

ENVIRONMENTAL IMPACT STATEMENT ADDENDUM TO:

**The Flight Plan Project Final EIS (1992) and the Proposed
Master Plan Update Development Actions at Seattle-Tacoma
International Airport Final EIS (1996).**

May 28, 1996
Puget Sound Regional Council

Funding for this document was provided in part by member jurisdictions, grants from U.S. Department of Transportation, Federal Transit Administration, Federal Highway Administration and Washington State Department of Transportation.



FACT SHEET

PUGET SOUND REGIONAL COUNCIL ADDENDUM FOR SEPA DOCUMENTS FOR ADOPTION OF RESOLUTION PERTAINING TO THIRD RUNWAY AT SEA-TAC

Proposed Action

The Regional Council is considering a proposal to amend the Aviation Program and Appendix F - Resolution A-93-03 of the Metropolitan Transportation Plan (MTP) to include a third runway at Sea-Tac Airport with specific noise reduction measures. The Metropolitan Transportation Plan document also serves as the area's Regional Transportation Plan as part of VISION 2020, the growth management, economic and transportation strategy for the central Puget Sound region, which includes King, Kitsap, Pierce and Snohomish counties. All references herein to amending the MTP necessarily include also amending the RTP and the 1988 Interim Regional Airport System Plan (RASP) which was amended by Resolution A-93-03.

Previously, by adoption of Resolution A-93-03, the Regional Council authorized a third runway at Sea-Tac, provided certain conditions were met by April 1, 1996. The conditions were not met by April 1, 1996, and therefore, a third runway at Sea-Tac is not currently included in the MTP. The only condition not met by April 1, 1996 was the condition that an independent determination be made that the Port of Seattle had taken certain steps with regard to reducing noise at the existing facility. An independent Noise Panel determined that there were certain additional steps that could have been taken to further reduce noise at the existing facility. The Regional Council is contemplating action to include a third runway at Sea-Tac in the MTP with additional noise reduction measures based on recommendations of the Expert Panel (see Appendix A).

SEPA Compliance

The Regional Council will be using two environmental impact statements previously published for this project: *The Flight Plan Project Final Environmental Impact Statement (1992)* (hereafter "the Flight Plan FEIS") and the *Final Environmental Impact Statement for Proposed Master Plan Update Development Actions at Seattle-Tacoma International Airport (1996)* (hereafter "the Master Plan Update FEIS"). This document is an addendum to those two EISs.

Lead Agency and Source of Proposal

Puget Sound Regional Council
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Seattle, WA 98104

Responsible SEPA Official

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Date of Issue of this Addendum

May 28, 1996

Schedule

Executive Board Workshop:

9 a.m. to 3 p.m.
May 30, 1996
Bellevue Conference Center
121 107th Avenue N.E.
Bellevue, WA

Public Hearing:

9 a.m. to 12 p.m.
June 27, 1996
Seattle Center, Flag Pavilion
Seattle, WA

Executive Board Decision Meeting:

1:30 p.m. to 3:30 p.m.
June 27, 1996
Seattle Center, Flag Pavilion
Seattle, WA

Action by Regional Council General Assembly:

2 p.m. to 5 p.m. (Public Comment Period 2 p.m. - 3:30 p.m.)
July 11, 1996
Seattle Center, Flag Pavilion
Seattle, WA

Phased Environmental Review

Environmental review under the State Environmental Policy Act (SEPA) may use a phased approach. The environmental documents referenced above and this Addendum are being used by the Regional Council only for making broad, regional planning decisions vested in this agency. Other agencies implementing the proposed action, such as the Port of Seattle, are using these documents with regard to more specific project-level decisions.

Location of Background Information

Copies of the proposed amendment to the Metropolitan Transportation Plan will be available at the address below on and after June 10, 1996. The environmental impact statements referenced above in this Addendum may be reviewed at the address below and at area libraries and other public facilities throughout the region (call the Regional Council Information Center for a list).

The Flight Plan FEIS can be purchased by contacting the Puget Sound Regional Council Information Center at the address below:

Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104
(206) 464-7532

The Master Plan Update FEIS can be purchased by contacting:

Mr. Dennis Ossenkop
Federal Aviation Administration
Northwest Mountain Region
1601 Lind Avenue, S.W.
Renton, WA 98055-4056

or

Ms. Barbara Hinkle
Health, Safety and Environmental Management
Port of Seattle
P.O. Box 68727
Seattle, WA 98168

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**PUGET SOUND REGIONAL COUNCIL
ADDENDUM FOR SEPA DOCUMENTS FOR ADOPTION OF RESOLUTION
PERTAINING TO THIRD RUNWAY AT SEA-TAC**

I. DESCRIPTION OF THE ACTION

The Regional Council is considering a proposal to amend the Aviation Program and Appendix F - Resolution A-93-03 of the Metropolitan Transportation Plan (MTP) to include a third runway at Sea-Tac Airport with specific noise reduction measures. The Metropolitan Transportation Plan document also serves as the area's Regional Transportation Plan as part of VISION 2020, growth management, economic, and transportation strategy, for the central Puget Sound region, which includes King, Kitsap, Pierce and Snohomish counties. All references herein to amending the MTP necessarily include also amending the RTP, and the 1988 Interim Regional Airport System Panel (RASP) which was amended by Resolution A-93-03.

Previously, by adoption of Resolution A-93-03, the Regional Council authorized a third runway at Sea-Tac, provided certain conditions were met by April 1, 1996. The conditions were not met by April 1, 1996, and therefore, a third runway at Sea-Tac is not currently included in the MTP. The only condition not met by April 1, 1996 was the condition that an independent determination be made that the Port of Seattle had taken certain steps with regard to reducing noise at the existing facility. An independent Noise Panel determined that there were certain additional steps that could have been taken to further reduce noise at the existing facility. The Regional Council is contemplating action to include a third runway at Sea-Tac in the MTP with additional noise reduction measures based on recommendations of the Expert Panel (see Appendix A).

II. STATE ENVIRONMENTAL POLICY ACT (SEPA) COMPLIANCE

The Regional Council will be using two environmental impact statements previously published for this project: *The Flight Plan Project Final Environmental Impact Statement* (1992) and the *Final Environmental Impact Statement for Proposed Master Plan Update Development Actions at Seattle-Tacoma International Airport* (1996). The Regional Council is also publishing this Addendum which provides additional information/analysis, but which does not substantially change the analysis of significant impacts and alternatives in the existing environmental documents.

The use of the two prior environmental impact statements and this Addendum is authorized by the SEPA rules. The Regional Council is required to prepare a supplemental EIS if, subsequent to publication of the Port's EIS, there have been substantial changes to the proposal; there is new information indicating the proposal's probable significant adverse

impacts; or the Regional Council discovers misrepresentation or lack of material disclosure in the EIS. See WAC 197-11-600(3)(b) and (4)(d).

The Regional Council has reviewed both the Flight Plan EIS and the Master Plan Update EIS, particularly with regard to the Regional Council's broad regional planning issues, and has determined that the environmental impact statements are adequate for the current regional planning decision. The Regional Council has also sought to determine whether there is any new regionally significant information subsequent to the Master Plan Update EIS which would trigger a requirement for supplemental environmental review. The Regional Council has not identified any such information.

In the course of seeking out information which could trigger supplemental review requirements, the Regional Council did identify new information and analysis about the project but which does not substantially change the analysis in the existing environmental documents. That information and analysis is summarized in this Addendum.

Because the Regional Council is acting on the same proposal for which the prior environmental impact statements were prepared, formal "adoption" of those documents is not necessary. See WAC 197-11-600(4)(a).

Notice Requirements

This Addendum is being circulated to the recipients of the two EISs referenced above. A Notice of Intent to publish this Addendum was given on May 13, 1996, by publication in the following newspapers: Seattle Times-P.I., Tacoma News Tribune, The Bremerton Sun, the Everett Herald, the Highline Times, and the MEDIUM.

In addition, a citizen-participation process that included key dates associated with the environmental review process was provided in a news release, published in the Regional VIEW (Regional Council's Newsletter), and sent to all persons who submitted written comments to the Regional Council since the April 25, 1996 action by Executive Board.

Appeal Process

There is no administrative appeal of the adequacy of this Addendum. However, there is an administrative process for requesting a supplemental environmental impact statement based on substantial changes to the project or significant new information related to the proposed action and not included in the Flight Plan FEIS and the Master Plan Update FEIS. Requests for a supplemental environmental impact statement must be filed with the Regional Council by June 12, 1996. The request must include the information specified in Regional Council Resolution EB 92-02, § 7. A copy of that resolution may be obtained by contacting the Regional Council Information Center (206) 464-7532. No judicial appeal challenging the Regional Council decision not to prepare a supplemental statement may be commenced

unless this procedure for requesting a supplemental statement is utilized. See WAC 197-11-600 (3)(b) and (4)(d).

III. NEW ANALYSIS/INFORMATION ABOUT THE PROPOSAL WHICH DOES NOT SUBSTANTIALLY CHANGE THE ANALYSIS IN THE EXISTING ENVIRONMENTAL DOCUMENTS:

Summary of Expert Arbitration Panel's Review of Noise Issues

This portion of the addendum presents background on the establishment of the Expert Panel and a summary of its findings. It also includes an index of all the material presented to the Expert Panel which is available for review in the Regional Council's Information Center. The addendum provides new information on noise issues generated by the Expert Panel process that does not substantially change the analysis of significant alternatives or impacts in the prior environmental documents.

