungren, Parks, Richmond, Sims, Sutter, Taylor

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feasible ↓

-128^u + 130^w -

consistent

136^u + 140^w

50 End.

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10 houses - isolated island

MEMORANDUM

DATE September 22, 1983

TO Distribution

FROM Diane Summerhays, Community Involvement Coordinator

SUBJECT Technical Working Committee Meeting
Sea-Tac Noise Remedy Update
August 31, 1983 - 4:00 p.m.

In attendance:

Technical Working Committee: Carol Berwald, Westside Hilltop Survival Committee and Highline Community Council; Brad Collins (alternate for Bud Bohrer), City of Tukwila; Pauline Conradi, Westside Residential Community; Virginia E. Dana, Zone 3; Bill Holstine, Sea-Tac Threat; Curt Horner, Seattle/King County Health Department; Arun Jhaveri, PAC, West Citizen Representative; Jon Johnson, Kent City Council; Doris Kos, Beacon Hill Community Council; M. C. Kronshage, Air Transport Association Western Region LA; Jan Kumasaka, City of Seattle, Department of Community Development; Bob Nelson, Des Moines City Council; Noel Peart, Boeing Commercial Airplane; Karl Petterson, City of Normandy Park; Peggy Rus (alternate for Rob Cahill), Greater Highline Community Parks Board.

Study Staff: Dawson Alexander, Assistant Director of Aviation, Port; John Coppinger, FAA; Bob Doyle, Peat Marwick; Don Maddison, Peat Marwick; Mary McClure, McClure Research Company; George Saito, FAA; Joe Sims, Project Director, Port; Diane Summerhays, Peat Marwick; George Sutter, Land Acquisition Manager, Port; Ted Tarantino, King County Planning Division; Jody Yamanaka, Project Manager, Port.

Others: Joe Black.

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

The meeting was opened at 4:10 by Ms. Jody Yamanaka, Project Manager of the Noise Remedy Update. Ms. Yamanaka reviewed last month's meeting of the Technical Working Committee. She also encouraged Committee members to attend the on-going series of neighborhood workshops. Ms. Diane Summerhays, Community Involvement Coordinator, Peat Marwick, then gave an update on the "quick fix" noise remedies. Her report included the following information:

I. FAA Department Procedure.

The FAA is expected to implement, sometime in mid-October, a new departure procedure to the south which would require all Runway 16 departures to climb out on Seattle VOR 158 radial. The new departure procedure will be carried out as a result of the Port's request that the FAA evaluate the feasibility of aircraft using existing navigational aids during departures to ensure that departing aircraft stay as close as possible over the extended runway centerline. (See letter from Lien to Ljungren dated 6/23/83 which was attached to the minutes of the June 29 Technical Working Committee meeting.)

II. Engine Runup Curfew.

The proposal to extend the aircraft engine runup curfew has been resubmitted to the airlines for review. The current runup curfew is 11:00 p.m. to 6:00 a.m. This proposal is now for a runup curfew between 10:00 p.m. to 7:00 a.m. with the exception that runups may take place from 6:00-7:00 a.m. if directly related to flight operations. Comments from the airlines have been received and a request to amend Sea-Tac's rules and regulations pertaining to the runup curfew will go before the Port Commission in the near future.

III. Housing Authority.

The Housing Authority of King County applied for and received \$50,000 from HUD block grant money to insulate homes in the Sea-Tac area. The first house has been selected and the Port of Seattle has conducted preconstruction noise measurements.

IV. Building Code.

Ted Tarantino from King County reported that a request will soon be submitted to the County Council for permission to apply for an FAA grant to study noise insulation on new construction. This information may also help in retrofitting older structures. In response to a question about when the grant might be approved, George Saito of the FAA said that no grant can be issued until October of this year.

Mr. Don Maddison of Peat Marwick then reviewed the draft working paper for the initial evaluation of noise abatement and noise remedy measures. He identified the evaluation criteria used to evaluate the noise remedy measures and mentioned that, although one measure may not meet all the criteria, benefits might be achieved by implementing it in combination with another measure.

Mr. Maddison went over the noise abatement measures that have been eliminated. They all listed in Table 4-1 and are as follows:

1. Displaced threshold or construction of runway extension.
2. Construction of a new runway. This is contrary to established Port of Seattle policy.
3. Equalizing or rotating use of runways. Because the two runways are parallel and close together, this would not reduce noise.
4. Elimination of military jet operations. Total number of military aircraft operations is so small that their elimination would have no effect on overall noise exposure.
5. Fanout of departure tracks. "Fanning" is for the purpose of spreading the noise over a larger area. The Port has bought land directly north and south of the airport and fanning would not be consistent with the acquisition program and the policies established in the Sea-Tac/Communities Plan.
6. Require early FAR Part 36 compliance. By January 1985 most of the planes will be in compliance. This remedy would be short-term and provide little benefit.
7. Shift air carrier traffic to another airport. There are no other carrier airports in the region to which the flights could be shifted on a regular basis.

The off-airport noise remedy measures that have been eliminated are listed in Table 4-2 and include development rights, timing of capital improvements, mortgage insurance and tax incentives. These measures would not be applicable to the Sea-Tac environs.

Some of the verbal comments on Chapter 4 from committee member. included:

- * Page 4-8, 11 - Delete sentence "Because of the north-south orientation of the runways, significant variations to the flight tracks would not be possible."
- * Page 4-10, 18 - Possibility of using Paine Field as an alternative air carrier airport.
- * Page 4-13, 2 - Zoning may be a better remedy than text suggests.
- * Page 4-4 - Further elaboration on the Port policies of criteria number 5.

- * Page 4-2 - Clarification of last sentence to refer to the only off-airport measure that can physically reduce the number of people exposed to high levels of aircraft noise is acquisition of noise-sensitive property, relocation of people, and conversion of the property to a compatible use.

Ms. Yamanaka handed out the revised working paper for the North Sea-Tac Park density guidelines. She asked for comments in the next two weeks. Following this second comment period, the study staff will again evaluate the comments received and determine the extent to which this second draft will be revised. The Port Commission will then be briefed at a staff review session (SRS). There will be an opportunity for public comment at the SRS.

Ms. Mary McClure of the McClure Research Company then gave an update of the Community Attitude Survey and fielded questions from the committee. She handed out copies of the revised Community Attitude Survey work program. Two changes have been made to the original work program, which was distributed at the July 27 Technical Working Committee meeting. These are (1) inclusion of a sixth target area referred to as Sunnysdale in the year 2000, 70 + Ldn survey; and (2) modification of the general telephone survey study to include areas experiencing 70 + Ldn in 1980. The general telephone survey has been completed and the results are being tabulated. She mentioned that there was a high refusal rate especially in the Riverton Heights area. A written version of this general survey is being handed out to all the participants of the on-going neighborhood workshops. The second telephone survey (target areas) is being developed and will be conducted by mid-September. Copies of this target area survey will be sent to Technical Working Committee members.

There were a number of questions and comments concerning the survey. Of particular importance were comments on two specific survey questions that were believed by some committee members to be misleading or inaccurate. Port staff members agreed that the final report will reflect this and answers from these questions would not be for any planning purposes. In response to a question about the accuracy of a telephone survey, McClure stated that a mail survey is 1/2 as representative as a telephone survey and a door-to-door survey is 1/3 as representative even though only published telephone numbers are used.

Discussions with committee members attending the meeting addressed the following issues:

1. Checking for reliability of survey and concern that noise question not pursued in general telephone survey.
2. Lack of information to Beacon Hill concerning FAA proposal on new north flow departure procedures.

3. Consideration of single events in noise study.
4. Possibility of relocating westside residents with their homes given expansion of the airport and rezoning.
5. Discussion of a proposal to alter southflow departure procedure by requiring all aircraft to turn toward Puget Sound as soon as possible, including opinions by Mr. Curt Horner regarding noise and safety of this idea.
6. Goals for interior noise levels.

The next Technical Working Committee meeting will be at 4:00 p.m. in the third floor main conference room in the Sea-Tac Administration Offices on October 26, 1983. There will be no Technical Working Committee Meeting for September. The next series of neighborhood workshops is tentatively scheduled for the last week in January. For further details call Diane Summerhays at 382-3320.

The meeting was adjourned by Ms. Jody Yamanaka at 6:10 p.m.

2243p

Distribution:

Technical Working Committee: Berwald, Bohrer, Bray, Cahill, Carver, Conradi, Dana, Dinwiddie, Dodds, Hall, Hamilton, Holstine, Horner, Jhaveri, Johnson, Kos, Kumasaka, D. Legg, R. Legg, Nelson, Petterson, D. Robertson, Russell, Secrist, Shride, Simpson, Strander, Trantum, Vinton, Wing, Zalud.

King County: Miller, H. Robertson, Tarantino.

Federal Aviation Administration: Coppinger, Saito.

Peat Marwick: Maddison, McClure.

Others: Bacalzo, Black, Bowen, Brown, Collins, Greenwood, Jennings, Neilson, Phillips, Rus, Smith

Port of Seattle: Alexander, Clark, Hoeck, Parks, Richmond, Sims, Sutter, Yamanaka

MEMORANDUM

DATE November 17, 1983

TO Distribution

FROM Diane Summerhays, Community Involvement Coordinator

SUBJECT Technical Working Committee Meeting
Airport Noise Remedy Update
Jackson International Airport

This is to inform you that the Technical Working Committee Meeting originally scheduled for Wednesday, November 30, has been changed to Wednesday, December 14, at 4:00 p.m. in the Main Conference Room of the Third Floor Administrative Offices at the Airport Terminal Building. If you would like anymore information on this change, please give me a call at 382-3320.

2558p

Distribution:

Technical Working Committee: Berwald, Bohrer, Bray, Cahill, Carver, Conradi, Dana, Dinwiddie, Dodds, Hall, Hamilton, Holstine, Hroner, Jhaveri, Johnson, Kos, Kumasaka, D. Legg, R. Legg, Nelson, Peart, Petterson, D. Robertson, Russell, Secrist, Shride, Simpson, Strander, Trantum, Vinton, Wing, Zalud.

King County: Miller, H. Robertson, Tarantino

Federal Aviation Administration: Coppinger, Saito

Peat Marwick: Maddison, McClure

Others: Bacalzo, Black, Bowen Brown, Collins, Jennings, Neilson, Phillips, Sheets, Sutherland

Port of Seattle: Alexander, Clark, Hoeck, Ljungren, Parks, Richmond, Sims, Sutter, Yamanaka

MEMORANDUM

DATE November 15, 1983

TO Distribution

FROM Diane Summerhays, Community Involvement Coordinator

SUBJECT Technical Working Committee Meeting
Airport Noise Remedy Update -Jackson International Airport
October 26, 1983, 4:00 p.m.

In attendance:

Technical Working Committee:

Carol Berwald, Westside Hilltop Survival Committee and Highline Community Council; Rob Cahill, Highline Parks Board; Brad Collins (alternate for Bud Bohrer), City of Tukwila; Pauline Conradi, Westside Residential Community; Virginia E. Dana, Zone 3; Bill Holstine, Sea-Tac Threat; Curt Horner, Seattle/King County Health Department; Doris Kos, Beacon Hill Community Council; Jan Kumasaka, City of Seattle, Department of Community Development; Noel Peart, Boeing Commercial Airplane Company; Alice Sutherland, Beacon Hill Community Council; Jeanne Zalud, PAC South Citizen Representative.

Study Staff:

John Coppinger, FAA; Don Maddison, Peat Marwick; Mary McClure, McClure Research Company; George Saito, FAA; Joe Sims, Project Director, Port; Diane Summerhays, Peat Marwick; George Sutter, Land Acquisition Manager, Port; Jody Yamanaka, Project Manager, Port.

Others:

Gay Bacalzo, Joe Black, Bill Sheets.

We believe the following to be an accurate summary of the meeting's discussions. We would appreciate notification of exceptions to this record within ten (10) days of its receipt. Unless we receive such notification we will consider this a statement of fact with which you concur.