Background and Summary of Expert Arbitration Panel's Review of Demand/System Management and Noise Issues at Sea-Tac International Airport.

Passage of Resolution A-93-03 began a multiyear process for addressing the long-term air transportation capacity needs of the central Puget Sound region. The resolution directed the region to pursue both a major supplemental airport and, subject to conditions, a third runway at Sea-Tac International Airport.

Key provisions of the resolution are that "the region should pursue vigorously a major supplemental airport and a third runway at Sea-Tac" and that the third runway "shall be authorized by April 1, 1996:

- a. Unless shown through an environmental assessment, which shall include financial; and market feasibility studies, that a supplemental site is feasible and can eliminate the need for the third runway; and
- b. After demand management and system management programs are pursued and achieved, or determined to be in feasible, based on independent evaluation; and
- c. When noise reduction performance objectives are scheduled, pursued and achieved based on independent evaluation, and based on measurement of real noise impacts."

Resolution A-93-03 was followed by Executive Board action adopting specific Implementation Steps for carrying out the resolution's requirements. Among the provisions of the Implementation Steps was the establishment of expert panel(s) to perform independent evaluations of demand/system management and noise issues. Further, "The Panel(s) reviewing demand/system management and noise issues will make final, binding decisions and

will be referred to as the Expert Arbitration Panel(s)." The noise issues to be analyzed were limited to impacts associated with the existing facilities at Sea-Tac. The issues did not include any analysis of noise impacts related to a possible third runway.

In October of 1994, the Executive Board adopted Resolution EB-94-01 which concluded that no feasible sites for a major supplemental airport could be found in the four-county region and ceased further airport studies to identify such potential sites. As a result, the Executive Board, through Resolution EB-94-01 recommended cooperative actions by the state, local governments and regional transportation planning organizations to examine and seek implementation of options for air and ground travel within the Northwest that could address long-term air travel and inter-regional ground travel needs with such options including consideration of high speed rail. That resolution marked satisfaction of the first condition for authorization of the third runway in Resolution A-93-03.

An Expert Arbitration Panel was appointed in June 1994 by the Secretary of the Washington State Department of Transportation (WSDOT) to make findings on the satisfaction of the Demand/System Management and Noise conditions.

Basic guidance for the panel was provided by Resolution A-93-03 and the Executive Board's Implementation Steps. In part, the Panel's charge was to:

1. Determine the feasibility of identified demand/system management options for Sea-Tac Airport, and make a finding on whether options determined to be feasible are being pursued and achieved.
2. Validate a methodology for measuring noise reduction in real ("on the ground") noise around Sea-Tac Airport, and make a finding on whether noise reduction performance objectives are being pursued and achieved as scheduled and resulting in a reduction in measurable on-the-ground noise.

In its July 27, 1995, "Final Phase 1 Order on Demand/System Management Issues," the Panel found that congestion pricing, gate controls and high-speed rail are not "feasible" demand and system management steps within the meaning of the PSRC Resolution. The Order requested additional information from the Washington State Department of Transportation and the Port of Seattle in order to evaluate the feasibility of whether readily achievable railway improvements in the Portland-Seattle-Vancouver corridor could defer the need for a new runway at Sea-Tac.

In its December 8, 1995, "Final Order on Phase II Demand/System Management Issues," the Panel determined that more readily achievable improvements in existing rail service cannot reasonably be relied upon as a justification for obviating or deferring construction of the new runway at Sea-Tac, even though these improvements, if achieved, are likely to produce significant benefits to the region. The Panel concluded, "that the rail option is not "feasible" within the meaning of the Resolution, and, consequently, that the Port of Seattle and the

Washington State Department of Transportation have satisfied the demand/system management condition of the Resolution.”

In its March 27, 1996, “Final Decision on Noise Issues,” the Panel found that the Noise Validation Methodology used by the Port is a sufficiently reliable method for purposes of determining, on the basis of measurements of actual on-the-ground noise, whether the Port has met the current noise reduction objectives of the Noise Budget.

Also in its March 27 order, the majority of the Panel concluded that “although the Port of Seattle has scheduled, pursued, and achieved an impressive array of noise abatement and mitigation programs, the Port has not shown a reduction in real on-the-ground impacts sufficient to satisfy the noise reduction condition imposed by Resolution A-93-03.”

The Chair of the Panel dissented from the majority and found that the Port had satisfied the requirements of the Resolution.

Both the majority and the dissenter were careful to limit their analysis and conclusions to noise impacts associated with the existing facility. Consistent with their charge, the Panel refrained from analyzing noise impacts of a third runway.

The Panel stated that the phrase “real noise impacts,” used in the Resolution implies a standard based on meaningful results--a scientifically sound persuasive argument showing that the reductions in public exposure to airport noise (i) are actually occurring and (ii) are sufficient to reach at least a threshold of significance, in terms of producing documented, appreciable, and noticeable effects for the affected communities.

Further, the majority noted that the Implementation Steps (which the Board intended to be consistent with the Resolution) call for results, i.e., “a reduction in measurable on-the-ground noise” in the form of a measurable, appreciable, meaningful change in the public impact of airport noise.

Some of the reasons stated by the Panel majority for its conclusions were:

- Since a 3.0 dB change in DNL is barely perceptible--and certainly not appreciable, a -2.8 dB change in aircraft DNL over the ten-year period from (1986-1995) or the -3.4dB change over the period 1989/90 to date is below the threshold of “meaningfulness” in terms of producing a real, appreciable, “on-the-ground” reduction in airport noise impacts for the affected population.¹

¹ “Day-night average sound level” (DNL) means the 24-hour average sound level, in decibels (dB), for the period from midnight to midnight, obtained after the addition of ten decibels to all events that occur between the hours of 10 p.m. and 7 a.m.

- The Port's estimate of the number of people benefited by its noise abatement efforts may very well be smaller than the cumulative measurement error in the Port's methodology.
- The incomplete range of noise mitigation programs the Port has "scheduled, pursued, and achieved" to date, particularly with respect to the sensitive-use public buildings included in the 1990 Noise Mediation Agreement.

The chair argued in his dissenting opinion that a 3.4dB reduction in aircraft DNL is meaningful. It was his opinion that it is unreasonable to impute to the General Assembly an expectation that the Port should show a reduction in noise levels, measured by DNL or otherwise, so significant that it would resolve scientific doubts about its meaningfulness, before the third runway would be authorized.

The Panel concluded "that the Port could have done more, and that, had it done so, the additional improvement probably would have made a material difference in real, on-the-ground noise impacts, turned a marginal improvement into a meaningful one, and therefore affected the final outcome of this proceeding." In conclusion, the Panel offered a list of recommended noise reduction measures to be considered.

Expert Panel Documents

Appendix A provides the recommendation of the Expert Panel and Appendix B provides an index to all the documents and correspondence received by the Expert Panel. These documents may be reviewed at the Puget Sound Regional Council Information Center.

APPENDIX A

Recommendations of the Demand/System and Noise Reduction Expert Arbitration Panel

Puget Sound Regional Council

RECOMMENDATIONS

(BY THE MAJORITY)

In the course of this proceeding, the Panel has had the benefit of the creative, analytical thinking of many different parties regarding additional noise abatement and mitigation measures that may, alone or taken together, reduce the future noise impacts associated with Sea-Tac Airport. The Port has invited the Panel to offer our recommendations as to what the next steps should be regarding noise abatement and mitigation. The majority of the Panel accepts that invitation.

On the one hand, we do not think that many easy actions remain; the major programs on Stage 2 phase-out and nighttime Stage 2 restrictions are already in place. On the other hand, there are some additional actions that can be implemented relatively quickly and, in some cases, at relatively low cost.

As Mr. Lewis has noted, noise abatement and noise mitigation are not simple. Externalities abound that make an airport proprietor's job difficult. The Port generally gets all the blame (and the credit) for changes in the aircraft noise environment in the Region. The reality is that actions by the FAA, the airlines, local organizations, and State and local political entities all affect the situation. However, while many actions are not within the Port's legal authority, they are not necessarily beyond its range of influence. (Indeed, the Port has been portrayed by many of the people from whom we have heard, and by a number of the submittals that we have read, as a major force in the Region.) That influence should be brought to bear, wherever possible, to reduce on-the-ground noise impacts.

In the spirit of Resolution A-93-03, we offer the following specific recommendations:

1. That the PSRC and the "Coordinating Committee" established by MOU pursuant to Resolution A-93-03 (the PSRC, the Port, WSDOT, and the FAA) promptly take steps to mediate and resolve the impasse between the Highline School District and the Port on the issue of noise insulation for schools, to enable the Port to move forward rapidly on its commitment to insulate the schools and significantly reduce classroom speech interference.
2. That the Port implement its stated plan to upgrade its noise monitoring system, with no fewer than 25 permanent monitoring stations located throughout the affected communities; and that the results be publicly disseminated, at regular intervals, in the form of aircraft DNL, SEL, and Time Above metrics.
3. That the Port and the organizations representing the affected communities jointly sponsor social surveys at regular intervals to assess the effectiveness of future noise abatement and mitigation measures in terms of perceived noise impacts. We concur with the view expressed by the Port's noise consultants in the 1993 AIRTRAC *Final Report* (p. 3-33): "The way to avoid incorrect predictions of community response to a ... [noise reduction] action is to ask the community directly how it feels about a particular airport action and the proposed mitigation program connected to it."
4. That the Port address the impact of ground-related aircraft noise by (i) implementing the thrust-reversal noise impact reduction activities called for in the Noise Mediation Agreement; and (ii) working to minimize the number, level, and duration of daytime engine run-ups, which are likely to increase as operations grow. (We note that the increases in TA 65, 75, and 85 dB at RMS site 11 in recent years may be a consequence of ground-related noise.)
5. That the Port take the following actions to improve the on-the-ground reduction of nighttime noise impacts:
 - a. Negotiate and obtain a public commitment from the FAA for full cooperation in rigorously and aggressively enforcing compliance with the current North Flow Nighttime Departure Noise Abatement Procedures. The Port, at a minimum, should notify airlines of violations of these nighttime noise abatement procedures. Better, the Port should institute procedures to apply pressure, through enforcement penalties and/or the power of public opinion in the media, to reduce violations (for example, publishing fines and performance scorecards in the Region's newspapers).
 - b. Work closely and aggressively with KCIA and Alaska Airlines to eliminate the carrier's two nighttime Stage 2 cargo flight arrivals and departures, which weaken the effectiveness of the Port's nighttime Stage 2 ban; and develop, in conjunction with KCIA and local government officials, a strategy to avoid additional Stage 2 nighttime flights to and from KCIA in the future.
 - c. Work with the airlines to minimize the total number of flights in the middle of the night (e.g., 1:30 a.m. to 5:30 a.m.).

- d. Continue to minimize the number of variances issued for the Nighttime Limitations Program through aggressive persuasion with the airlines, including the use of the media.
 - e. Work with foreign air carriers to ensure that Stage 3 aircraft continue to be used for nighttime international flights.
 - f. Work with owners/operators of Stage 2 aircraft under 75,000 pounds (which are currently exempt from the Nighttime Limitations Program) to secure their cooperation in minimizing or eliminating the use of such aircraft during the nighttime period. (There were, on average, 13 exempt Stage 2 nighttime flights per month in the second and third quarter of 1995.)
 - g. Continue to work with the airlines to minimize nighttime engine run-ups; we note that, although many of the events are exempt from the King County Code, the exempted nighttime events have levels higher than the code permits. Existence of an exemption does not mean elimination of the impacts on people.
6. That the PSRC, the FAA, and the communities affected by airport noise participate actively and constructively in the Port's upcoming Part 150 review, to propose, evaluate, and assist in implementing any feasible noise reduction measures that will maximize the net benefits for the region and provide meaningful noise mitigation for the impacted areas. The Port's Part 150 process should include, but not be limited to, the following actions:
- a. Evaluate the actions needed to apply, monitor and enforce the North Flow Daytime Departure Duwamish/Elliott Bay Noise Abatement Procedures specified in the Noise Mediation Agreement. Investigate, and, if possible, implement, use of this corridor during periods of periods of lighter activity during the day such as mid-morning and mid-afternoon.
 - b. Evaluate the feasibility of extending the "nighttime" hours of use for the North Flow Nighttime Departure Noise Abatement Procedures (currently 10 p.m. to 6 a.m.) to the evening "shoulder" (8 to 10 p.m.), and, if possible, to the early morning "shoulder" (6 to 7 a.m.) as well.
 - c. Reevaluate, with FAA and community input, the use of "minimum population exposure" flight tracks, in light of the increase in flight operations and the shift in the overall importance of arrival noise as Stage 2 aircraft are phased out. The Port had studied and identified "useful" flight track changes for Four Post Plan during the development of the Noise Mediation Agreement. Any of the following options would be expected to reduce overall population exposure to aircraft noise: (i) over-water southern corridors for all south departures where the east turn does not occur until the aircraft reach Commencement Bay or beyond; (ii) north-flow arrival procedures that route aircraft over the water (with a turn in the Four-Post arrival stream); or (iii) the use of a north-flow stream more often at night, coupled with tightly enforced, high-compliance nighttime departure routes. There are some difficult trade-offs in this process, but we do not accept the contention that all possible changes in flight tracks simply shift noise among communities, with no net reduction

in number of people impacted. Flight track changes offer the potential for abatement of aircraft noise impacts once the Port has exhausted the benefits of the Stage 2 phase-out; we note again that Resolution A-93-03 explicitly requested the FAA to consider modifications to the Four Post Plan to reduce noise impacts.

- d. Evaluate, with FAA and community input, the potential net benefits of a noise abatement departure profile employing a steeper angle of climb, coupled with an expanded residential acquisition and insulation program if, as a result of a steeper departure profile, the 75 dB DNL contour expands in the immediate vicinity of the airport while areas farther out receive benefits.
- e. Evaluate, with FAA and community input, the potential net benefits of preferential runway use during "low activity" periods (would more use of the east runway, for example, result in reduced overall population noise exposure?) -- coupled with an expanded residential insulation and acquisition program, as needed.

7. That, with respect to the Noise Remedy Program, the Port take the following actions:

- a. Begin a rapid, full-scale program of school insulation as soon as the impasse with the Highline School District is resolved, with the maximum feasible commitment of resources and the earliest possible completion schedule.
- b. Complete the "sensitive-use" public buildings insulation pilot studies and fund the full program envisioned in the Noise Mediation Agreement, as well as a program for insulation of multi-family dwellings, with an aggressive schedule to allow completion as soon as possible. The Port Commission is on record as committed to these programs.
- c. Evaluate the possibility of an expanded residential acquisition program offering more of the most severely impacted people the buy-out option, even if no additional Federal money is made available for this purpose. While relocation is not desired by all (nor easy for anyone), the environs of a major airport are plainly not the best location for residential neighborhoods.
- d. Work with the PSRC and the affected communities to design and implement alternative, noise-compatible uses of the land within the current acquisition zone. We note that the acquisition program has some very strong critics because of its adverse effects on the quality of neighborhoods for the remaining houses and businesses.
- e. Further accelerate, if possible, the rate of insulation for homes now included in the residential noise insulation program, and consider expanding the area eligible for noise insulation if the Airport's 65 dB DNL contour remains at or near the 1993 contour boundaries.
- f. Investigate possible modifications to the insulation program to mitigate the impacts of low frequency noise and vibration (a concern the public raised repeatedly during the Panel's hearings).

8. That the PSRC and the Coordinating Committee take the lead in addressing the difficult, controversial task of reducing present and future noise impacts, with the following actions:

- a. Recognizing the degree to which parties and factors outside the direct authority of the Port are undercutting the effectiveness of the Port's current efforts to reduce noise impacts, initiate and coordinate remedial action. Such coordination may include facilitating the use of mediation, marshalling State and local public resources where needed, providing public information via the media, or otherwise addressing the roadblocks that now prevent the residents of the Region from realizing the full benefits of the Port's existing abatement and mitigation programs. The PSRC and the Coordinating Committee are the principal entities in a position to take effective action to resolve the local problems caused by the "balkanization" of responsibility among the Port, the FAA, KCIA, the Highline School District, and other parties.
- b. Create guidelines or other equitable procedures for dealing fairly with the conflicting views and needs of different communities when a proposed noise reduction strategy results in a net improvement but causes a transfer of noise impacts.
- c. Take effective action on land use issues to minimize the introduction of incompatible land uses and to facilitate compatible redevelopment of currently incompatible land uses, including implementation of the recommendations on land use issues in the 1993 AIRTRAC *Final Report*.
- d. Investigate creative ways of linking noise reduction objectives with airport demand and system management strategies, including intermodal solutions to local and regional transportation needs.

APPENDIX B

Index to Documents and Correspondence Submitted to the Demand/System and Noise Reduction Expert Arbitration Panel

Puget Sound Regional Council

[XP 1]

PUGET SOUND REGIONAL COUNCIL

Demand/System Management and Noise Reduction
Expert Arbitration Panel

Phase I

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- Expert Panel Members
- Authority and Purpose
- Brief Descriptions of Expertise and Background
- Letters to appointees from Sid Morrison, Secretary of Transportation, Washington State

II. Sessions August 11 and 12, 1994

- Draft Schedule of events
- Memo from Jerry Dinndorf, Director-Growth Management Planning to Expert Arbitration Panel Members re: Schedule and Materials for August 11 and 12, 1994
 - Schedule of Events
 - Requirements of the Expert Arbitration panel and Schedule
 - Letter Agreement on Communications to the Panel
 - Correspondence from interest groups regarding noise validation methodology
- Agenda
- Meeting Participants, Speakers and Attendees
- Memo from Jerry Dinndorf to Coordinating Committee Members re: Partial Transcript from Expert Arbitration Panel Meeting 8/11-12/94

Expert Panel - Phase I

- Transcript: Noise and Demand System Management at Sea-Tac Expert Arbitration Panel. August 11 and 12, 1994
- III. Sessions December 1 and 2, 1994
- Verbatim record of Proceedings
 - Excerpt of Proceedings
- IV. Order on Phase I Noise Issues. January 9, 1995
- V. Preliminary Order on Demand/System Management Issues. February 24, 1995
- VI. Information Requests on Demand/System Management Issues. March 3, 1995.
- VII. Sessions May 3,4, and 5, 1995
- Agenda
 - Verbatim transcripts of proceedings.
- VIII. Final Phase I Order on Demand/System Management Issues. July 27, 1995

PUGET SOUND REGIONAL COUNCIL

Demand/System Management and Noise Reduction
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Phase II

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- I. Information Request and Notice of Hearing on Phase II Demand/System Management Issues. August 17, 1995.
- II. Notice of Hearing on Phase II Noise Issues. September 19, 1995.
- III. Hearing on Noise and Demand/System Management at Sea-Tac. November 20 and 21, 1995.
 - Agenda
 - Verbatim record of proceedings, November 20, 1995.
 - Verbatim record of proceedings, November 21, 1995.
- IV. Final Order on Phase II Demand/System Management Issues. December 8, 1995.
- V. Preliminary Order on Phase II Noise Issues. December 18, 1995.
- VI. Hearing on Noise and Demand/System Management at Sea-Tac. February 22 and 23, 1996.
 - Verbatim record of proceedings, February 22, 1996.
 - Verbatim record of proceedings, February 23, 1996.
- VII. Final Decision on Noise Issues. March 27, 1996.