The meeting was opened at 4:10 by Ms. Jody Yamanaka, Project Manager of the Noise Remedy Update. Ms. Yamanaka reviewed last month's meeting of the Technical Working Committee. Ms. Diane Summerhays, Community Involvement Coordinator, Peat Marwick, then gave an update on the "quick fix" noise remedies. Her report included the following:

I. FAA Departure Procedure

The original mid-October implementation date for a new departure procedure to the south that would require all Runway 16 departures to climb out on Seattle VOR 158 radial has been postponed until after the first of the year. The FAA is also studying the possibility of a similar north departure procedure.

II. Housing Authority of King County

Under a \$50,000 grant from HUD, the Housing Authority has selected and partially sound insulated the first of five houses. The windows remain to be treated. The Housing Authority plans to treat the windows and ask the Port to conduct additional noise measurements. More window insulation treatment and noise measurements will follow. This will enable the Housing Authority to compare the two different window noise insulation treatments.

III. King County Building Code

The King County Council has granted permission for the County to participate in a Noise Insulation/Building Code Study and to request funding from the FAA. The grant request will now go directly to the FAA. After grant approval, the study can begin in another six to eight months.

Review of August Neighborhood Workshops

Ms. Summerhays then reviewed the August neighborhood workshops. Highlights of her review included the following:

1. There was very good attendance. Approximately 350 people attended all three workshops. These were fairly evenly distributed among the Highline, Des Moines and Riverton Heights meetings.
2. Approximately one-half of the attendees stayed for the group discussions to answer the question "In what order should property owners be bought out in an area designated for purchase guarantee."
3. The first five criteria given by small group discussion participants in answer to the above question were: (1) noise levels (23%), (2) length of residency (22%), (3) distance to Airport (16%), (4) health or financial hardship (13%), (5) proximity to prior acquisition area (8%). (Summaries of new workshops were sent out to all attendees and all other persons on the study's mailing list.)

4. Many workshop attendees expressed the desire to ask questions about topics other than purchase guarantee. Some were able to do this during the coffee break.

Because of the variety of aircraft noise-related interests expressed by attendees, the Update staff has begun planning its January workshops in an open house format. There will be representatives from the Port, County, FAA, Peat Marwick and the Seattle/King County Environmental Health Department. Community members will be able to address their questions to responsible parties and will be able to pick up literature on a variety of aircraft noise-related topics.

Summaries of the August workshops are still available by calling Ms. Summerhays at 382-3320.

North Sea-Tac Park Density Guideline Review

A draft of the Density Guideline Review working paper was circulated last August. The Update staff is expecting comments soon from the FAA and the County. There are not expected to be any major changes or additions except clarification of the exception process and confirmation of compliance with the use conditions. The recommendations will go to the Commission for review at an upcoming Staff Review Session. Amendments to applicable leases will then be made based on the recommendations in the working paper. These lease amendments must have Commission approval.

When the Update staff knows at which Commission meeting the Commissioners will be briefed on the recommendations of the working paper, the Technical Working Committee will be informed.

Community Attitude Survey Results

Ms. Mary McClure of the McClure Research Company presented highlights of the recently completed community attitude surveys. Several highlights of the survey results:

1. Three surveys were conducted: (1) a general community survey was a telephone survey among 151 residents in areas experiencing 70 Ldn noise levels and above; (2) a community workshop survey was self-administered by two hundred and forty-two (242) workshop participants; and (3) a target area survey was also a telephone survey in which 734 home owners were contacted in sample areas that will experience 75+ Ldn in the year 2000.

Distribution

November 15, 1983

Page 4

2. Population characteristics. Stable area of owner occupied homes. Three out of four households have existed in the area for 10 years or longer; one-half for twenty years or longer.
3. Attitudes towards noise. Noise is significant but not considered an unbearable problem for most in the general community. However, one in five do consider noise close to unbearable. Two-thirds believe that noise level is either the same compared to five years ago or only somewhat changed for better or worse. Most-cited reason for worsened noise levels is an increased number of flights.
4. Three out of four residents in the most noise-impacted areas want their neighborhoods to be maintained as residential.
5. A Purchase Guarantee Program is a preferred option for a majority (59%) of those living in the most noise-impacted areas when given a choice between purchase guarantee, sharing the cost of sound insulation, and outright buying of an aviation easement. It is considered an agreeable solution even if the Port is buyer-of-last-resort. Noise insulation is the preferred option for 18% of those living in the most impacted areas. Direct purchase of the aviation easement for some percentage of the fair market value would be the preferred option for 9% of the most impacted area homeowners.
6. There is general satisfaction with the Noise Remedy Update community meetings. Those who attend are generally representative of overall community opinion.

Committee members questioned why there were no specific questions about outright land acquisition (involuntary purchase) and why people were not asked if they preferred outright land acquisition to purchase guarantee. Ms. Yamanaka answered that the questions on purchase guarantee give an indication of residents' attitudes toward outright acquisition. For example, the survey results indicate that about 5% of the target area survey respondents rejected the purchase guarantee program, preferring a direct buy-out (outright acquisition). Ms. Yamanaka also pointed out that the surveys are only one tool used in planning the program. Their results, format, questions, etc. will be used in the same manner as other community involvement input. All comments from the Technical Working Committee will be considered in evaluating all proposed noise remedies.

Technical Working Committee members who want copies of the final community attitude survey report should call Diane Summerhays at 382-3320. The report was not available for distribution at the meeting (October 26) as originally expected.

Discussions with committee members attending the meeting addressed the following issues:

1. Purchase guarantee as the only topic at the August neighborhood workshops.
2. Yearly percentage of people who have tried to sell homes in the area.
3. Legality of purchase of avigation easements.
4. Distribution of survey to Technical Working Committee before survey was conducted.
5. People who have noise insulation cross tabulated with those who found noise more bearable.
6. Date of availability of boundary recommendations.

Before adjourning the meeting, Ms. Yamanaka announced the schedule for upcoming meetings. The next Technical Working Committee will be November 30. The Update Staff hopes to have proposed program boundaries for outright acquisition, purchase guarantee, and sound insulation available at that time. Update staff will conduct an "open house" for three days in December for people who want to view the proposed program boundaries. These have been tentatively set up for December 14, 15 and 16 at Glacier High School. A special newsletter will be coming out with further details.

The meeting was adjourned at 5:25 p.m.

2507p

Distribution:

Technical Working Committee: Berwald, Bohrer, Bray, Cahill, Carver, Conradi, Dana, Dinwiddie, Dodds, Hall, Hamilton, Holstine, Hroner, Jhaveri, Johnson, Kos, Kumasaka, D. Legg, R. Legg, Nelson, Peart, Petterson, D. Robertson, Russell, Secrist, Shride, Simpson, Strander, Trantum, Vinton, Wing, Zalud.

Distribution
November 15, 1983
Page 6

Distribution list (cont):

King County: Miller, H. Robertson, Tarantino

Federal Aviation Administration: Coppinger, Saito

Peat Marwick: Maddison, McClure

Others: Bacalzo, Black, Bowen Brown, Collins, Jennings, Neilson,
Phillips, Sheets, Sutherland

Port of Seattle: Alexander, Clark, Hoeck, Ljungren, Parks, Richmond,
Sims, Sutter, Yamanaka

MEMORANDUM

DATE October 13, 1983

TO Distribution

FROM Jody Yamanaka, Project Manager *JY*

SUBJECT Airport Noise Remedy Update - Henry M. Jackson International Airport
Technical Working Committee Meeting Notice and Agenda

The next Technical Working Committee meeting will be held on Wednesday, October 26, 1983 at 4:00 p.m. in the Main Conference Room of the third floor Administration Offices at the Sea-Tac Terminal Building. The agenda will include the following:

1. Summary of August 31, 1983 Technical Working Committee Meeting--Jody Yamanaka.
2. Review of August Neighborhood Workshops--Diane Summerhays.
3. Status of Quick-Fix Noise Remedies--Diane Summerhays.
4. Status of Revised Working Paper for the North Sea-Tac Park Density Guideline Review--Jody Yamanaka.
5. Presentation of Community Attitude Survey Results--Mary McClure.
6. Upcoming Schedule--Jody Yamanaka.

A written report presenting the results of the Community Attitude Surveys will be distributed at the meeting. If you are unable to attend the meeting and would like a copy of this report, please call Ms. Diane Summerhays at 382-3320 to make arrangements for mailing.

2381p

Distribution:

Technical Working Committee: Berwald, Bohrer, Bray, Cahill, Carver, Conradi, Dana, Dinwiddie, Dodds, Hall, Hamilton, Holstine, Horner, Jhaveri, Johnson, Kos, Kumasaka, D. Legg, R. Legg, Nelson, Petterson, D. Robertson, Russell, Secrist, Shride, Simpson, Strander, Trantum, Vinton, Wing, Zalud.

King County: Miller, H. Robertson, Tarantino.

Federal Aviation Administration: Coppinger, Saito.

Peat Marwick: Maddison, McClure, Summerhays.

Others: Black, Bowen, Brown, Collins, Jennings, Neilson, Phillips, Smith

Port of Seattle: Alexander, Clark, Hoeck, Ljungren, Parks, Richmond, Sims, Sutter.

*Technical Working Committee
14, 15-9-83 - copy from
Diane*

*not my
-
Nov 30*

MEMORANDUM

DATE January 26, 1983

TO PAC Subcommittee on Organization

FROM Ed Parks, Community Relations Manager

SUBJECT Committee Members and Organization

At the Policy Advisory Committee meeting of January 19, 1983, it was recommended by Dawson Alexander that a committee headed by me should be formed to investigate different selection procedures for Policy Advisory Committee members.

Those persons expressing interest in such a committee were: Bud Bohrer, Paulene Conradi, Irene Jones, Virginia Dana, Carol Berwald and Roger Legg. Following are the addresses and phone numbers of each individual.

Dr. L. C. "Bud" Bohrer
14731 - 59th Ave. S.
Seattle, WA 98188
243-7679

Virginia Dana
2648 S. 142nd Street
Seattle, WA 98168
243-1215

Pauline Conradi
16035 - 12th Ave. S.
Seattle, WA 98148
242-1416

Roger Legg
14405-25 Ave. S.
Seattle, WA 98168
246-1596

Irene Jones
19727 - 26th Ave. S.
Seattle, WA 98188
878-7809

Carol Berwald
1010 S. 174th Street
Seattle, WA 98148
243-3959

Ed Parks
Port of Seattle
P.O. Box 1209
Seattle, WA 98111
382-3405

Dawson Alexander
Sea-Tac International Airport
P.O. Box 68727
Seattle, WA 98188
433-4636

I have enclosed with this memo to you, the volunteers for the committee, a matrix which I developed that shows other citizen advisory committees in the greater King County area. Also included is a summary of the goals and purposes and objectives of the Policy Advisory Committee as laid out in 1978 as well as a statement of the goals and policies of the committees used in the comparison.

POLICY ADVISORY COMMITTEE

MINUTES

MAY 12, 1982

MEMBERSHIP

DAWSON ALEXANDER JR.	Port of Seattle	Present
ART YOSHIOKA	Port of Seattle	Present
VIRGINIA DANA	Zone III	Present
RODGER LEGG	Citizen East	Present
GEORGE L. BULEY	FAA	Present
DR. JAMES JENNINGS	Highline School Dist.	Present
PAULINE CONRADI	Citizen West Alter.	Present
LINDA STALZER	King County	Absent
JUANITA SIMPSON	Local Business	Absent
SAM SHERER	ATA	Absent
RICHARD FAIN	Citizen South	Absent
SHEILA AULT	Citizen North	Absent
MAMIE ROCKAFELLAR	Pol. Dev. Comm.	Absent
L.C. BOHRER	Local Governments	Absent

CITIZENS IN ATTENDANCE

IRENE JONES	Citizen
BILL HOLSTINE	Citizen
AMY MOHR	Citizen
ED PARKS	Port of Seattle
LYNN TAYLOR	Port of Seattle
JEAN PIHLMAN	Zone III
CLIFF MULLER	Port of Seattle
PAT ASHCRAFT	Zone III
CHRISTINE.K.BALL	Citizen
H.O.C. BALL	Citizen
HERB BELANGER	Seattle Times
ORIS DUNHAM	Port of Seattle
MRS. RUGGERIO	Citizen Blvd. Park
DOTTIE HARPER	Great. High. Park Board
BARBARA STEWART	Port of Seattle
JODY YAMANAKA	Port of Seattle
BURR STEWART	Port of Seattle
GEORGE SUTTER	Port of Seattle
KATHY O'NEIL	Citizen
MIKE O'NEIL	Citizen
BRAD BROBERG	Highline Times
REP. DICK BARNES	33 District Rep.
KATHRYN TAUSCHER	Citizen
BEVERLY BOSTER	Port of Seattle

POLICY ADVISORY COMMITTEE
MINUTES 5/12/82
PAGE TWO

The meeting was called to order by the new Chairman of the Policy Advisory Committee, Dawson Alexander Jr., at 2:15 p.m. As there was not a quorum of the committee present at this meeting, Alexander stated that this would be an informational meeting only.