PUGET SOUND REGIONAL COUNCIL

Demand/System Management and Noise Reduction Expert Arbitration Panel

DOCUMENTS I

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- I. *Noise Validation Methodology in Compliance with PSRC Resolution A-93-03: Seattle-Tacoma International Airport.* Report prepared for Port of Seattle by Mestre Greve Associates. July 29, 1994.
- II. Packet distributed to Panel members prior to meeting on August 11 and 12, 1994
 - Regional Committee on Airport Affairs (RCAA). Letter - "Noise Validation Methodology has three fatal flaws" August 5, 1994
 - Optimum Environment, Letter enclosing testimony for August 11, 1994. August 9, 1994.
 - Pork Patrol. Letter reviewing independent measurement and evaluation issues in Noise Validation Methodology report prepared by Mestre Greve. August 9, 1994.
 - Pork Patrol. Report - *Noise Remedy Programs?* August 9, 1994.
 - Airport Communities Coalition. Letter - "Independently evaluate the noise reduction objectives" August 10, 1994.
 - John Del Vento. Letter - "3db or 4db reduction is insignificant". August 10, 1994.
 - Minnie Brasher. Letter - "Noise Mediation Program never signed by anyone - it is voluntary at best. August 11, 1994.
- III. Materials submitted to the Expert Panel on August 11 and 12, 1994.
 - Noise Mediation Committee of Port of Seattle. *Noise Mediation Study: Technical Report and Technical Appendix.* January 1991.
 - Washington State Department of Transportation. *Impact of Intercity Passenger Rail on Operations at Sea-Tac Airport.* August 1994.
 - Hal B. Cooper, Jr. *List of Exhibits and Documentation in Support of High Speed Rail Service and Sea-Tac Expansion.* July 1994.
- IV. Materials submitted to the Expert Panel by the deadline of October 29, 1994.
 - Roy Wiberg. Letter - "Shouldn't allow old/retrofitted jets at Sea-Tac". August 31, 1994.
 - Minnie Brasher. Letter - "Citizens of FAR 150 noise-affected area do not agree with Mediated Noise Agreement". September 18, 1994.

Expert Panel Documents I

- Federal Aviation Administration. Memorandum on the federal legal constraints on changing the noise budget at Sea-Tac. September 19, 1994.
- Ravenna-Bryant Community Association. Comments on the noise budget and methodology used by Port of Seattle. October 22, 1994.
- Daniel Fuller, Westinghouse. Press release and *Information* on Q-jet(TM), a Westinghouse mobile jet noise suppression system for ground maintenance tests, with video. (*Information* and video filed separately). October 24, 1994.
- Mary McCumber, Executive Director, Puget Sound Regional Council. Response to order has been sent previously. October 26, 1994.
- Claes Hagstromer. Letter supports response by Airport Noise Group. October 27, 1994.
- Al Furney, Pork Patrol. Report and data of aircraft events near Des Moines, INM input files prepared by Port of Seattle, dependent runway input file, correspondence re: Noise Mediation Agreement. (diskette filed separately) October 27, 1994.
- Sea-Tac Noise Advisory Committee. Background information, implementation and monitoring of Noise Mediation Agreement. October 28, 1994.
- Aircraft Noise Group. Discussion of question 1 posed in the Panel's procedural order (part 1) and supporting documentation of noise measurement, discussion of reduction, etc. Includes two videotapes, two diskettes, two inches of paper submitted. (videos, diskettes filed separately) October 28, 1994.

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- I. Materials submitted to the Expert Panel by the deadline of October 29, 1994. (cont.)
- Aircraft Noise Abatement Committee. Letter - Sea-Tac expansion should not increase noise burdens to communities. October 28, 1994.
 - City of Mercer Island. Letter requests Expert Panel consider how FAA and Port of Seattle has implemented flight track provisions of the Four Post Plan. Impacts are significant. October 28, 1994.
 - Regional Committee on Airport Affairs. Memo + attachments discussing procedural order questions on panel scope and noise measurement. October 28, 1994.
 - Airport Communities Coalition. Response to procedural order questions on panel scope and noise measurement. October 28, 1994.
 - Peter Townsend. Letter in response to procedural order questions on panel scope and discussion of A-93-03 development and process. October 28, 1994.
 - Port of Seattle. Response to list of information requests found in panel procedural order, organized in sections corresponding to Panel's requests. 3" binder. Attachments (filed separately): SeaTac Master Plan Update and FEIS Flight Plan Project (1992). October 28, 1994.
- II. Materials submitted to the Expert Panel between October 29 and November 21, 1994.
- ALT-TRANS. Release - Sea-Tac is inefficient transportation facility; pursue a rail solution to travel demand on I-5 corridor. October 26, 1994.
 - Federal Aviation Administration. Letter - Further clarification of information regarding legal constraints on possible changes to Sea-Tac's mediated noise abatement agreement. November 3, 1994.
 - Port of Seattle. Preliminary Report on Airport Demand Management at Sea-Tac; progress report. November 17, 1994.
 - Washington State Department of Transportation. Impact of Intercity Passenger Rail on Operations at Sea-Tac Airport. final report. November 21, 1994.

Expert Panel Documents II

III. Materials filed by Port of Seattle after December 1 and 2, 1994 hearings:

- Report of a Field Study of Aircraft Noise and Sleep Disturbance. Study commissioned by the Department of Transport, Great Britain. December 1992.
- Report to Congress on Effects of Airport Noise. Report of the Federal Aviation Administration to the United States Congress. November 1993.
- Federal Agency Review of Selected Airport Noise Analysis Issues. Federal Interagency Committee on Noise. August 1992.
- Variability in the Criterion for Reporting Annoyance in Community Noise Surveys. David M. Green and Sanford Fidell in the Journal of the Acoustical Society of America. January 1991.
- Updating a Dosage-effect Relationship for the Prevalence of Annoyance Due to General Transportation Noise. Sanford Fidell and David S. Barber in the Journal of the Acoustical Society of America. January 1991.

IV. Materials submitted in response to the Panel's March 3, 1995 Information Request on Demand/System Management

- Dan Caldwell. Letter and maps re: Port's offering of free noise insulation. April 6, 1995.
- Marie Loken. Letter re: Port's "Free Noise Remedy Program". April 11, 1995.
- Federation of Heathrow Anti-Noise Groups. Letter re: noise at Heathrow and activities associated with mitigation. April 12, 1995.
- Airport Communities Coalition. Comments on DM/SM preliminary order by Cutler & Stanfield. April 13, 1995.
- Jerry Dinndorf, Director, Growth Management Planning Dept., Puget Sound Regional Council. Response to Information Request re: VISION 2020 and attachments. April 13, 1995.
 - Information Request reponse.
 - Resolution A-93-03.
 - Resolution EB-94-01.
 - Appendix A: Plan Amendment Process.
 - Aviation Program.
 - Detailed description of MTP Improvements (excerpts).
 - Summary description of MTP Improvements.
- Port of Seattle. Response to DM/SM Preliminary Order and Information Requests. April 14, 1995.
 - Cover Letter.
 - FAA Decision and Order.
 - P&D Aviation report.
 - Sea-Tac Master Plan Update Technical Report #5 - Preliminary Forecasts. (bound, filed separately)
 - Sea-Tac Master Plan Update Technical Report #6 - Airside Options Evaluation. (bound, filed separately)

Expert Panel Documents II

- Brian J. Ziegler, P.E., Systems Planning Branch Manager, Washington State Dept. of Transportation. Letter delaying their submittal until Monday, April 17, 1995.
- Regional Commission on Airport Affairs (RCAA). Response to Preliminary Order and DM/SM alternatives to proposed third runway at Sea-Tac. April 14, 1995.
- Hal B. Cooper, Jr. Letter and resume re: rail passenger service. Contracted by RCAA. April 14, 1994.
- Clifford T. Argue, Chairman, Seattle Airlines Airport Affairs Committee. Letter declining to respond - much of the material already available. April 14, 1995.

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- I. Materials submitted in response to the Panel's March 3, 1995 Information Request on Demand/System Management.
 - J. Wade Bryant, Manager, Seattle Airports District Office, Federal Aviation Administration. April 14, 1995.
 - Cover letter and reponse; information print-out on delays at 55 airports.
 - FAA order dated 9/9/85, "Field Formulation of the National Plan of Integrated Airport Systems".
 - Port of Seattle, "Sea-Tac Airport Capacity Enhancement Plan". June, 1991.
 - FAA, "1994 Aviation Capacity Enhancement Plan" (bound, filed separately).
 - FAA, "National Plan of Integrated Airport Systems, 1990-1999".
 - Charles E. Howard, Jr., Manager, Transportation Planning Office, Washington State Department of Transportation. Response to DM/SM Preliminary Order and Information Requests. April 14, 1995.
 - Claes Hagstromer, Aircraft Noise Group. Re: Partial response to the Expert Arbitration Panel to 2/24/95 Order and 3/3/95 Information Request regarding Demand and System Management issues.
 - G. Bogan & Assoc. Response to DM/SM Preliminary Order and Information Request. (undated)
 - Aircraft Noise Group. Response to DM/SM Preliminary Order and Information Request plus attachments, articles, etc. April 27, 1995.
 - Regional Commission on Airport Affairs. Comments on DM/SM Issues. Response plus attachments. April 28, 1995.
- II. Revised Noise Validation Methodology in Compliance with PSRC Resolution A-93-03. Prepared for the Port of Seattle by Mestre Greve Associates. May 1995.

III.. Items submitted in response to the Panel's request for comment on the Port of Seattle's revised noise validation methodology.

- Airport Communities Coalition. Comments on Phase I Noise Issues, by Cutler & Stanfield, Counsel to the Airport Communities Coalition. April 17, 1995 (bound, filed separately).
- Judy Cliborn, Mayor, City of Mercer Island. Letter urging Mercer Island as remote noise monitoring site. April 17, 1995.
- Aircraft Noise Abatement Committee. Comments on revised noise methodology, monitoring sites. April 17, 1995.
- Pork Patrol. Comments on revised noise validation methodology. April 17, 1995.
- Regional Commission on Airport Affairs (RCAA). Comments on revised noise methodology. Response plus attachments-report excerpts, etc. April 18, 1995.
- Claes Hagstromer, Aircraft Noise Group. Comments on revised noise validation methodology. April 18, 1995.
- Pork Patrol. Further comments on revised noise validation methodology. April 27, 1995.

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1. Seattle-Tacoma International Airport Data Package No. 11. Airport Capacity Enhancement Plan Update. Prepared by Federal Aviation Administration Technical Center. April 1995.
2. Northwest Talgo Demonstration. Onboard Survey. Final Report. Prepared by Jeffrey T. Schultz, Rail Passenger Analyst, for Washington State Department of Transportation, Public Transportation and Rail division. April, 1995.
- 3.. Documents submitted during the public hearings May 3, 4, and 5, 1995.
 - Overheads used by P&D Aviation/Claire Barrett and Associates. May 3, 1995.
 - Hearing Notes presented by Claes Hagstromer, Aircraft Noise Group, dated May 2, 1995.
 - Hearing Comments presented by Claes Hagstromer, Aircraft Noise Group, including a summary of previous written submissions dated 4/14/95, 4/27/95 and 5/2/95., dated May 3, 1995.
 - Submitted by Airport Communities Coalition. Letter from Consulting Services Ltd. to Peter Kirsch, Cutler & Stanfield, enclosing a summary of Dr. Stephen Hockaday's preliminary analysis of materials submitted by Port of Seattle, the Federal Aviation Administration, and the Washington State Dept. of Transportation.
 - Overheads used by Port of Seattle re: hourly weather conditions at Sea-Tac Airport. May 4, 1995
 - Charts referred to in public comment, submitted by Errol Nelson, Optimum Environment re: noise characteristics. May 5, 1995.
4. Statements of Position by the Airport Communities Coalition (ACC) on Phase II Noise Issues and Phase II Demand/System Management Issues, prepared by Cutler & Stanfield, LLP, October 30, 1995.

Expert Panel Documents IV

5. Statement of Position by Regional Commission on Airport Affairs (RCAA), with attachments:
 - Prepared Testimony on the Recommended Actions on the Railroad Passenger Service Improvement for the Airline Passenger Ridership Diversion in Lieu of Sea-Tac Airport Runway Capacity Expansion. Hal B. H. Cooper, Jr. October 30, 1995.
 - Response Comments by the Port of Seattle and the Washington State Department of Transportation to the Information Requests of the Expert Arbitration Panel on the Phase II Demand/System Management Issues for the Sea-Tac Airport Runway Capacity Expansion. Hal B. H. Cooper, Jr. October 30, 1995.
 - Analysis of the Impact of Air Passenger Diversion to Rail and Its Effect on Hourly Capacity and Demand. G. Bogan & Associates, Inc. October 30, 1995.
6. Documents submitted during the hearing February 22 & 23, 1996.
 - Noise Contour maps and charts submitted by Paul Dunholter, Mestre Greve & Associates.
 - Above threshold noise charts, submitted by Airport Communities Coalition.

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Documents

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- XP 9 1. Expert Arbitration Panel on Demand/System Management and Noise at Sea-Tac. Verbatim record of proceedings taken at 9:30 A.M. and 1:30 P.M., December 1, 1994.
- XP 10 2. Expert Arbitration Panel on Demand/System Management and Noise at Sea-Tac. Verbatim record of proceedings from the public taken at 7:00 P.M., December 1, 1994.
- XP 11 3. Expert Arbitration Panel on Demand/System Management and Noise at Sea-Tac. Verbatim record of proceedings, December 2, 1994.
- XP 12 4. Expert Arbitration Panel on Demand/System Management and Noise at Sea-Tac. Condensed Transcript of proceedings, December 1 and 2, 1994.
- XP 13 5. Expert Arbitration Panel on Demand/System Management and Noise at Sea-Tac. Verbatim record of proceedings, May 3, 1995.
- XP 14 6. Expert Arbitration Panel on Demand/System Management and Noise at Sea-Tac. Verbatim record of proceedings, May 4, 1995.
- XP 15 7. Expert Arbitration Panel on Demand/System Management and Noise at Sea-Tac. Verbatim record of proceedings, May 5, 1995.
- XP 16 8. Impact of Boeing Field Interactions on the Benefits of a Proposed New Runway at Seattle-Tacoma International Airport. Prepared for Federal Aviation Administration Northwest Mountain Region by Aviation Simulations International, Inc., under subcontract from MiTech Incorporated. July 1992.
- XP 17 9. Q-JET™: Quieting for Jet Engine Testing from Wesinghouse. Report and video.
- XP 18 10. Noise Mediation Study, Seattle-Tacoma International Airport: Technical Report. Prepared for Noise Mediation Committee of the Port of Seattle by Mestre Greve Associates and Barnard Dunkelberg & Co. Project Manager, Paul H. Dunholter, P.E. January 1991.

Expert Panel Documents - Bound, Filed Separately

- XP19* 11. Noise Mediation Study, Seattle-Tacoma International Airport: Technical Appendix. Prepared for Noise Mediation Committee of the Port of Seattle by Mestre Greve Associates and Barnard Dunkelberg & Co. Project Manager, Paul H Dunholter, P.E. January 1991.
- XP20* 12. Port of Seattle response to information requests contained in the Expert Arbitration Panel Procedural Order of September 22, 1994, organized in sections corresponding to Panel's requests. October, 1994.
13. Master Plan Update for Seattle-Tacoma International Airport. 1994. (Cataloged for PSRC Information Center collection. T 52.1 .P671 1994)
- XP21* 14. Preliminary Forecast Report. Technical Report No. 5 from Airport Master Plan Update for Seattle-Tacoma International Airport. Prepared for the Port of Seattle by the P&D Aviation Team. April 12, 1994. 2c.
- XP22* 15. Airside Options Evaluation. Technical Report No. 6 from Airport Mastet Plan Update for Seattle-Tacoma International Airport. Prepared for the Port of Seattle by the P&D Aviation Team. September 19, 1994.
- XP23* 16. Port of Seattle response to information requests contained in Attachment I of the Expert Panel Order of January 9, 1995. January, 1995.
17. Draft Environmental Impact Statement for Proposed Master Plan Update Development Actions at Seattle Tacoma International Airport. 3 vol. April 1995. (Cataloged for PSRC Information Center collection. EIS REGI PORT 1995 Draft)
- XP24* 18. Noise Remedy Programs? King County Citizens Guide to the Port of Seattle, Ch. 6. Pork Patrol. Submitted to Expert Panel August 1994.
- XP25* 19. Comments by the Airport Communities Coalition (ACC) on Phase I Noise Issues. Prepared by Cutler & Stanfield, Counsel to the ACC. Submitted to the Expert Arbitration Panel on Noise and Demand/System Management Issues. April 17, 1995.
- XP26* 20. Comments on the Draft Environmental Impact Statement for Proposed Master Plan Update Development Actions at Seattle-Tacoma International Airport. Submitted by the Airport Communities Coalition, City of Federal Way, and the City of Mercer Island. 3 vol. August 3, 1995.
- XP26A* 21. Puget Sound Regional Council comments on the Draft Environmental Impact Statement for the Master Plan Update for Seattle-Tacoma International Airport. August 3, 1995.
- XP27* 22. Prepared Testimony on the Passenger Ridership Diversion Potential for the Railroad Passenger Service Alternative to the Sea-Tac Airport Runway Capacity Expansion. Prepared on behalf of the Regional Coalition for Airport Affairs (RCAA) by Hal B. H.

Expert Panel Documents - Bound, Filed Separately

Cooper, Jr., Consulting Engineer. Presented to the Expert Arbitration Panel. May 3, 1995.