The meeting began with a presentation on the interim land acquisition by George Sutter. Sutter reported that approximately \$34 million has been spent on the current acquisition project and we have approximately \$4 million in funding remaining.

It is planned to acquire the remaining homes within the next couple of months. The balance of the program, 52 vacant parcels will be acquired over a period of approximately three months. Virginia Dana, from Zone III, asked Sutter, "How many rental units remain in the North Clear Zone at this time?" Sutter answered, "There are a maximum of maybe four, that is, homeowners that are renting back property until such time as they're relocated." Dana also asked Sutter about the time frame for closing the relocation office. Sutter replied, "The Relocation Office will be open at least another six months and after that the employees will be transferred to other duties."

Alexander asked Art Yoshioka to present the next agenda item, the Sea-Tac Communities Plan Update. Yoshioka referred to the memo mailed to the Policy Advisory Committee dated April 23, 1982. This memo discussed the Study Team's review of the Noise Remedy Program Update. The PAC subcommittee submitted their views and recommendations. The strategy adopted by the Study Team requires:

- A review of the Sea-Tac Communities Plan process, goals and recommendations;

- Port planning policies and guidelines;

- A definition of the study area;

- A schedule for implementation;

- Sources of funding;

- A determination of Federal and State Environmental Requirements and Commission authorization for implementation;

- A review of the impact of noise on population and land resources;

Trends and forecasts;

Identification of noise abatement measures;

Identification of evaluation criteria and noise abatement measures;

Community and intergovernmental coordination;

Environmental assessment of proposed airport noise compatibility plan.

Some of the citizens were concerned with a report in the Highline Times that discussed a time frame for home buyout. Oris Dunham reviewed past history of the acquisition program. Basically the boundaries haven't changed much from the Sea-Tac Communities Plan. The time frame for acquisition of homes is directly related to the amount of funding available. ADAP funds may not be available in the future. The Airlines are not in good financial condition. The problem is how to allocate the funds we do receive. We have allocated, as policy, all of the funds available toward the most severely impacted. The decision to change the criteria, for use of the money from the most severely impacted and divert some of the funds to somebody else, will be made by the Port of Seattle Commission.

The escalating cost of various pieces of property has changed the time frame for acquisition. The total amount of money, allocated in the Sea-Tac Communities Plan for acquisition, was approximately \$28 million. We have already spent more than that and the interim land acquisition has not been completed yet.

Bill Holstine asked if there would be a public presentation of the overall plan? Dunham replied, "The meeting today is one of the public presentations. Additional meetings will be held to inform the public about the plan."

Dunham offered some additional material on funding. "The funding at this point depends on what happens in Washington D.C. The Port Commission was asked about the possibility of using some of the tax levy. They have made the determination, in the past, that the tax levy will be used for the waterfront only. However, that policy could be changed. As you know", Dunham continued, "There are several bills before Congress. The Senate's bill deregulates the top 16 airports, or de-federalizes them. Senator Cannon is strongly pushing no federal money for the top 16 airports."

Congressman Minetta in the House favors continuing the ADAP Program." Dunham emphasized that we do not want to give a date for completion and then not be able to meet it. This is what erodes our credibility with the general public.

Alexander asked Burr Stewart to present the agenda item concerning berms on the north end. The approved runway and safety area is a landfill that is located at the end of the runway. The runway is not being extended, it is being filled 700 feet beyond the end of the runway. The cost is being shared with the FAA. The purpose is to improve the safety of the runways and the landing system during foggy days. South 154 will be relocated and is due for completion on September 23, 1982. The whole project is slated to be completed by October 1, 1983.

Stewart explained the rerouting of 154 Street. The road will curve out and go around and come right back to its original alignment. Tunneling was considered but it was much more expensive. The rerouting of the road will not cause any change in the proposed golf course. The source of funds for this project is 75% FAA and 25% Port funds from the Airport Development Fund, with a total estimated cost of \$4 million.

Stewart next reported on the status of the new Air Cargo Building. There have consistently been demands by local airlines and freight forwarders for space on the Airport. The Port now operates two air cargo buildings plus a number of airlines have their own. The Commission has now authorized the construction of another air cargo complex. This building will contain approximately 100,00 square feet of storage space.

Alexander asked Ed Parks to report on the status of the North Sea-Tac Park. A dedication ceremony was held May 1 and 2. During this two day ceremony many different activities were held. Two other projects that the Port had been involved in, in and around the North Sea-Tac Park, is the fencing of Tub Lake and the landscaping has been completed along 24th avenue South and South 142nd Street should be finished by May 15.

Pihlman questioned Parks regarding the budget of the Parks Board. She asked why the Port of Seattle should review the budget? Dunham replied "We approve everything the Parks Board does. They are not allowed to raise funds by holding bingo games as there are problems with gambling on government land. The Parks Board is only submitting the budget to the Port for approval."

The Airspace Study was next on the agenda. Yamanaka reported on the progress made to date. This study is being done with the cooperation of King County, the Federal Aviation Administration, and the Washington State Department of Transportation. It is officially entitled Sea-Tac

International Airport/King County International Airport Airspace Study.
It is a study of how aircraft use the airspace between Sea-Tac and Boeing Field.

Some of the questions being considered are:

Where do aircraft traffic patterns overlap?

How often do overlapping traffic patterns occur?

What impact do these overlapping traffic patterns have on the trip time of an aircraft?

What are the delays attributable to these overlapping airspace traffic patterns?

These questions are important because under certain weather conditions, these traffic patterns mean that these two airports essentially operate as one airport, thereby restricting the number of aircraft that can actually takeoff, thus causing delays.

The first half of the study has shown that there are delays to aircraft attributable to these airspace interactions between Sea-Tac and Boeing Field. They will gradually increase until the year 1990 and then at a much a quicker rate through the year 2000.

Now we are at the decision point, whether or not the delays that we've indicated in the study merit going onto the second half of the study. The second half of the study will take a look at measures to decrease the delays and to evaluate them. Comments were also solicited from our advisory committee as to whether or not we should go on to the next phase. These items will be considered in a public meeting to be held next week and then the decision will be made.

Alexander commented that the Port will be sending a letter to the Highline Community Counsel requesting appointment of three new representatives to the Policy Advisory Committee to replace Arun Jhaveri, citizen representative west, Sheila Ault, citizen representative north, and Richard Fain, citizen representative south. The terms of these representatives have expired.

Alexander set the date of the next Policy Advisory Committee meeting for September 15, 1982, Wednesday, 2:00 p.m. in the Sea-Tac Auditorium. Alexander than adjourned the meeting at 3:45 p.m.

/bb/0006C

PAC REORG COMMITTEE

Please note a meeting:

Tuesday, MARCH 22, 1983

7:00 PM

World Trade Center /

North Mezzanine

Sea-Tac Terminal

(above the 1983 Thunderbird displayed)
on the main ticketing level

Enclosed are minutes from the
3/17 Meeting - thoughts
for our 3/23 PAC
presentation

Hope to see you

Ed

382-3405

DRAFT

PAC Organization Subcommittee

3/17/03

1

Behrer, Conradi, Dana, Jones, Parks

Suggestions were made to formalize PAC selection procedures from many of the represented groups i.e. local governments, business reps, school district and citizens. The procedures would be recommendations only for the groups should be responsible for making the selection.

A rotating representative ~~would~~ represent the cities. ~~and~~ PAC would draft a sample agreement and would be notified of a representative and an alternate ... each from a different municipality. Bud Behrer will draft.

All represent municipalities would be included on ^{the PAC} mailing list - Tukwila, Des Moines, Normandy Park - addresses ^{are} needed

A similar recommendation would be applicable to the Chambers of Commerce. Burien / Des Moines / Southcenter / Tukwila / "string"

The school representative is asked to contact South Central and Federal Way School districts, liaison get addresses for inclusion on the PAC mailing list.

DRAFT

Too, alternative reps should be designated ^{unreimbursed} by the county, port airlines etc. Two absences in a row from PAC's quarterly meetings will result in selection of a new rep.

The current roster of PAC representatives is out of date - the POC is no longer in existence and the Zone III Committee was given representation ...

A formal change is recommended -

- 1 - King County
- 1 - Port of Seattle (Aviation Dept)
- 1 - Business (representing Chambers)
- 1 - Local Govt (rep. Des Moines, Tukwila, N Park)
- 1 - School Dist ("Highline, S. Central, Fed Way)
- 1 - Airline Rep (Sea-Tac airlines)
- 1 - Citizen at Large -
- 1 - Zone III
- 1 - HCC

4 - Citizens representing NESW (as shown on enclosed map) ^{of the impact area}

13

FAA & POS staff in non-voting positions

The citizen-at-large would be selected by PAC using the following criteria

1. Application submitted and reviewed by an appointed sub committee
2. Resident of KC ^{with preference to the impact area}
3. Technical / knowledge of subject
4. Geographical location

DRAFT

3

Citizen representation -

Two organizations, Zone III and the Highline Community Council would be recognized by distinct representation - official notification and selection of an alternate is required.

Several methods of selection of "citizen" reps were discussed. Elements common to all of the alternatives was a standardized "application or interest form" and a process of advertising or making public the; 1. need of PAC reps; 2. the definition of the job; 3. Criteria necessary for evaluation (experience desire etc).

It was decided that other state wide apps process be examined and PAC work over thus to "our" purpose.
PARKS / JONES will pursue

The definition/role of PAC was accepted as stated in 1978. Meetings may be more frequent than quarterly because of the Noise Update Process

Three methods of evaluating the application/selection of members were discussed:

1. ~~Contract to~~ The HCC would evaluate the geographically oriented candidates (applications) and select one each for the NESW areas ^{and a rep}
2. A subcommittee of PAC, chaired by the outgoing citizen rep would evaluate the geographically oriented candidates and recommend a priority of acceptance to PAC as a whole.
3. The outgoing citizen rep would chair a meeting ⁱⁿ the specific geographic area with to discuss airport Blvd etc. introduce the applicant/candidates for the job (previously solicited by PAC) and hold an election of those people present to designate a representative for that specific area.

"The Map" ~~being~~ showing the NESW areas was discussed. External boundaries of 1st Ave S, 1-5, East Marginal Way and 240th Street were suggested. The original map presented by HCC to the HCC was said to have some

DRAFT

5

desirable internal boundaries. Maps will be addressed after a process is solidified. PAC or the Community at large could comment on the geography involved.

A presentation will be made at PAC on March 22 but another meeting of this committee is desired prior to that time.

It is set for Tuesday, March 22, 1983
7:00 PM at the World Trade Center.

I hope, personally, we can present a recommendation to PAC that will dampen the dissatisfaction we have seen over the past few months/years, but the most important aspect of this is to assure representative representation on our efforts to make the airport a better neighbor.

See you at 7:00 on Tuesday, March 22, 1983
at the World Trade Center, North Mezzanine
of the passenger terminal.

Thank
Ed

MEMORANDUM

DATE May 17, 1984

TO Technical Working Committee

FROM Janet Bowlin, Community Involvement Coordinator *B*

SUBJECT Technical Working Committee Subcommittee Meeting Notice
Review of Subcommittee's January 26 Boundary Proposals
Noise Remedy Update

As determined at the last Technical Working Committee meeting on May 5, 1984, a Subcommittee meeting is scheduled for Wednesday, May 23, 1984, at 4:00 p.m. in the Airport Administrative Conference Room on the Third Floor of the Terminal Building. The topic to be discussed will be a review of the proposed Subcommittee's additions to the program boundaries based on criteria other than noise; each addition will be individually addressed along with other areas of concern.