- XP28* 23. Implementation of an LDA/DME Approach to Runway 16R in Lieu of a Third Runway at Seatac Airport. Prepared for Regional Commission Airport Affairs by G. Bogan & Associates, Inc. June 26, 1995.
- XP29* 24. Patricia Davis, Commissioner, Port of Seattle, to Expert Panel, submitting response to information requested concerning how the Port is proposing to use its measurements of aircraft noise levels and other evidence to establish that it has satisfied the requirements of Resolution A-93-03 with respect to the reduction of on-the-ground noise impacts associated with aircraft using Sea-Tac. October 16, 1995
- XP30* 25. Information & Written Statement on Phase II Demand/System Management Issues: Requested by the Puget Sound Regional Council Expert Panel for public hearing on November 20, 1995. Prepared by Port of Seattle. October 16, 1995.
- XP31* 26. Airport Noise: a Guide to the FAA Regulations Under the Airport Noise and Capacity Act. The Cutler & Stanfield Guide Series, in conjunction with Harris Miller Miller & Hanson Inc. Second Edition June 1995.
- XP32* 27. Expert Arbitration Panel on Noise and Demand/System Management at Sea-Tac. Verbatim record of proceedings. November 20, 1995.
- XP33* 28. Expert Arbitration Panel on Noise and Demand/System Management at Sea-Tac. Verbatim record of proceedings. November 21, 1995.
- XP34* 29. Position Statement and Compliance Report, submitted by the Port of Seattle as requested in the Expert Panel's order issued on December 18, 1995. January 30, 1996.
- XP35* 30. Airport Master Plan Update for Seattle - Tacoma International Airport. Technical Report No. 8: Master Plan Update Final Report. Prepared by P&D Aviation for the Port of Seattle. January 1996.
- XP36* 31. Statement of Position by the Airport Communities Coalition: on Phase II Noise Issues. Submitted to the Expert Arbitration Panel on Noise and Demand/System Management Issues. Prepared by Cutler & Stanfield, LLP, Counsel to the Airport Communities Coalition. February 16, 1996.
- XP37* 32. Effect of Personal and Situational Variables on Noise Annoyance: with Special Reference to Implications for En Route Noise. James M. Fields, Georgia Institute of Technology for Federal Aviation Administration Office of Environment & Energy. August 1992.
- XP38* 33. Mitigating the Environmental and Social Impacts of Air Transportation in Washington. Final Report. Prepared by Mestre Greve Associates in association with Lawrence Ward,

Expert Panel Documents - Bound, Filed Separately

Ph.D. and Shapiro and Associates for AIRTRAC (Washington State Air Transportation Commission). July 1, 1993.

- XP39 34. Seattle-Tacoma International Airport. Airport Capacity Enhancement Plan Update. Data Package No. 11. April 1995.
- XP40 35. Seattle-Tacoma International Airport: Airport Capacity Enhancement Plan Update. Data Package No. 12. Prepared by Federal Aviation Administration Technical Center, Atlantic City, New Jersey. June, 1995.
- XP41 36. Expert Arbitration Panel on Noise and Demand/System Management Issues at Seattle-Tacoma International Airport. Verbatim record of proceedings, February 22, 1996.
- XP42 37. Expert Arbitration Panel on Noise and Demand/System Management Issues at Seattle-Tacoma International Airport. Verbatim record of proceedings, February 23, 1996.

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Audio/Visual Materials, filed separately

- I. Q-JET™ Product Demonstration. Video submitted by Daniel A. Fuller, Westinghouse Electric Corporation. October 24, 1994.
- II. INM input files. Data diskette submitted by Pork Patrol. October 27, 1994.
- III. Supporting documentation of response to question 1 in the Panel's procedural order on noise reduction. Two videos and two diskettes. October 28, 1994.

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- David A. Bricklin, Attorney, to Linda Strout, Port of Seattle. June 13, 1994
- Scott P. Lewis, Panel Member. June 27, 1994
- Diane Summerhays, Planning Program Manager, Port of Seattle. July 11, 1994
- Letter of Agreement with Scott P. Lewis. July 21, 1994
- Letter of Agreement with Martha J. Langelan. July 21, 1994
- Letter of agreement with Dr. William Bowlby. July 21, 1994
- Jerry Dinndorf, Director Growth Management Planning, Puget Sound Regional Council, to Panel members enclosing materials provided by the Port of Seattle regarding noise abatement programs at Seattle-Tacoma International Airport. July 21, 1994
- Jerry Dinndorf to Panel members enclosing report for review. August 3, 1994
- Stuart Creighton, President, RCAA to Panel members. August 22, 1994
- Jerry Dinndorf to Panel members with enclosures. August 19, 1994
- Memorandum of Understanding between the Federal Aviation Administration, the Washington State Department of Transportation, the Puget Sound Regional Council and the Port of Seattle
- Puget Sound Regional Council Resolution A-93-03
- Puget Sound Regional Council Resolution A-93-03 Implementation Steps
- Seattle-Tacoma International Airport Noise Budget
- Seattle-Tacoma International Airport Nighttime Limitations Program
- Port of Seattle Resolution 3125, as amended
- JFAR Part 150 Noise Compatibility Program: 1993 Amendment
- Minutes of August 26, 1993 Executive Board, Agenda Item 7 - Action Item
- Minutes of September 23, 1993 Executive Board, Agenda Item 7 - Action Item
- Matt Rosenberg, Executive Director, RCAA, to Panel members. August 25, 1994
- Jerry Dinndorf to Panel members enclosing communications for the Panel. August 30, 1994
- Diane Summerhays, Planning Program Manager, Port of Seattle, transmitting a list of information requests compiled from notes taken during Panel discussions on August 11 and 12

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- Brian Zeigler, Systems Plan Branch Manager, Washington State Department of Transportation, enclosing documents requested by the Panel
 - Executive Summary of the High Speed Ground Transportation (HSGT) Feasibility Study dated October 1992
 - Summary of Stated Preference Survey Results (Appendix C of the HSCT Study)
 - Engrossed House Bill 1617, passed by the 1993 Legislature, which resulted from the HSGT Feasibility Study
- Matt Rosenberg, Executive Director, RCAA, to Panel members. September 15, 1994
- Scott P. Lewis sending a Procedural Order by the Expert Arbitration Panel on Noise and Demand/System Management Issues. September 22, 1994
- Scott P. Lewis to Jerry Dinndorf re: Expert Arbitration Panel Issues with memo to RCAA attached. November 14, 1994
- Scott P. Lewis to PSRC regarding procedures at December 1 and 2, 1994 hearings. November 21, 1994
- Robert L. Olander, Airport Communities Coalition, to Scott Lewis re: participation in December 1 and 2 hearings. November 23, 1994
- Scott P. Lewis to PSRC requesting papers from the Port of Seattle. November 28, 1994
- Jerry Dinndorf to Panel transmitting requested information from Port of Seattle. November 29, 1994
- Kevin James, Councilmember, City of Burien. Letter re Noise Reduction and Demand Management at Sea-Tac Airport. December 6, 1994.
- Jerry Dinndorf to Coordinating Committee transmitting materials submitted to the Expert Panel. December 12, 1994
 - Cutler & Stanfield submitting comments on behalf of the Airport Communities Coalition.
 - RCAA
 - Federal Way Chapter of RCAA
 - Air Washington
 - Public Comment from the December 1, 1994 meeting
 - Kurt Wallin
 - William Barton
 - Fae Russell
 - Scott Burns

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- Loy & Jang Housewright
- David Wagner
- Peter & Georgina Green
- Sally Mackey & Hollie W. Mackey
- Drew Amdahl
- Ron Ebbers
- Paul & Doris Schumacher
- Robert E. Becker
- Winnie Becker
- Neil & Pam Huffman
- Debra Kimmel
- Lois & Robert N. Bianco
- Marjorie C. O'Neil
- Arlene Brown
- James Pagenkopf
- Howard Briggie
- Milt & Jean Schullian
- James E. Carpenter
- Cheryl & Jim Weaser/Byers
- Leonard A. Hulsman
- Richard F. Holting
- Michael A. Fisher
- B. A. Sternberg
- Dorothea Jaspers
- M/M F.E. Akin
- B. Reister
- Douglas A. Shade
- Linnea Egbert
- Diane Andrus
- Viriginia Nordstrom
- Claire Drosdick
- Sandra Shea
- Mrs. Arne Sorensen
- Arne Sorensen
- Nancy L. Sorensen
- Dave Burger
- Arthur M. Pond
- Richard Grass
- Pat DeLong
- Frank Ott
- Richard Grass
- Patrick Heier
- Joan Mellott
- Venita Poindexter
- Karla Hand
- Mike Crosby

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- Jeff O'Connor
 - Joyce M. White
 - Roy R. Wiberg
 - Henry J. Frause
 - Helen Kludt
 - Robert F. Angle
 - Georgette Valle, Washington State Representative, 34th District
 - Arun Jhaveri, Chair, Airport Communities Coalition Executive Committee
 - Al Furney, Pork Patrol
 - Robbie Howell
 - Wallace Meyers
 - Tom Reno
 - Brian Schuldt
 - Arlene Brown
 - Jeanie Allshouse
 - Errol Nelson
 - Sandra Ashcraft-Adams
 - Pat Ashcraft
 - Diana Crosby
-
- Mayor Robert E. Davis, City of Normandy Park on behalf of the Airport Communities Coalition. December 2, 1994
 - Cliff Argue, Alaska Airlines, Chairman of Seattle Airlines Airport Affairs Committee. December 2, 1994.
 - Claes Hagstromer, Airport Noise Group, to Expert Arbitration Panel. December 9, 1994
 - Diane Summerhays, Port of Seattle to Scott Lewis transmitting information from Paul Dunholter about the use of the DNL meter. December 14, 1994
 - Diane Summerhays, Planning Program Manager, Port of Seattle to Scott P. Lewis. December 16, 1994
 - Clare Impett, PSRC, to Panel members with enclosures
 - Diana Crosby. Public comment. December 22, 1994
 - Barbara H. Stuhling. Public Comment. January 19, 1995
 - Stuart Creighton, RCAA. Commenting on memo from Mary McCumber to PSRC Executive Board, re Noise Arbitration Panel. January 25, 1995
 - News Clippings regarding airport issues
 - Memo from Mary McCumber, Executive Director, to Puget Sound Regional Council Executive Board. Update on Expert Arbitration Panel on Demand/System Management and Noise Reduction at Sea-Tac. January 19, 1995

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Expert Panel Correspondence I

- Verbatim transcript of the evening public meeting on December 1, 1994
- Jerry Dinndorf, enclosing materials for Panel members:
 - Letter to Expert Panel From Executive Board, with agenda materials which accompanied the draft letter. February 24, 1995
 - Peter Kirsch, Cutler & Stanfield, to Panel regarding appropriate base year for measuring the reduction in noise impacts at Sea-Tac. February 24, 1995
 - Diane Summerhays, Port of Seattle, transmitting information requested in Attachment I of the order issued January 9, 1995. (bound, filed separately)
 - News clipping
- Diane Summerhays, Port of Seattle. Letter transmitting information requested in Attachment I of the order issued January 9, 1995. February 27, 1995. (bound, filed separately).
- Scott Lewis, Expert Arbitration Panel Chairman. Response to the February 24, 1995 Executive Board letter. March 15, 1995
- Diane Summerhays, Port of Seattle, regarding delay in submitting the revised noise validation methodology. March 27, 1995
- Matthew Rosenberg, Executive Director RCAA, regarding submission deadline for public comment. March 30, 1995
- J. Wade Bryant, Manager, Seattle Airports District Office, Federal Aviation Administration, regarding transmittal of preliminary data requested on Airport Demand Management. March 27, 1995

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- Scott P. Lewis, extending submission deadline for public comment to April 18, 1995. April 3, 1995
- Diane Summerhays, Port of Seattle, transmitting the Revised Noise Validation Methodology and response from King County about the relationship of its Noise Ordinance to airport noise. April 4, 1995
- Clare Impett, Puget Sound Regional Council (PSRC), transmitting material for Expert Panel members. (items are filed in Documents II). April 14, 1995
- Clare Impett, PSRC, transmitting material for Expert Panel members. (items are filed in Documents III). April 20, 1995
- Doug Sutherland, President, Puget Sound Regional Council, to Scott Lewis in response to letter of March 15, 1995. April 27, 1995
- Clare Impett, PSRC, to Panel enclosing documents submitted in response to the Panel's Information Request on Demand/System Management or to the request for comment on the Port of Seattle's Revised Noise Validation Methodology. (filed in Expert Panel Documents III) April 29, 1995
- Jerry Dinndorf, PSRC, (May 2, 1995) to Panel transmitting:
 - Draft Port of Seattle Insulation Program. ...Prepared for POS by the Greenbusch Group, Inc. April 27, 1995
 - Matt Rosenberg, Regional Commission on Airport Affairs (RCAA), enclosing internal memo of the Port of Seattle. May 2, 1995
 - Excerpt from April 27, 1995 PSRC Executive Board meeting.
- Rick Haws and Elke Dinter, concerning airplane noise on Capitol Hill. May 3, 1995
- Peter Townsend, RCAA-Federal Way Branch, re: WSDOT credibility on high speed rail. May 3, 1995

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- Victoria M. Redlin, Spokane Area Chamber of Commerce, supporting third runway and further demand management strategies at Sea-Tac airport. May 3, 1995
- Peter H. Townsend, RCAA-Federal Way Branch, re: Congressman Randy Tate's interest in the Four Post Plan. May 5, 1995
- Jorgen Bader, Ravenna-Bryant Community Association. Review of Noise and Demand/Management issues at Sea-Tac Airport. May 5, 1995
- Miinie O. Brasher re: Noise Mediation Agreement. May 5, 1995
- Leslie Thomson. Letter and drawings concerning impact of airport on children. May 5, 1995
- Bonnie Beyer. Letter and drawing re: impact of airplane noise on her environment. (undated)
- Joan Meryhew re: impartial noise measurement. May 5, 1995
- Jerry Dinndorf, PSRC, enclosing letter from the Port of Seattle regarding their schedule. May 12, 1995
- Hal B. H. Copper, Jr. enclosing the Executive Summary of the Prepared Testimony Documents on the Passenger Ridership Diversion Potential for the Railroad Passenger Service Alternative to the Sea-Tac Airport Runway Capacity Expansion. May 20, 1995
- Robert Sweigert re: use of demand management, Paine Field, and Boeing 777. May 22, 1995
- Jerry Soltis. Need for noise monitoring in Leschi. May 23, 1995
- Virginia Nordstrom concerning ground noise at Sea-Tac airport. May 25, 1995
- Clare Impett, PSRC, to Expert Panel transmitting condensed transcripts from May 4 and 5 and other materials. (transcripts are filed in Expert Panel notebook) May 26, 1995
- Stuart Creighton, President, RCAA to Expert Panel re: a deadline for submission of additional information to the Panel. June 15, 1995
- Clare Impett, PSRC, to Expert Panel (July 5, 1995) transmitting :
 - Implementation of an LDA/DME Approach to Runway 16R in Lieu of a Third Runway at SeaTac Airport. Prepared for RCAA by G. Bogan & Associates, Inc. Bound, filed separately.
 - News clippings

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Expert Panel - Correspondence II

- Burr Stewart, Director, Aviation Planning, Port of Seattle to Expert Panel enclosing "Methodology for the Measurement and Prediction of Aircraft Noise Levels at Seattle-Tacoma International Airport". Prepared for Port of Seattle by Mestre Greve Associates. August 4, 1995
- Clare Impett transmitting (see distribution) the Expert Panel's Information Request and Notice of Hearing on Phase II Demand/System Management Issues. August 17, 1995.
- Clare Impett transmitting (see distribution) the Expert Panel's Information Request and Notice of Hearing on Phase II Noise Issues. September 20, 1995.
- Patrick A. Zachwieja, Vice President, Marketing & Planning, Horizon Air to Mary McCumber, Puget Sound Regional Council, responding to Expert Panel's Information Request. October 12, 1995
- Clifford T. Argue, Chairman, Seattle Airlines Airport Affairs Committee, to Mary McCumber, responding to Expert Panel's Information Request. October 16, 1995
- Charles E. Howard, Jr., Manager, Transportation Planning Office, Washington State Department of Transportation, to Expert Panel, responding to the August 17, 1995 information request. With attachment. October 16, 1995.
- Clare Impett, PSRC, to Expert Panel, transmitting items in response to submittals by the public regarding the Port of Seattle and the Washington State Department of Transportation materials dated October 16, 1995. November 6, 1995.
 - Gina Marie Lindsey, Managing Director, Aviation Division, Port of Seattle, responding to comments on demand/system management submittals. November 6, 1995.
 - Gina Marie Lindsey, Port of Seattle, responding to comments on noise reduction standard. November 6, 1995.
 - Renee Montgelas, Director, Office of Urban Mobility, Washington State Department of Transportation, responding to comments on demand/system management issues. November 6, 1995.
- Clare Impett, PSRC, to Expert Panel, enclosing items concerning the meeting scheduled for November 20-21. November 10, 1995.
 - Diane Summerhays, Planning Program Manager, Port of Seattle, to Expert Panel regarding designation of expert witnesses and testimony for Phase II Noise and Phase II Demand/ System Management issues for hearing on November 20 & 21, 1995. November 8, 1995.
 - Stuart J. Creighton, President, RCAA, to Expert Panel specifying expert witnesses for November 20-21 hearings. November 9, 1995.
 - Peter J. Kirsch and Barbara Paley of Cutler & Stanfield, L.L.P., on behalf of the Airport Communities Coalition, regarding expert testimony. With attachments:

Expert Panel - Correspondence II

1994-1995 Airport Noise Summary and Airport Noise - A Guide to the FAA Regulations Under the Airport Noise and Capacity Act (bound, filed separately as [XP-31]). November 9, 1995.

- Jorgen Bader, Chairman, Noise & Environment Committee, Ravenna-Bryant Community Association, to Expert Panel regarding SeaTac aircraft noise over NE Seattle. October 26, 1995.
- Debi L. DesMarais to Expert Panel, regarding airport noise issues. October 24, 1995.

PUGET SOUND REGIONAL COUNCIL

Demand/System Management and Noise Reduction
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Correspondence III

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- Jerry Dinndorf, Puget Sound Regional Council, to Interested Parties. A reminder of Expert Panel meeting November 20-21, 1995 and Public comment. October 19, 1995.
- Clare Impett, Puget Sound Regional Council, to Expert Panel, transmitting October 30 deadline materials in response to submittals by the Port of Seattle and the Washington State Department of Transportation dated October 16, 1995. October 31, 1995.
 - Stuart J. Creighton, President, RCAA, to Expert Panel, submitting a Statement of Position on Noise Issues plus comments by Alice Suter and letter to the editor of Highline Times, October 28, 1995. October 30, 1995.
 - Ray Akers to Expert Panel regarding airport noise, including charts of noise levels from 9/18-9/19/95. October 28, 1995.
 - Judy Clibborn, Mayor, City of Mercer Island, to the Expert Panel regarding impacts of Sea-Tac operations beyond the immediate area. October 30, 1995.
 - Tammy Zinsmeister, President, Magnolia Community Club to Expert Panel regarding impacts of aviation noise beyond the Sea-Tac area. October 30, 1995.
 - Airport Noise Abatement Committee of Mercer Island to Expert Panel regarding increased jet noise at remote sites. October 29, 1995.
 - Bill and Norma Wattum to Expert Panel regarding accurate noise measurement. October 29, 1995.
 - Beth Means and Claes Hagstromer, Airport Noise Group to Expert Panel regarding the Port of Seattle's submittal on noise. October 30, 1995.
 - Al Furney, Chair, Pork Patrol, to Expert Panel enclosing a statement of position on the Port of Seattle's submittals on noise and demand/system management issues. October 30, 1995.
 - Trina Gauld, Executive Director, Air Washington, to Expert Panel concerning rail and noise issues. October 30, 1995.
- Diane Summerhays, Planning Program Manager, Port of Seattle, to Expert Panel regarding a proposed schedule for public distribution of Sea-Tac Airport noise and operational data. November 28, 1995.