For your reference, this meeting is open to all interested members of the Technical Working Committee. Results of the Subcommittee meeting on boundary additions will be presented to a full committee at the next Technical Working Committee.

3640p

Distribution:

Technical Working Committee: Berwald, Black, Bohrer, Bray, Carver, Conradi, Dana, Dinwiddie, Drury, Gestner, Hall, Hamilton, Harper, Holstine, Horner, Jhaveri, Johnson, Kos, Kumasaka, D. Legg, R. Legg, Petterson, D. Robertson, Russell, Secrist, Shride, Simpson, Strander, Traunum, Vinton, Whisler, Wing, Zalud

King County: Miller, R. Robertson, Tarantino, J. Balcom

Federal Aviation Administration: Coppinger, Saito

Pete Marwick: Doyle, Maddison

Others: Bacalzo, Bowen, Brown, Collins, Jennings, Jones, Neilson, Nicoli, Peart, Phillips, Pihlman, Sheets, Smith, Roberts, Rus

Port of Seattle: Alexander, Clark, Hoeck, Ljungren, Myer, Parks, Richmond, Sims, Stewart, Sutter, Taylor, Yamanaka

ad
take in each of 20th

MEMORANDUM

*Wed
Bivark. from - today*

DATE May 2, 1984
TO Technical Working Committee
FROM Janet Bowlin, Community Involvement Coordinator
SUBJECT Technical Working Committee Meeting Notice
Sea-Tac Noise Remedy Update

*not held -
May 2 3rd - Wed.
Subcommittee
meeting -
4 p.m.*

The next meeting of the Technical Working Committee is scheduled for Wednesday, May 9, 1984, at 4:00 p.m. in the Airport Administrative Conference Room on the third floor of the Terminal Building. The proposed agenda will include the following items:

- 1. Discussion of the Airport Land Use Paper.
- 2. Discussion of the Noise Remedy Schedule.
- 3. Discussion of Peat Marwick White Paper on "Transaction Assistance (Purchase Assurance)."

FLIGHT TRACKS

The density guidelines, proposed as an agenda item for this meeting as indicated in memo to the Technical Working Committee dated 4/19/84, is still under review internally. Additional staff time is required for consensus before it will be presented to the committee.

3509p

Distribution:

Technical Working Committee: Berwald, Black, Bohrer, Bray, Carver, Conradi, Dana, Dinwiddie, Drury, Gestner, Hall, Hamilton, Holstine, Horner, Jhaveri, Johnson, Jones, Kos, Kumasaka, D. Legg, R. Legg, Petterson, D. Robertson, Russell, Secrist, Shride, Simpson, Strander, Traunum, Vinton, Whisler, Wing, Zalud

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Port of Seattle: Alexander, Clark, Hoeck, Ljungren, Myer, Parks, Richmond, Sims, Stewart, Sutter, Taylor, Yamanaka

*Open source -
end of June?
public hearing - Sept.*

1911
1912


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Carter

POWER BACK

MEMORANDUM

DATE February 21, 1984

TO Technical Working Committee

FROM Jody Yamanaka,  Project Manager

SUBJECT Meeting Notice
Airport Noise Remedy Update - Jackson International Airport

The next Technical Working Committee meeting will be held on Wednesday, February 29, 1984, in the Airport Administration Conference Room on the third floor of the Airport Terminal Building at 4:00 p.m. The agenda will include a briefing on the scope and status of the Airport Master Plan Update, a review of the staff recommendations made at the February 28 Port Commission meeting pertaining to the Noise Remedy Update, and a presentation by King County staff on the Block Grant Program and its potential applicability in purchase assurance areas.

The Port Commission will be briefed on February 28, 1984 on the progress made to date on the Airport Noise Remedy Update. The briefing will take place at the Staff Review Session which follows the regularly scheduled February 28, 1984 Commission meeting. The meeting will start at 2:00 p.m. and will be held in the third floor Commission Chambers of the Bell Street Terminal, 2201 Alaskan Way. The start of the Staff Review Session will be dependent on the length of the regularly scheduled Commission meeting.

The briefing will include the following Port staff recommendations:

1. Suggest that the Consultant's recommended boundaries for purchase assurance and land acquisition be enlarged to include 275 additional residences in purchase assurance and 44 additional residences in land acquisition. (See attachment for a description of proposed additions to purchase assurance and land acquisition.)
2. Present a proposal to develop a plan to implement a demonstration purchase assurance program.

These staff recommendations are based on the recommendations made by the Technical Working Committee's subcommittee on noise remedy program boundaries.

3046p
Attachment

Distribution:

Technical Working Committee: Berwald, Black, Bohrer, Bray, Carver, Conradi, Dana, Dinwiddie, Dodds, Drury, Hall, Hamilton, Holstine, Horner, Jhaveri, Johnson, Kos, Kumasaka, D. Legg, R. Legg, Petterson, D. Robertson, Rus, Russell, Secrist, Shride, Simpson, Strander, Trantum, Vinton, Wing, Whisler, Zalud

King County: Miller, R. Robertson, Tarantino

Federal Aviation Administration: Coppinger, Saito

Peat, Marwick: Maddison, Bowlin

Others: Bacalzo, Bowen, Brown, Collins, Jennings, Neilson, Peart, Phillips, Sheets, Smith

Port of Seattle: Alexander, Clark, Hoeck, Ljungren, Parks, Richmond, Sims, Stewart, Sutter, Taylor

*Was this come
from consultant
or "sub committee"?*

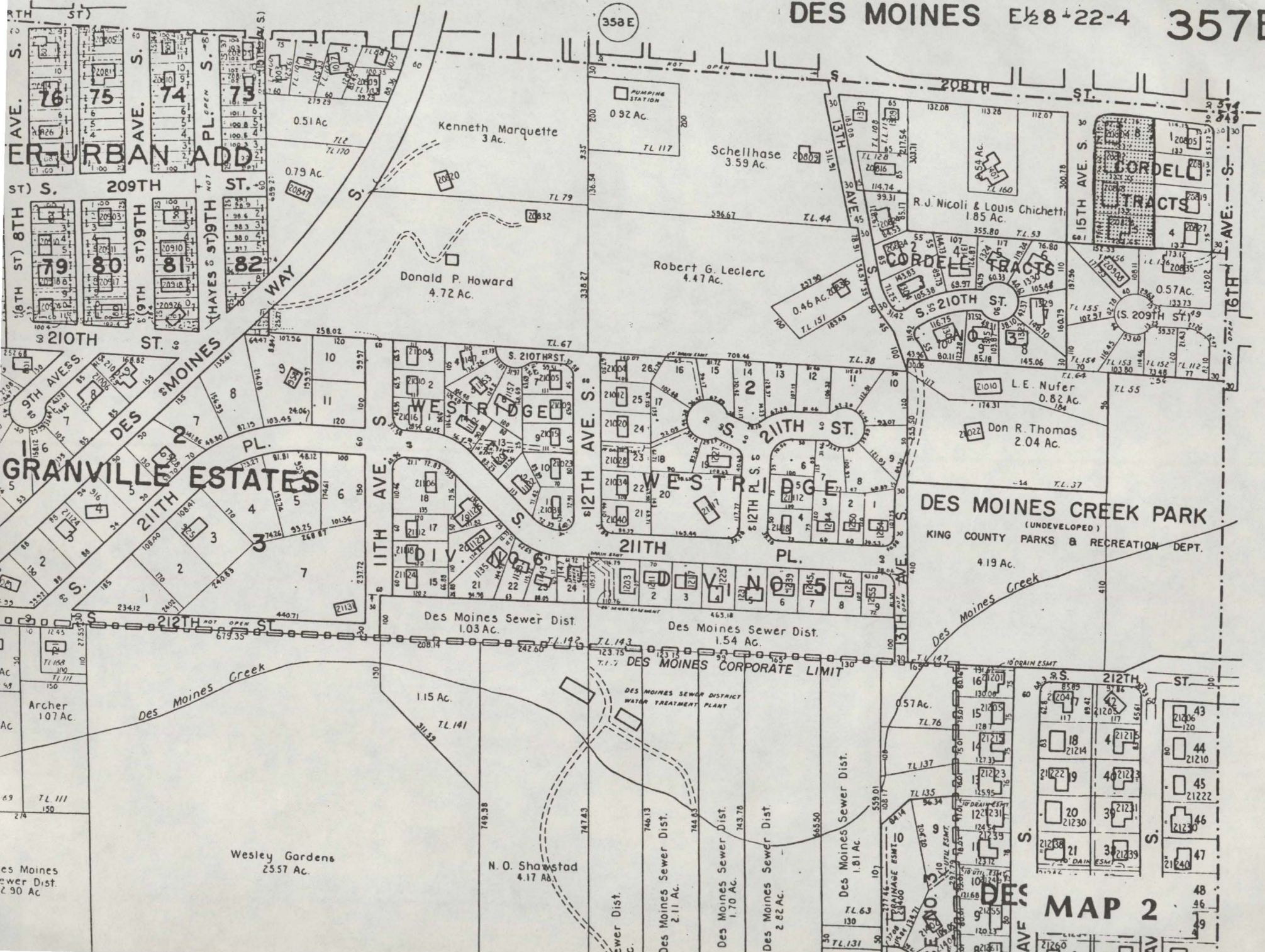
RECOMMENDATIONS FOR PROPOSED NOISE REMEDY PROGRAM CRITERIA AND BOUNDARIES
AIRPORT NOISE REMEDY UPDATE - JACKSON INTERNATIONAL AIRPORT

Criteria for eligibility in a land acquisition program from the working draft of the "Final Evaluation of Noise Abatement and Noise Remedy Measures" and the accompanying revised Exhibits dated 1/16/84 should be expanded to include two additional criterion:

1. Buffer for Airport-Related Development. Land acquisition should be provided in residential areas immediately adjacent to or facing areas designated for potential Airport-related facility development or commercial development on Port-acquired land if adequate buffer is not already provided. A specific area to which this criterion should be applied is a group of properties east of 24th Avenue S., south of S. 142nd, and north of the proposed acquisition at S. 148th. The east boundary should be approximately 200' and no more than a two-house depth east of 24th Avenue S. between S. 142nd and S. 148th (Map 1).
2. Neighborhood Continuity. Land acquisition should be provided where small "islands" of residential properties have been or may become isolated from neighboring residential areas through proposed or past Port acquisition programs. Three specific areas to which this criterion should be applied are (1) the four properties along 15th Avenue S. immediately south of S. 208th (Map 2); (2) the block between S. 128th and S. 129th/Des Moines Way S. and 18th Avenue S. (Map 3); and (3) the two properties along 18th Avenue S. immediately south of S. 212th (Map 4.)

Criteria for eligibility in a purchase assurance program should be expanded to include one additional criterion:

1. Improvement to Neighborhood Stability. Noise related impacts, on-airport development, commercial development on Port-acquired lands and airport-related development have adversely affected many neighborhoods surrounding the Airport, but particularly those closest to the Airport. Purchase assurance was developed to encourage the improvement and stability of residential environments. Therefore, it is proposed that all residential areas closest to the Airport should be included in purchase assurance. Two specific areas to which this criterion should be applied are (1) the group of properties south of S. 160th and north of S. 176th, east of Des Moines Way S. between S. 160th and the intersection of Des Moines Way S. and SR 509 and east of SR 509 between the aforementioned intersection and S. 176th to the Airport boundary (Map 5) and (2) the group of properties between 24th Avenue S. and 25th Avenue S./S. 136th and S. 142nd (Map 6).



URBAN ADD

GRANVILLE ESTATES

CORDELL TRACTS

CORDELL TRACTS

Kenneth Marquette
3 Ac.

Schellhase
3.59 Ac.

Robert G. Leclerc
4.47 Ac.

Donald P. Howard
4.72 Ac.

L.E. Nufer
0.82 Ac.

Don R. Thomas
2.04 Ac.

DES MOINES CREEK PARK
(UNDEVELOPED)
KING COUNTY PARKS & RECREATION DEPT.
4.19 Ac.

Des Moines Sewer Dist.
1.03 Ac.

Des Moines Sewer Dist.
1.54 Ac.

DES MOINES CORPORATE LIMIT

1.15 Ac.

N. O. Shawstad
4.17 Ac.

Des Moines Sewer Dist.
2.11 Ac.

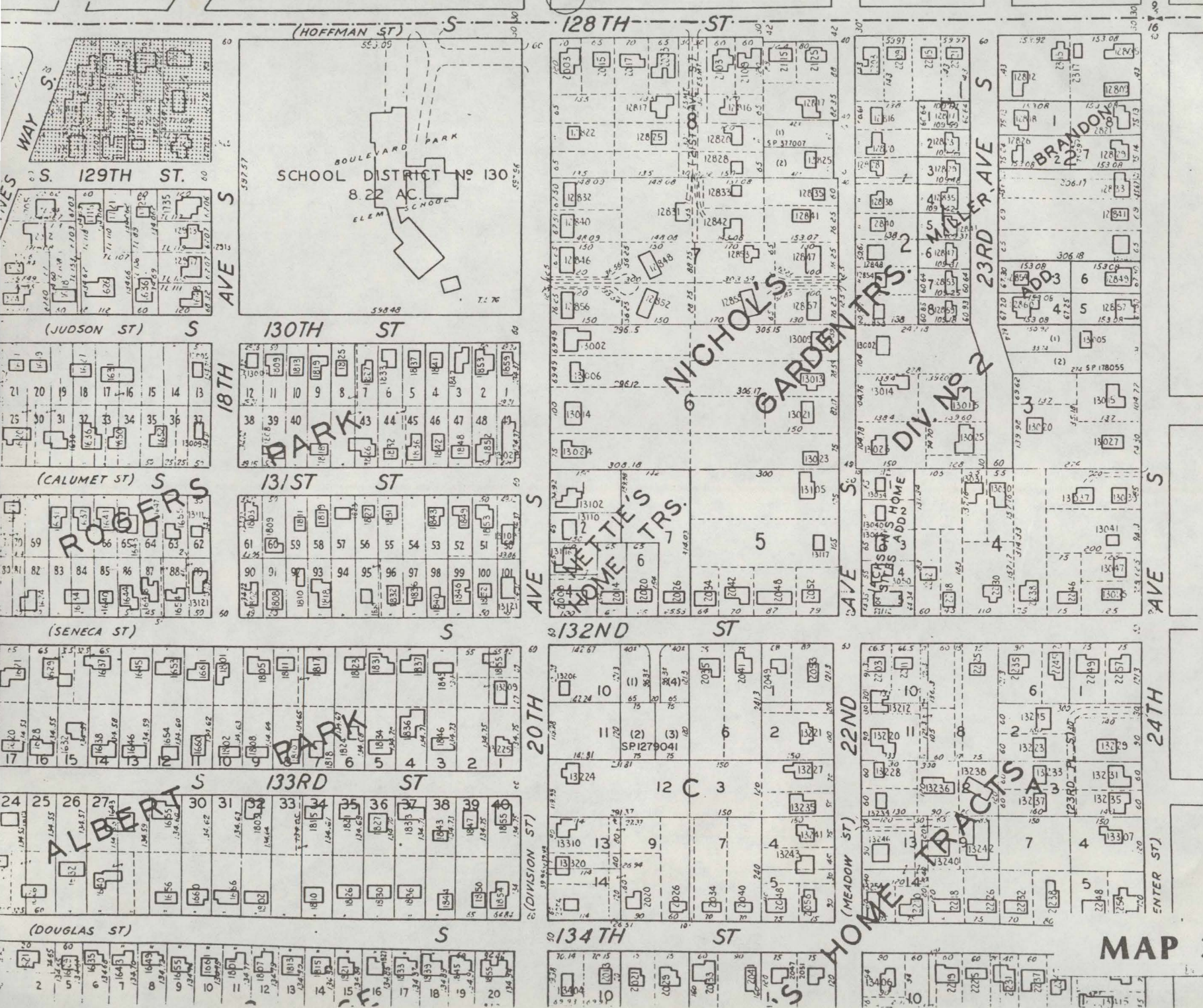
Des Moines Sewer Dist.
1.70 Ac.

Des Moines Sewer Dist.
2.82 Ac.

Des Moines Sewer Dist.
1.81 Ac.

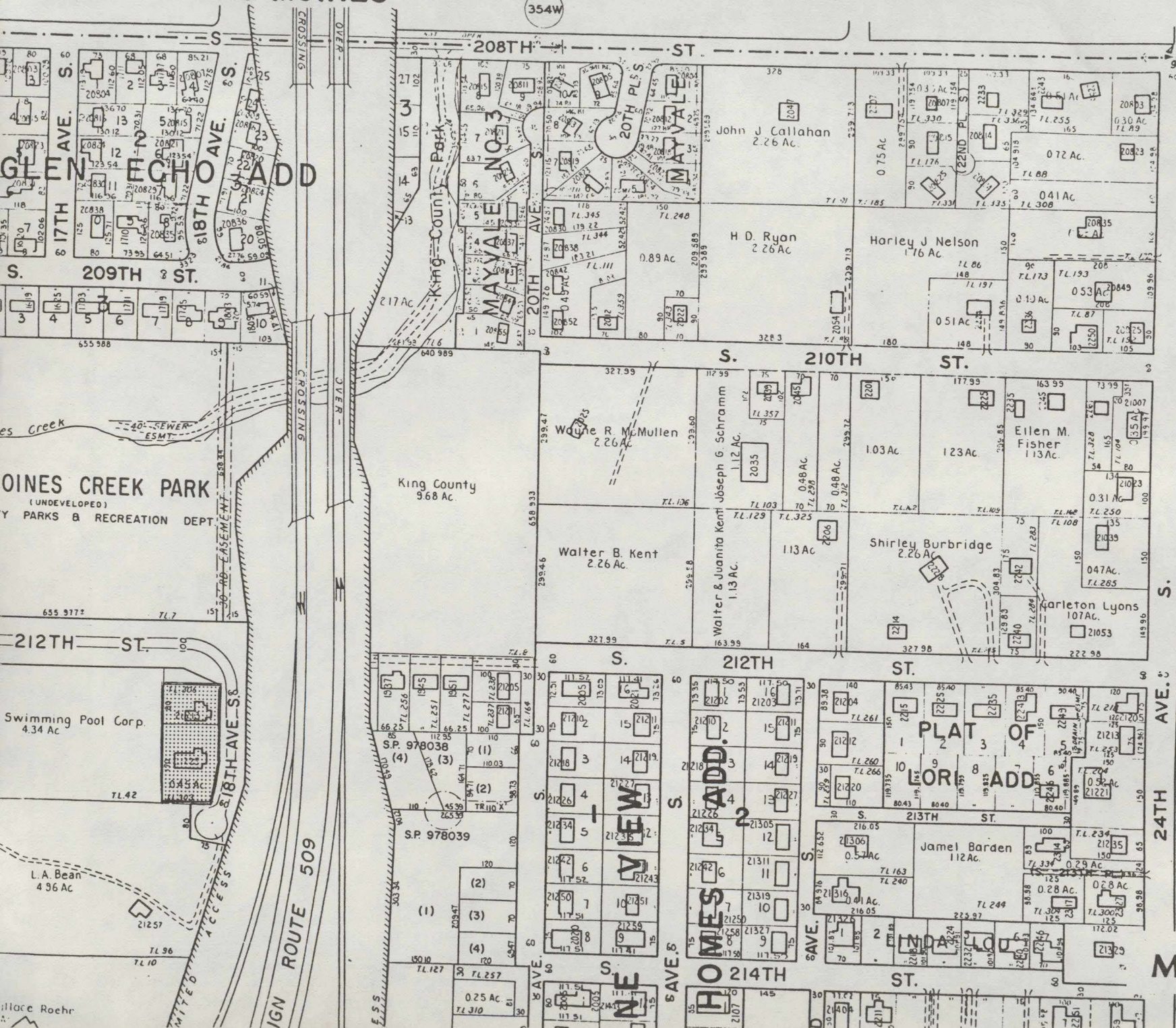
Wesley Gardens
2.57 Ac.

MAP 2

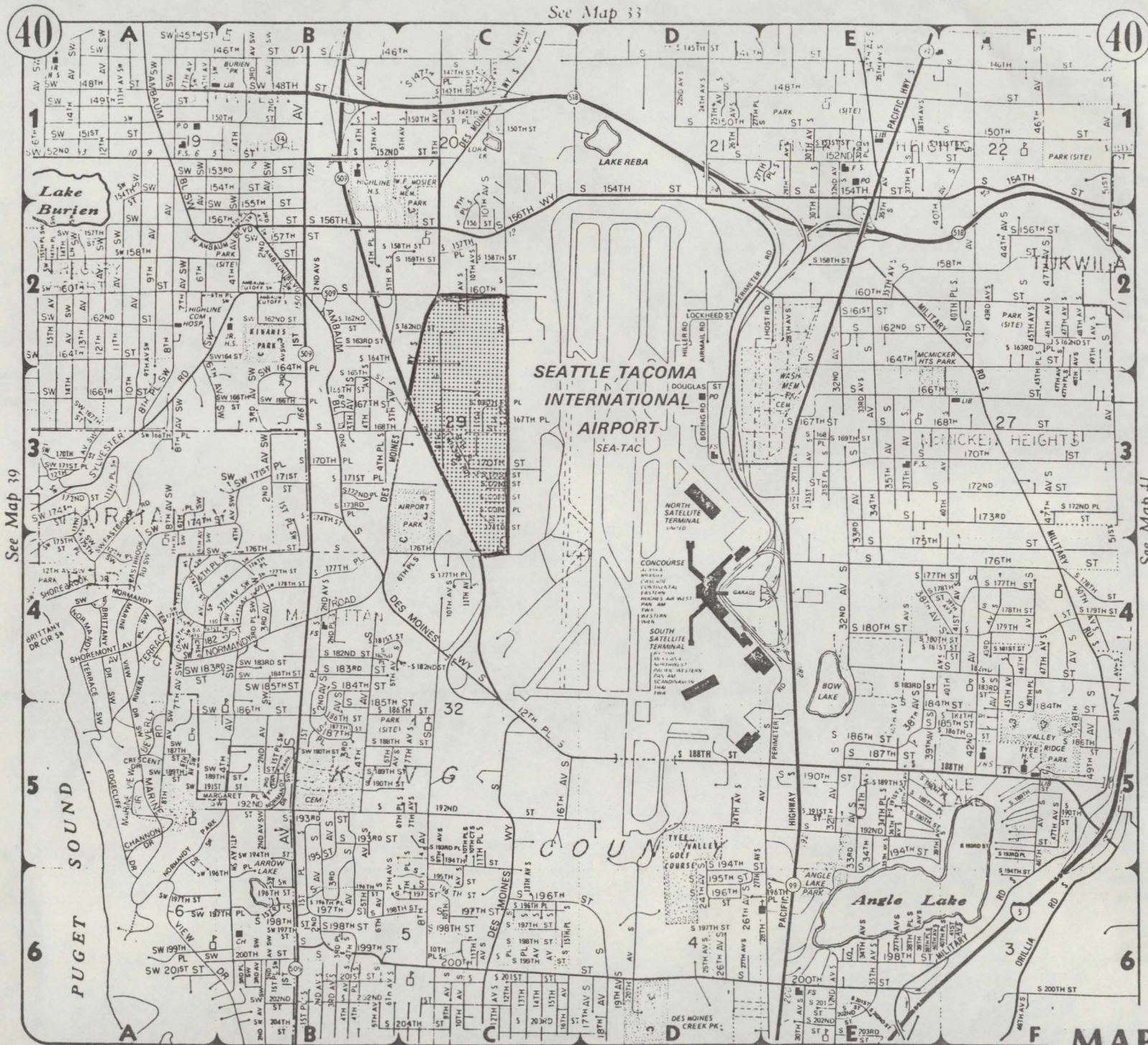


W 9-22-4 DES MOINES

354W

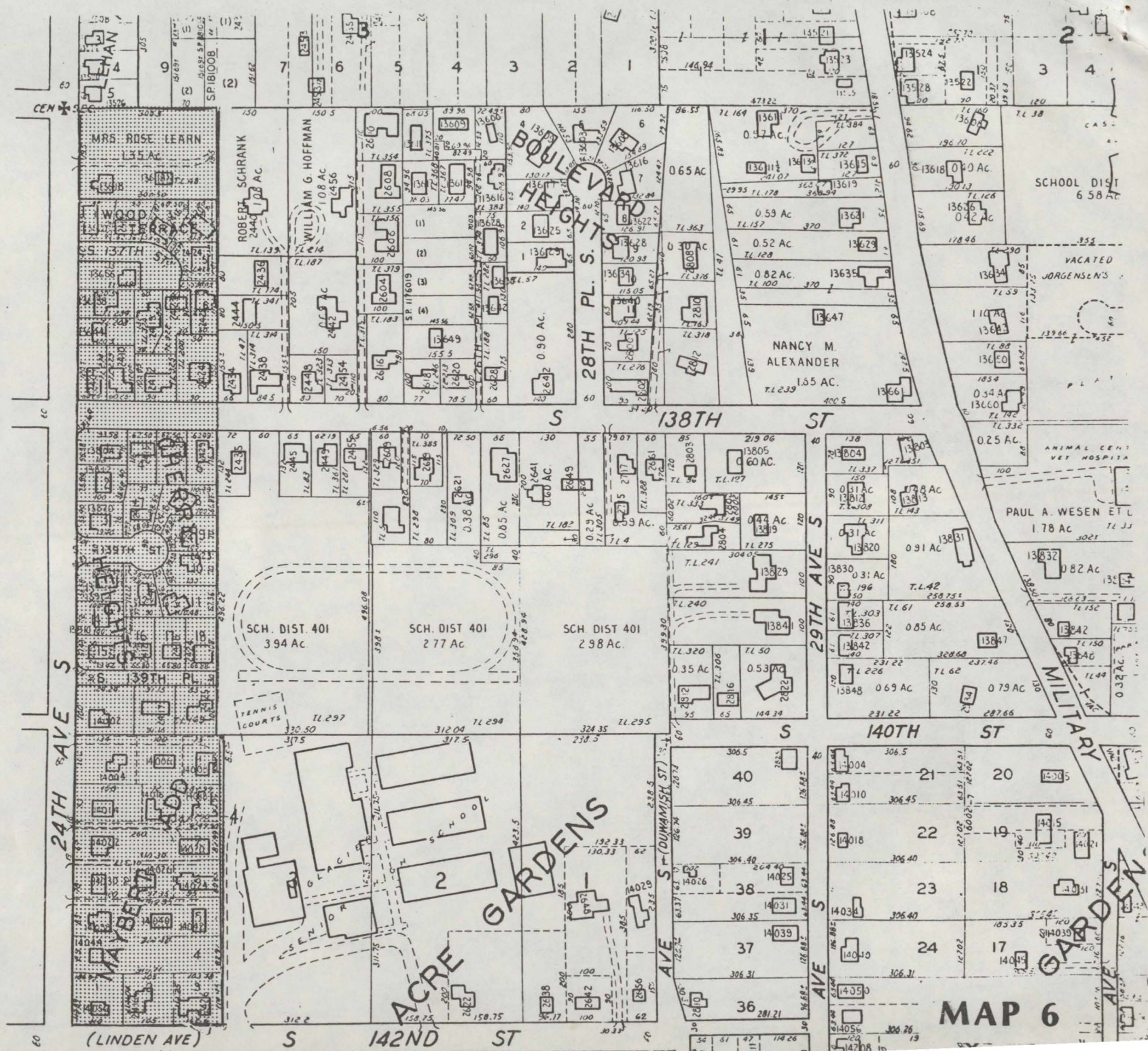


MAP 4



See Map 39

See Map 41



24TH AVE S

MRS. ROSE LEANN LREAK
WOOD
CS. 137TH ST

ROBERT SCHRANK
WILLIAM G. HOFFMAN
1.08 AC
1.456

BOULEVARD HEIGHTS
28TH PL. S.
0.90 AC

0.65 AC
NANCY M. ALEXANDER
1.55 AC

SCHOOL DIST 658
VACATED
JORGENSEN'S
ANIMAL CEN'T
VET HOSPITAL

SCH. DIST 401
394 AC
277 AC
298 AC

PAUL A. WESEN ET AL
1.78 AC
0.82 AC
0.91 AC
0.85 AC
0.79 AC

MAYBERRY
139TH PL

ACRE GARDENS
2
142ND ST

40
39
38
37
36

29TH AVE S
140TH ST
MILITARY AVE
21
20
22
19
23
18
24
17

MAP 6

MEMORANDUM

DATE January 5, 1984

TO Distribution

FROM Jody Yamanaka, Project Manager *JY*

SUBJECT Technical Working Committee Meeting
Airport Noise Remedy Update - Jackson International Airport
December 14, 1983, 4 p.m.

In Attendance:

Technical Working Committee:

Carol Berwald, Westside Hilltop Survival Committee and Highline Community Council; Paul Bray, Highline Public Schools; Pauline Conradi, Westside Residential Community Group; Virginia Dana, Zone 3; Bill Holstine, Sea-Tac Threat; Arun Jhaveri, PAC West Citizen Representative; Jan Kumasaka, City of Seattle; Karl Petterson, City of Normandy Park; Peggy Rus, Highline Community Parks Board; Dick Russell, Boeing; Don Secrist, Puget Sound Council of Governments.

Project Staff:

Dawson Alexander, Port of Seattle; John Coppinger, FAA; Don Maddison, Peat Marwick; George Saito, FAA; Joe Sims, Port of Seattle; Diane Summerhays, Peat Marwick; George Sutter, Port of Seattle; Jody Yamanaka, Port of Seattle.

Others:

Joe Black, Gay Bacalzo, Janet Bowlin, Jean Pihlman, Bill Sheets.

We believe the following to be an accurate summary of the meeting's discussions. We would appreciate notification of exceptions to this record within ten (10) days of its receipt. Unless we receive such notification we will consider this a statement of fact with which you concur.

The meeting was opened at 4:10 p.m. by Jody Yamanaka, Project Manager. She explained that the following presentation by Peat Marwick's Project Manager would cover the "off-airport" component of the "Final Evaluation" working paper. Copies of the working paper were distributed at the meeting. (Note: A revised version of this working paper was distributed to the Technical Working Committee via a memo dated December 20, 1983). The "on-airport" component would be sent to committee members as soon as it is available.

Distribution
January 5, 1984
Page 2

Don Maddison, Project Manager from Peat Marwick, reviewed the content of the draft "off-airport" component of the "Final Evaluation" working paper. He focused on the three major remedies of land acquisition, purchase assurance, and sound insulation by covering the criteria used to determine the preliminary boundaries, the areas themselves and some estimated costs.

In response to Mr. Maddison's presentation, a number of items were discussed which included:

- *Validity and use of noise exposure levels from the Noise Exposure Update Study for delimitation of program areas.
- *The possibility of acquiring additional residential areas for buffer between airport development and neighborhoods.
- *Alternative land uses in acquisition areas, other than open space.
- *Impact of enlarging program areas.

Regarding the many concerns for individual properties or areas being excluded from a particular program, Ms. Yamanaka stressed the importance of applying criteria for inclusion in any of the noise remedy programs equitably throughout the study area. Changes to or additions of new criteria will be considered in relation to their impact to program costs and schedule. Project staff is working toward a goal of achieving a balance toward reducing the number of people impacted by significant levels of aircraft noise while still proposing a noise remedy program which can be implemented.

Prior to the January 31 deadline for comments, Ms. Yamanaka invited the participation of committee members at additional meetings to discuss the proposed "off-airport" noise remedies. She reminded the Committee of the two open houses scheduled for December 15 and December 16 at the Washington State Criminal Justice Training Center, the next set of neighborhood workshops scheduled for January 23 and January 24, and the next Technical Working Committee Meeting scheduled for January 25. She also offered the committee members the opportunity to meet prior to the January 25th Technical Working Committee meeting in order to discuss proposed changes to the criteria and boundaries. Committee members agreed to meet on January 3 and January 10 at 7 p.m. in the third floor Airport Administration Office Conference Room. Additional meetings may be held as needed.

The meeting was adjourned at 5:20 p.m.

*no notice of a sub-committee
being formed or of any
additional scheduled
meetings.*

Distribution
January 5, 1984
Page 3

Distribution:

Technical Working Committee: Berwald, Black, Bohrer, Bray, Carver, Conradi, Dana, Dinwiddie, Dodds, Drury, Hall, Hamilton, Holstine, Horner, Jhaveri, Johnson, Kos, Kumasaka, D. Legg, R. Legg, Nelson, Peart, Petterson, D. Robertson, Rus, Russell, Secrist, Shride, Simpson, Strander, Trantum, Vinton, Wing, Zalud.

King County" Miller, R. Robertson, Tarantino

Federal Aviation Administration: Coppinger, Saito

Peat Marwick: Maddison, Bowlin

Others: Bacalzo, Bowen, Brown, Collins, Jennings, Neilson, Phillips, Sheets

Port of Seattle: Alexander, Clark, Hoeck, Ljungren, Parks, Richmond, Sims, Sutter, Taylor

MEMORANDUM

DATE March 20, 1984

TO Technical Working Committee

FROM Jody Yamanaka, Airport Facilities Coordinator

SUBJECT Support of Federal Aircraft Noise Compliance - Standards & Schedule

This memo forwards for your information the attached letter to the Acting Federal Aviation Administration Administrator transmitting Port of Seattle support of Federal aircraft noise compliance standards and schedule as prescribed under Federal Aviation Regulations (FAR) Part 36 and Part 91.

Although there is no FAA or legislative action now being formally considered to extend the compliance deadlines or weaken the stringency of noise standards, a letter of support of this kind was sent at this time for a number of reasons:

- * Possible shift in FAA views associated with resignation of J. Lynn Helms.
- * Widely reported interest of officials in Dade County, Florida, to get an exemption from the 1985 noise deadline for aircraft operating international routes out of Miami.
- * Confirmation of the Port's stand on this issue in response to community concerns regarding the accuracy of POS noise exposure level projections, which assume a Part 91 Compliance Schedule.

A higher percentage of Sea-Tac operations are being conducted on quieter FAR Part 36 type aircraft than the national average. This is primarily due to the absence of all-cargo carriers and charters using non-complying four engine aircraft, as in the case of Miami, and to the absence of commuters/regional airlines using two-engine turbojet aircraft which fall under the "small communities" exemption. A survey effort will be underway shortly to update the compliance status of Sea-Tac operations. In 1980, Sea-Tac air carrier operations were estimated to be 65% in compliance^{1/} compared to a national average of 44%.^{2/}

^{1/} Sea-Tac Noise Exposure Update (June 1982)

^{2/} FAA compilation of airline compliance plans submitted by the airlines under FAR Part 91.308 as of October 1980.

Technical Working Committee
March 19, 1984
Page 2

Distribution:

Technical Working Committee: Berwald, Black, Bohrer, Bray, Carver, Conradi, Dana, Dinwiddie, Drury, Gestner, Hall, Hamilton, Holstine, Horner, Jhaveri, Johnson, Kos, Kumasaka, D. Legg, R. Legg, Petterson, D. Robertson, Russell, Secrist, Shride, Simpson, Strander, Traunum, Vinton, Whisler, Wing, Zalud

King County: Miller, R. Robertson, Tarantino

Federal Aviation Administration: Coppinger, Saito

Peat Marwick: Bowlin, Maddison

Others: Bacalzo, Bowen, Brown, Collins, Jennings, Neilson, Nicoli, Peart, Phillips, Pihlman, Sheets, Smith, Roberts, Rus

Port of Seattle: Alexander, Clark, Hoeck, Ljungren, Myer, Parks, Richmond, Sims, Stewart, Sutter, Taylor

PORT OF SEATTLE

SEA-TAC INTERNATIONAL AIRPORT
P.O. BOX 68727 / SEATTLE, WASHINGTON 98188

March 13, 1984

Mr. Michael J. Senello
Acting Federal Aviation Administration Administrator
FAA National Headquarters, AOA-1
800 Independence Avenue SW
Washington, D. C. 20591

Dear Mr. Senello:

Re: Compliance With Deadlines Under FAR Part 91 for
Noise Level Standards of Civil Domestically Operated
Transport Category and Turbojet Powered Aircraft
Under FAR Part 36

As the operator of Seattle-Tacoma International Airport, the Port of Seattle, is very concerned over attempts to extend the compliance deadlines as prescribed in FAR Part 91 for noise level standards of civil domestically operated transport category and turbojet powered aircraft under FAR Part 36. Although an amendment to FAR Part 91 already allows an extension of compliance dates under a "service to small communities exemption," we would not be in favor of allowing any further postponements of the noise compliance requirements or weakening the stringency of the noise standards.

Extension of the compliance deadlines would significantly effect the noise remedy program at Sea-Tac International Airport. Boundaries of noise remedy programs (e.g., land acquisition, purchase assurance, and sound insulation) are based on existing and future noise exposure levels. These noise exposure levels are in turn based on projections of fleet mix and scheduled compliance with FAR Part 36 noise standards. An extension of the existing compliance schedule would result in higher future noise levels than we have projected because of the opportunity provided to aircraft operators to keep louder aircraft in service longer. Not only would the community surrounding the Airport experience high noise levels longer, but we may have a noise remedy program which will cost us millions of dollars more than we have now identified.

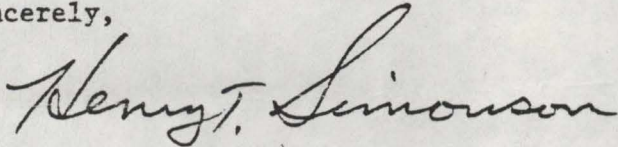
Noise remedy planning has credited much of the projected reduction in noise exposure levels at airports to compliance with federal noise standards. We encourage you not to support any legislation or rule changes which would extend the compliance deadlines or weaken the stringency of the noise standards. Our state's Congressional Delegation will also be informed of our concerns.

Mr. Michael J. Senello
March 13, 1984
Page 2

If you should have any further questions or comments on this correspondence, please direct them to the Port's Director of Aviation, Mr. Vernon Ljungren, at (206)433-5387.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in cursive script that reads "Henry T. Simonson". The signature is written in dark ink and is positioned below the word "Sincerely,".

Henry T. Simonson
President, Port of Seattle Commission

JY/2839p

cc: Port Commission, R. Ford, J. Dwyer—Port of Seattle
U.S. Congressional Delegation

MEMORANDUM

DATE February 29, 1984

TO Technical Working Committee

FROM Jody Yamanaka, Project Manager *JY*

SUBJECT Status of Proposed FAA Departure Procedures Using VOR Radials
Airport Noise Remedy Update - Jackson International Airport

Effective February 20, 1984, the FAA has established new departure procedures at Jackson International Airport in order to minimize the reported "drift" of departing turbojet aircraft both east and west of the extended runway centerlines (17th Avenue South for Runway 16R/34L and 20th Avenue South for Runway 16L/34R). The new departure procedures use VOR radials (Seattle 158 Radial for southbound departures and Seattle 338 Radial for northbound departures) as the initial navigational guidance for turbojet aircraft departing Jackson International Airport. The procedures are intended to keep departing aircraft more consistently along the extended runway centerline between takeoff and turns. These procedures supplement the less precise nature of the previously used departure procedure of "assigned departures runway heading" as per SEA TWR 7110.071C. (A copy of SEA TWR 7110.071C was distributed as an Appendix to the "on-airport" noise abatement measure working paper via a memo to the Technical Working Committee dated 1/12/84.)

A request was made last summer by the Port of Seattle to the FAA to evaluate the feasibility of turbojet aircraft using existing navigational aids during departure to reduce "drifting". (See attached letter from Richmond to Lien dated 6/15/83.) Since then, the FAA has concluded their evaluation (see attached letter from Lien to Ljungren dated 6/23/83), developed the procedures, reviewed them for conformity with appropriate airspace and procedural criteria, flight checked the procedures, and implemented the new procedures. This use of VOR radials will be subsequently incorporated into appropriate published procedures by the National Oceanic and Atmospheric Administration (NOAA) and in the Jeppesen Airway Manual.

3082p
Attachments

Distribution (See page 2):

Technical Working Committee
February 29, 1984
Page 2

Distribution:

Technical Working Committee: Berwald, Black, Bohrer, Bray, Carver, Conradi, Dana, Dinwiddie, Dodds, Drury, Gestner, Hall, Hamilton, Holstine, Horner, Jhaveri, Johnson, Kos, Kumasaka, D. Legg, R. Legg, Petterson, D. Robertson, Rus, Russell, Secrist, Shride, Simpson, Strander, Trantum, Vinton, Wing, Whisler, Zalud

King County: Miller, R. Boertson, Tarantino

Federal Aviation Administration: Coppinger, Saito

Peat Marwick: Maddison, Bowlin

Others: Bacalzo, Bowen, Brown, Collins, Jennings, Neilson, Nicoli, Peart, Phillips, Sheets, Smith

Port of Seattle: Alexander, Clark, Hoeck, Ljungren, Parks, Richmond, Sims Stewart, Sutter, Taylor, Wells

PORT OF SEATTLE

SEA-TAC INTERNATIONAL AIRPORT
P.O. BOX 88727 / SEATTLE, WASHINGTON 98168

June 15, 1983

Mr. Richard Lien
Tower Chief
Air Traffic Control Tower
Sea-Tac International Airport
Room 417
Seattle, Washington 98158

Dear Dick:

Re: Sea-Tac Noise Remedy Update

The Port requests the Sea-Tac Air Traffic Control Tower to evaluate the feasibility of aircraft using existing navigational aids (e.g., VOR or ILS LOC) during departures to ensure that departing aircraft stay as close as possible over the extended runway center line. This procedure would supplement the present departure procedure of "assigned departures runway heading" as per SEA TWR 7110.071 C (10/7/80). The purpose of this new procedure would be to reduce the number of aircraft "drifting" laterally from the extended runway center line during departure, thereby reducing the area impacted by aircraft noise. This situation has been reported by some residents of the Sea-Tac community to be particularly noticeable for westbound departures which "drift" toward Puget Sound before a turn is allowed by present departure procedures.

An evaluation of the appropriateness and effectiveness of all possible airport and aircraft noise abatement procedures and operations to reduce aircraft noise impacts at Sea-Tac is scheduled to be addressed in the Sea-Tac Noise Remedy Update. However, the Port of Seattle is trying to identify those noise remedies that may be carried out while the study is underway. One of these more immediated remedies could be a modified departure procedure.

The possibility of implementing some kind of departure procedure to ensure that departing aircraft stay as close as possible over the extended runway center line was discussed at neighborhood workshops, held in Sea-Tac communities on May 9, 10 and 11, 1983. At these workshops, residents of the Sea-Tac communities were ask to identify those changes they would like made to the present Sea-Tac Noise Remedy Program and to suggest new noise remedies to be included in an updated Noise Remedy Program.

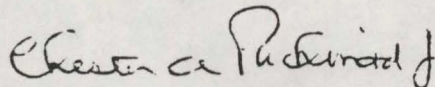
Mr. Dick Lien
June 15, 1983
Page 2

Mr. John Coppinger's participation in these workshops and in other aspects of the Sea-Tac Noise Remedy Update is greatly appreciated. His input has and will continue to be valuable to the project staff in this study.

If you need any assistance or additional information, please contact Ms. Jody Yamanaka, Project Manager, at 382-3327.

Thank you for your time and cooperation.

Sincerely,



Chester A. Richmond, Jr.
Acting Director of Aviation

JY/0515a

cc: Dwyer, Taylor, Yamanaka--POS
Coppinger--FAA

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Air Traffic Control Tower
Seattle-Tacoma Int'l Airport

June 23, 1983

Mr. Vernon L. Ljungren, PE
Director of Aviation
Seattle-Tacoma Int'l Airport
P.O. Box 68727
Seattle, WA 98168

Dear Mr. Ljungren:

This is in response to Mr. Richmond's letter of 6/15/83 regarding the modification of departure procedures in order to assist in noise mitigation.

As has already been identified, the current procedure for aircraft departing Sea-Tac is to "maintain runway heading for vector to...(assigned route or airway)". Once the aircraft is airborne it becomes subject to any wind forces present. In the case of a calm wind, the aircraft can reasonably be expected to track out the extended runway centerline. However, if a crosswind is present, the aircraft may "drift" until such time as the radar departure controller establishes radio contact with the pilot after which a heading correction can be issued. This could easily result in the aircraft traversing a distance of 2 miles before a new heading is issued. By the time a correction is made to departures from runways 16, for example, the aircraft is usually past the most noise sensitive area of Des Moines.

Normally, departures utilize runways 16L and 34L, but traffic or other conditions may necessitate the occasional use of the other parallel runway. Therefore, we must caution against any presumption that residents will not occasionally experience departures from the atypical runway. We recognize that the concern expressed by these residents is that the departures are "off course" when this is not necessarily always the case.

As a result of the concerns expressed by the community regarding "drift", we have initiated a proposal requiring all runway 16 departures to climb out on the Seattle VOR 158 radial. This will provide electronic guidance to the pilot and ensure that the aircraft remains on the desired track, which approximates the extended runway centerline for runway 16L. We expect that this procedure will be incorporated into a Standard Instrument Departure (SID) to be published this Fall. Unfortunately, due to the offset nature of the reciprocal radial, this same procedure does not appear to be practical for runway 34L departures. These departures, if assigned the Seattle 338 radial, would climb out on a track between the extended runway centerlines rather than the extended centerline for runway 34L.

Chick
10/1
AVIATION DEPT. DATE

DIRECTOR
ASST. DIR / O & S
ASST. DIR / A & B
MGR. A / A MKTG.

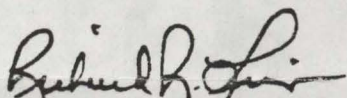
JUN 24 1983

ENGINEERING
FIRE
MAINTENANCE
OPERATIONS
PARKING
POLICE
REAL ESTATE
PUBLIC INF.



We hope this change to our current procedures will assist the Sea-Tac Noise Remedy Update Committee in their efforts in noise mitigation. Please be assured that we will continue to explore other procedural remedies toward abating noise in the communities surrounding Sea-Tac.

Sincerely,




Richard R. Lien
Air Traffic Manager
Seattle-Tacoma Tower

MEMORANDUM

DATE April 10, 1984

TO Technical Working Committee

FROM Janet Bowlin, Community Involvement Coordinator 

SUBJECT Support of Federal Aircraft Noise Compliance--Standards and Schedule

Distributed in a memo dated March 20, 1984 from Jody Yamanaka, Airport Facilities Coordinator, to the Technical Working Committee was a copy of a letter sent to Mike Senello from the Port of Seattle Commissioners. This letter transmitted the Port of Seattle's support of Federal Aircraft Noise Compliance Standards and Schedules as described under Federal Aviation Regulations (FAR) Part 36 and Part 91.

This memo forwards for your information an attached response letter from John E. Wesler, Director of Environment and Energy, Federal Aviation Administration. This letter from the FAA states their intention to actively oppose any proposed legislative changes that would provide any exemptions to the 1985 noise deadline.

3371p
Attachments

Distribution:

Technical Working Committee: Berwald, Black, Bohrer, Bray, Carver, Conradi, Dana, Dinwiddie, Drury, Gestner, Hall, Hamilton, Holstine, Horner, Jhaveri, Johnson, Kos, Kumasaka, D. Legg, R. Legg, Petterson, D. Robertson, Russell, Secrist, Shride, Simpson, Strander, Traunum, Vinton, Whisler, Wing, Zalud

King County: Miller, R. Robertson, Tarantino

Federal Aviation Administration: Coppinger, Saito

Peat Marwick: Maddison

Others: Bacalzo, Bowen, Brown, Collins, Jennings, Neilson, Nicoli, Peart, Phillips, Pihlman, Sheets, Smith, Roberts, Rus

Port of Seattle: Alexander, Clark, Hoeck, Ljungren, Myer, Parks, Richmond, Sims, Stewart, Sutter, Taylor, Yamanaka

cc: Port Commission, Executive, Ljungren,
Taylor, gm 4/3/84
Yamanaka



US Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
AVIATION DIVISION, Region D.C. 20591
DATE

DIRECTOR
ASST. DIR./O & S
ASST. DIR./A & B
MGR. A / A MFTG.

JEM

APR 5 1984

MAR 29 1984

ENGINEERING
FIRE
MAINTENANCE
OPERATIONS
PARKING
POLICE
REAL ESTATE
PUBLIC INF.

Mr. Henry T. Simonson
President
Port of Seattle Commission
SEA-TAC International Airport
P. O. Box 68727
Seattle, Washington 98188

Dear Mr. Simonson:

Acting Administrator Mike Fenello asked that I respond to your letter to him dated March 13, 1984, expressing your concerns over attempts to extend the deadlines for aircraft noise compliance in Federal Aviation Regulations, Part 91, Subpart E.

We are acutely aware of the problems which aviation noise creates for many airport neighbors across our Nation, and of the valuable efforts which airports such as SEA-TAC have taken to alleviate those problems. Certainly, the noise compliance requirements of Part 91 are an essential part of the FAA's program to reduce aviation noise problems, and we intend to enforce those requirements fully and effectively. We will actively oppose any proposed legislative changes, and we will critically review any proposals to waive or extend our deadlines.

I hope this information will address your concerns adequately, and I very much appreciate your statement of support for the noise compliance actions we are taking.

Sincerely,

John E. Wesler
Director of Environment and Energy

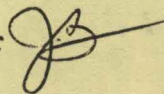


Edward Warren: First American Aloft

MEMORANDUM

DATE July 11, 1984

TO Distribution

FROM Janet Bowlin, Community Involvement Coordinator 

SUBJECT Technical Working Committee Meeting
Airport Noise Remedy Update -
Sea-Tac International Airport June 20, 1984

In Attendance:

Technical Working Committee:

Jerry Balcom, King County; Paul Bray, Highline School District; Pauline Conradi, Westside Residential Community; Virginia Dana, Zone 3; Dottie Harper, North Sea-Tac Parks Board; Bill Holstine, Sea-Tac Threat; Jan Kumasaka, City of Seattle; Bill Whistler; City of DesMoines.

Project Staff:

Janet Bowlin, PMM; Bob Doyle, PMM; Don Maddison, PMM; Barney Myer, Port of Seattle, Project Manager; Vicki Schmitz, Port of Seattle; Joe Sims, Port of Seattle, Project Director; George Sutter, Port of Seattle, Relocation Manager; Jody Yamanaka, Port of Seattle, Facilities Planner.

Others: Gay Bacalzo, Marian MacKenzie, Connie Nicoli, Jean Pihlman, Vicki Potter, Dennis Roberts, Peggy Russ, Bill Sheets.

We believe the following to be an accurate summary of the meeting's discussion. We would appreciate notification of exceptions to this record within (10) days of its receipt. Unless we receive such notification we will consider this a statement of fact with which you concur.

Comments received for requested changes to the February 22, 1984 memo of meeting minutes from the Technical Working Committee on May 9, 1984 are as follows:

FAA'S REQUESTED CHANGES: Section IV - Establishment of a Committee to Monitor Aircraft Flight Tracks

1. "in response to the FAA's Aeronautical Study of flight tracks this fall" should be changed to "in response to the FAA's Aeronautical Study 83-ANM-181-R-NR." As commented, this is a more clear description of the study.

2. "There will be signs placed on the runway entrance both to inform pilots that the VOR Radial Departures for maintaining "assigned departure runway heading" is in effect" should be changed to "There will be signs placed to inform pilots that noise abatement procedures are in effect and use of "assigned VOR Radial" is for that purpose".

The meeting was opened at 4:15 p.m. by Barney Myer, Project Manager. Mr. Myer thanked everyone for coming and introduced Vicki Potter, Graduate Intern, Port of Seattle, who is in the process of observing the structure of both the Technical Working Committee and the Policy Advisory Committee for purposes of providing a recommendation for restructuring the committees in the future. Also in attendance at the meeting was Vicki Schmitz, a new Port of Seattle staff member. She will be working closely with citizen, interest group, and local government contacts; assuring that those groups' views are effectively represented in the Port planning process. She will be working on issues of noise and land use.

As indicated in the meeting notice memo, dated 6/04/84, three topics were to be discussed:

- I. Program Area Boundaries
- II. Proposed July Workshops Format and Topics
- III. Questions and Comments on the Following Noise Remedies: Sound Insulation, Transaction Assistance, and Acquisition.

I. PROGRAM AREA BOUNDARIES

Time was needed internally by Port staff to complete the technical aspects of the boundaries revisions, therefore, they were not presented to the committee at that time. Instead, a brief overview by Mr. Myer was presented of the Port of Seattle staff's response to the eight recommendations of the sub-committee.

In summary, the direction the program areas are headed include more areas in acquisition as based on changes to the application of the noise criteria. These boundary changes, based on noise are considered as both consistent and defensible for securing FAA approval. The sub-committee's boundary recommendations, as distributed to the Technical Working Committee in memo dated 2/22/84, have been considered by the staff and are in large part reflected in the new noise criteria application for the current proposed boundaries. The new proposed Noise Remedy Program boundaries will be presented to the Technical Working Committee at the Wednesday on July 11.

Joe Sims, Project Director, commented that in previous years all funding resources were directed solely into the acquisition program. Now that acquisition is nearing completion other remedies will be implemented. We have to make sure that the acquisition boundaries will be permanent so as to prevent cases of insulating homes that, in the future, would have to be acquired because of noise.

II. PROPOSED JULY WORKSHOP AND TOPICS

Barney Myer announced that a community open house is planned for late July on two separate days for purposes of providing the community with the opportunity to become updated on the progress of the Noise Remedy Program since the last January, 1984 open houses. They are tentatively scheduled for July 25 and 26 at Mt. Rainier High School and Highline High School, respectively, from 4:00 p.m. to 10:00 p.m. on a drop by basis. A session for answering group questions will occur at 8:45 p.m.

Changes in program terminology, the boundaries, and plans for a demonstration program will be addressed at the workshops. Individual stations such as at the last set of open houses, will be situated around the cafeteria with different topics of interest addressed at each. Representatives of the Port of Seattle, FAA, King County and Peat Marwick have been invited to be representatives for answering specific questions asked by the community.

Several suggestions were given at the meeting by committee members regarding the workshops:

- * Extra copies of the newsletter should be given to committee members to distribute to their local neighborhoods.
- * Several committee members representing the community have offered to assist at the open houses.
- * It was suggested that a sound insulation specialist be presented at the open houses.
- * A suggestion was made that Marcia Huebner, City of Des Moines, Land Use Planner, be a representative on land use issues for the City of Des Moines at the open houses.
- * Following the pilot program it was suggested that the results be formally announced prior to a full-scale sales assistance and sound insulation program.

III. QUESTIONS AND COMMENTS ON THE THREE NOISE REMEDIES

Bob Doyle, Peat Marwick was available to answer questions regarding the Noise Remedy Program.

- * Mobile homes are diverse in degree of performance, structure, and ability to sound insulate. There exists a lack of good available information regarding what can be done to them in terms of both insulating them against noise and appraisals. Therefore, the consultants have not addressed them in detail.
- * Pilot program costs are estimated to cost up to \$800,000.
- * The timing of the programs is important as it must not be too fast or the program could actually destabilize the areas adjacent to the acquisition areas.
- * Cooperation between all representative groups of the Technical Working Committee is necessary to assist in stabilizing the neighborhoods.
- * The neighborhood reinforcement areas must be zoned residential to be eligible. It was suggested to King County in their rezoning process that the motives of the homeowners be considered. Current zoning is governed by the Sea-Tac/Communities Plan as commented by Jerry Balcom, King County Community Planner.
- * Several issues such as multiple ownership of desired property and other site considerations ie (Fort Lawton,) will influence the decision of whether to place the veterans cemetery at the southend of the Airport.
- * With regards to sound proofing multi-family units, townhouses, and duplexes are technically being considered but will be limited by program priorities.
- * Bill Whistler, City of Des Moines, commented that the City of Des Moines is aware of the severe noise problem and he is working closely with the Port. He mentioned that the City of Des Moines is a residential city and they would like to keep it that way. Also, based on a question raised, he indicated that the apartment complexes being developed on 216th were zoned for that use many years ago.

- * A committee member commented that George Sutter's group has done a good job cleaning up the southend vacant properties. George Sutter mentioned that breakaway gates are currently planned at the road accesses to control dumping, trespassing, and other illegal activity. While enforcement is not totally possible, closed access roads will reduce these problems.
- * The acquisition program is the only program that the Port is obligated to pay relocation benefits.

IV. ADDITIONAL COMMENTS

- * Concern was expressed that the committee is not getting enough time to review the draft documents after they have been reviewed in-house. Additionally, concern was expressed that the agenda topics included in meeting notices are not being discussed as planned on the days indicated and that delays are inconvenient.
- * Caution, as commented, should be exercised with regard to the distribution of maps to the community as the proposed boundaries could be assumed as final boundaries.

The next Technical Working Committee meeting is tentatively scheduled for Wednesday, July 11, 1984 at 4:00 p.m. The meeting was adjourned at 6:00 p.m.

4030p

DISTRIBUTION:

Technical Working Committee: Bennett, Berwald, Black, Bohrer, Bray, Carver, Conradi, Dana, Dinwiddie, Dodds, Drury, Gestner, Hall, Hamilton, Harper, Healey, Holstine, Horner, Jhaveri, Johnson, Jones, Kos, Kumasaka, R. Legg, Petterson, D. Robertson, Russell, Secrist, Shride, Simpson, Strander, Traunum, Vinton, Whisler, Wing, Zalud

King County: Balcom, Miller, H. Robertson

Federal Aviation Administration: Coppinger, Saito

Peat Marwick: Doyle, Maddison

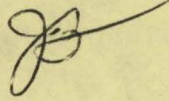
Port of Seattle: Alexander, Clark, Hoeck, Ljungren, Myer, Parks, Richmond, Schmitz, Sims, Stewart, Sutter, Taylor, Yamanaka

Others: Bacalzo, Bowen, Brown, Collins, Jennings, Neilson, Nicoli, Peart, Phillips, Pihlman, Sheets, Smith, Roberts, Rus

MEMORANDUM

DATE July 12, 1984

TO Distribution

FROM Janet Bowlin, Community Involvement Coordinator 

SUBJECT Technical Working Committee Meeting, July 11, 1984 - Handouts Distributed During Meeting Session

In an effort to keep all the Technical Working Committee informed I have enclosed a copy of all the handouts that were distributed to the attendees during the meeting session on Wednesday, July 11. Distributed were the following:

- * Minutes of the June 20, 1984 Technical Working Committee meeting.
- * Staff Report--Program Area Boundaries/Noise Remedy Update/Sea-Tac Airport--Summary and Staff Recommendations.
- * Meeting announcement of the Joint Committee on Aircraft Overflights scheduled for July 19, 1984, at 7:00 p.m. (second general meeting) in the Sea-Tac Auditorium.

The staff reported on the program area boundaries and asked for comments. If you have comments please send them to me by July 19. Two public open house events have been scheduled for:

- * Wednesday, July 25, 1984
Mt. Rainier High School, Cafetorium
22450 - 19th Avenue S.
4:00 P.M. to 10:00 P.M., drop-by basis
- * Thursday, July 26, 1984
Highline High School, Cafetorium
225 S. 152nd
4:00 P.M. to 10:00 P.M., drop-by basis

Distribution
July 12, 1984
Page 2

Please send your comments to:

Janet Bowlin, Community Involvement Coordinator
Port of Seattle
Planning and Research
P.O. Box 1209
Seattle, WA 98111

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TWC: Bennett, Berwald, Black, Bohrer, Bray, Carver, Dana, Dinwiddie,
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Russell, Shride, Simpson, Stander, Traunum, Vinton, Wing, Zalud,
KC: Miller, H. Robertson
FAA: Coppinger
PMM: Doyle, Maddison
POS: Alexander, Clark, Hoeck, Ljungren, Parks, Richmond, Stewart, Taylor
Others: Bowen, Brown, Collins, Jennings, Neilson, Peart, Phillips, Smith

4077p

cc: Myer, Sims