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- Scott P. Lewis, Expert Panel, in response to Port of Seattle schedule and requesting a written explanation on "day/night split". December 4, 1995.
- Diane Summerhays, Port of Seattle, responding to Expert Panel request for clarifying information. December 8, 1995.
- Scott P. Lewis, Expert Panel, to Jerry Dinndorf, PSRC, requesting materials from PSRC and enclosing a letter to the Port of Seattle requesting technical information. December 18, 1995.
 - Preliminary Order on Phase II Noise Issues. December 18, 1995.
- Diane Summerhays, Port of Seattle, reporting delivery of computer data files to the PSRC. (including 6 disks, which are filed separately). December 18, 1995.
 - Noise Monitoring System data [disks 1 - 3: files NMS89.XLS - NMS94.XLS]
 - Integrated Noise Model input files: [disk 4: files INM91.TXT & INM94.TXT]
 - Airport operations annual data: [disk 4: SEAOPS.XLS]
 - Population and geographic distribution data: [disk 5: PKUNZIP.EXE & REST.ZIP, which decompresses to CITIES.E00 (1.03 Mbytes) & PORTPROP.E00 (0.98 Mbytes)] [Disk 6: BLOCKS.ZIP, which decompresses to BLOCKS.E00 (5.63 Mbytes)]
- Clare Impett, PSRC, distributing two letters from Diane Summerhays, Port of Seattle. January 9, 1996.
 - Responding to the Expert Panel's request for information regarding runup activity. Enclosing printout from the Noise Abatement Office database of runup information. January 4, 1996.
 - Diane Summerhays, Port of Seattle, delivering computer data files (1 disk, filed separately) January 5, 1996.
 - Noise Monitoring System data: [disk 1: files NMS95.XLS]
 - Airport operations annual data (partially estimated): [disk 1: SEAOPS2.XLS]
- Clare Impett, PSRC, to Expert Panel, enclosing January 19 deadline materials:
 - Port of Seattle responding to Panel's request for information on run-ups. January 19, 1996.
 - Stan Scarvie, regarding logical flaws of Port of Seattle's noise insulation program. November 20, 1995.
 - Diana Crosby to Port of Seattle regarding unfairness of noise remedy program. December 22, 1996.
 - Ray Akers to Expert Panel regarding changes in flight paths over his community. January 1996.

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- Allan M. Furney to Expert Panel plus attachments regarding changes in flight paths. (including 1 disk [Akers, 12/5/95], filed separately). January 18, 1996.
- Minutes from the Puget Sound Regional Council November 29, 1995 Executive Board meeting.
- News clippings (from 1/17/96 and Media digest issues 12/29/95, 12/5/95, 11/3/95, 10/11/95, 9/12/95, 7/20/95).

- Diane Summerhays, Port of Seattle, to Expert Panel submitting noise monitoring results and aircraft operational information (5 computer disks, filed separately), and enclosing a report on run-ups. January 19, 1996.
 - Noise data: 4 disks.
 - Operational data: 1 disk
 - Paul H. Dunholter, Mestre Greve Associates, to Port of Seattle re: Rough Estimate of Noise Reduction Levels. December 15, 1995.
 - Paul H. Dunholter, Mestre Greve Associates, to Port of Seattle re: Noise Measurement and Operational Data. January 19, 1996.

- Clare Impett, PSRC, distributing letters regarding January 26 deadline. January 24, 1996.
 - Diane Summerhays, Port of Seattle, to Expert Panel requesting extension of deadline to January 30, 1996. January 23, 1996.
 - Scott P. Lewis, Expert Panel, to Diane Summerhays extending the January 26 deadline to January 30, 1996. January 24, 1996.

- Paul H. Dunholter, Mestre Greve & Associates, to Expert Panel transmitting additional information about the monitoring process undertaken to complete the Position Statement and Compliance Report. February 2, 1996.

- Clare Impett, PSRC, to Expert Panel enclosing items for review: February 16, 1996.
 - Jeanne Moeller, RCAA, submitting Statement of Position on Phase II Noise Issues with attachments. February 16, 1996.
 - Public comment received on airport noise.
 - Roger W. Sherman
 - Joellyn Hawn
 - Randy Tate, Member of Congress
 - Randy Tate, Member of Congress
 - Michael Heavey, Washington State Senator
 - Ken Levine
 - Randy Tate, Member of Congress
 - Edward J. Wojeck
 - Betsy Jensvold
 - Julie Jackson
 - Mark Benedum, Highline Community Hospital

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- Greg Nickels, King County Councilmember
- Father Philip D. Wallace, St. Francis of Assisi Catholic Church
- Debi L. DesMarais, Citizens Alternatives to Sea-Tac Expansion
- Cathy Barton
- Elizabeth L. Hall
- Art & Judy Madsen
- Bruce Murakami
- William A. Barnard
- Donald J. Fries
- Diana Crosby
- John Rizzardi, Seahurst Community Club
- Audrey Richter
- Len Oebser
- Sissi Kluetz
- Kitti Musch
- A.W. Ford
- Adam Smith, Washington State Senator
- Leah M. Pepin
- James W. Burrows
- Geraldine Renn
- Diane Exeriede
- Doris Bertilsson
- Forrest C. Wells, Beverly Park Community Club
- Edward M. Command, Highline Community College
- Laura J. Anderson & Mathew E. Metcalfe
- Richard Fain
- Jerry Soltis
- Henry & Elaine Maros
- Mrs. Joe Pompeo
- Lamar Strain, Pacific Middle School
- John C. Schuster, John F. Kennedy Memorial High School
- Marge Command
- Robert A. Darrin
- Jan & Bruce Romero
- Mr. & Mrs. George W. Bowers
- Kevin DeLashmutt, Horewood on the Sound Community Club
- Alice Romero
- Karen Keiser, Washington State Representative
- Mary Dalzell
- Gary L. Schieven, Ph.D.
- Arie Banay
- Ronald W. Johns
- Darrell Finley, Des Moines Elementary School
- Jeffrey J. & Dorothy E. Welty
- David Birkner
- Robert H. Rudolph, M.D., with attachments

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- Ann Steenerson
- Mary H. Crane
- Magnolia Community Club, with attachment
- Michael McKinney, Marvista Elementary School
- Simon & Sandy Miedema
- Julia Patterson, Washington State Representative
- Erik Poulsen, Washington State Representative
- Tanya Engeset
- David J. Wagner
- Marie Feckley, with attachment
- Margaret Gerdes
- Terri McLean
- Bill & Norma Wattum
- Elizabeth Desimone
- Jessie Murray
- Dorothy M. Rowe
- Virginia Nordstrom
- Larry & Jean Doering
- Patti & Charles Burgess
- Terri Seidmore
- Beth Means, RCAA
- R. Lee Raines, Jr., with attachment
- Heartha J. Levinson
- Jane & Mike Rees
- Helen D. Kludt
- Al Furney, with enclosure
- Coco McDougall, with enclosures
- Trina Torgelson, Air Washington
- Jim Boyle
- News Clippings from Media Digest issue of 1/31/96
- Diane Summerhays, Port of Seattle, to Expert Panel providing additional data on aircraft runway information. February 19, 1996.
- Diane Summerhays, Port of Seattle to Expert Panel transmitting the Port of Seattle's rebuttal statement in response to comments relating to the Port's January 30, 1996 Statement of Position and Compliance Report. February 19, 1996.
- Mike Rees, Member Ad-Hoc Noise Committee for King County International Airport, and Chas Talbot, Columbia City Community, to Expert Panel re: changes at Sea-Tac that affect King County International Airport (Boeing Field).

Expert Panel Correspondence III

- Clare Impett to Expert Panel enclosing materials for review. March 1, 1996.
 - Correspondence
 - Ben G. Stark, February 21, 1996
 - Stan Scarvie, February 22, 1996
 - Arden W. Forrey, February 18, 1996
 - Jorgen Bader, Ravenna-Bryant Community Association. February 25, 1996
 - Citizens for Burien First, February 21, 1996
 - Air Washington, March 1, 1996
 - Elizabeth A. Lien, February 29, 1996
 - News clippings from Media Digest of 2/27/96
- Clare Impett to Scott Lewis, sending additional materials. April 1, 1996
 - Correspondence
 - Alice M. Bilz, February 20, 1996
 - Patrick T. Ryan to Jerry Dinndorf, February 20, 1996
 - Richard C. and Lucia Burrows, February 16, 1996
 - Dan Caldwell, February 18, 1996
 - A. Brown, February 15, 1996
 - A. Brown, February 18, 1996
 - Oscar Malmanger, February 12, 1996
 - James L. and E. Marlene Stice, February 17, 1996
 - Marian E. Field to Jerry Dinndorf, undated
 - News clipping: FAA Issues Final EIS on Airport Mast Plan. February 9, 1996

