



SCAA NEWS

Educating Citizens About Aviation Issues Around Seattle

Vol. 3 No. 4

Fall 2001

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SCAA SUPPORTING ORGANIZATIONS

- ? Capitol Hill Community Council
- ? Community Coalition for Environmental Justice
- ? Georgetown Crime Prevention & Community Council
- ? Georgetown Powerplant Museum
- ? Greater Madison Valley Community Cncl.
- ? Hawthorne Hills Community Club
- ? Laurelhurst Community Club
- ? Leschi Community Council
- ? Madrona Community Council
- ? Magnolia Community Club
- ? Montlake Community Council
- ? Mount Baker Community Club
- ? North Beacon Hill Community Council
- ? Ravenna Bryant Community Association
- ? Seattle Community Council Federation
- ? Sound Rights
- ? South Beacon Hill Neighborhood Council

FAA Implements New Operating Procedures for Aircraft in the U.S.

Since the terrorist attacks of September 11th, the FAA has instigated a series of special procedures covering how aviation can operate in the U.S. These new procedures are published as NOTAMs, or Notices to Airmen,

Here are some general examples of these new procedures, as we understand them:

- ? Commercial flights can operate, but operators of aircraft greater than 95,000 lbs. must have an approved security program.
- ? Non-commercial flights are generally excluded from the airspace within 18 miles of Washington DC, 18 miles of NY Kennedy, and 15 miles of Boston.
- ? ".....pilots are advised to avoid airspace above or in the proximity to, sites such as Nuclear Power Plants, Power Plants, Dams, Refineries, Industrial Complexes and similar facilities. Pilots should not circle as to loiter in the vicinity of such facilities."
- ? "...all aircraft operations are prohibited within a 3 nautical mile radius/3,000 ft AGL (Above Ground Level) and below over any major professional or colle-

(Continued on page 2)

Candidates' Positions

SCAA sent five questions to selected candidates in the upcoming election on November 6th. If elected, these candidates can have an impact on aviation issues in this region. **Their responses to the following questions appear on Pages 3 through 6.**

1. *To reduce risks to populated areas of the region, should jet aircraft flight paths avoid populated neighborhoods wherever possible (even if it requires additional fuel), and how would you advocate such a policy?*

2. *What would you do to reduce the impact of airplane noise on Seattle neighborhoods?*

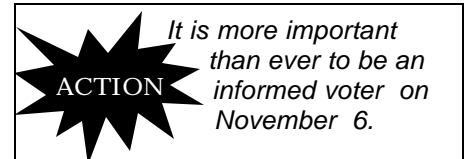
3. *Do you support the building of a third runway at Sea-Tac? If so, please explain why, and under what circumstances you would consider reevaluating the need for the project? (e.g. decreasing delays, increases in cost, environmental impact, noise, safety, etc.).*

4. *Do you support looking for potential sites for a new regional airport for Western Washington, or the increased use of existing runways other than at Sea-Tac?*

5. *Do you endorse the Resolution on Sea-Tac, prepared by the SCAA, which has been adopted by 30 community councils and organizations in the area? ?*

In Memoriam September 11, 2001

To all those innocent people who were victims of terrorist activities.



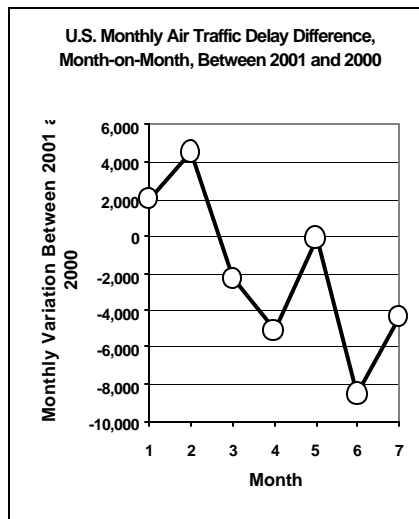
U.S. Air Traffic Delays On the Decline in 2001

Every month the FAA reports air traffic delays of all the commercial operations within the United States. The data is broken down into Total Operations (for each month) and the corresponding Total Reportable Delays. Reportable Delays are those of 15 minutes or more, experienced by individual aircraft and tracked by the Air Traffic Control system.

Delays are tracked in all phases of flight, which can include an aircraft delayed at the gate, on a taxiway, or holding in the air. Delays are further broken down into categories for weather, volume, equipment, runway and other. We examined all the monthly data published by the FAA for this year, so far (January through July), and analyzed the changes in Total Reportable Delays from those for the year 2000.

The graph below shows the change in delays for the first 7 months of this year, compared to last year. As is indicated by the graph, there has been a general decline in operational delays for the first 7 months of this year, which raises the question, "Is there an immediate need for more runways?".

The data used may be found at the FAA website www.faa.gov/apa/Delays/atdelays.htm .?



(FAA New Procedures: Continued from page 1)

- giate sporting event or any other major open air assembly of people...."
- ? A new Airspace has been defined , called "Enhanced Class B Airspace". This includes the airspace immediately underlying and overlying the existing Class B Airspace. In the Seattle area, the new Enhanced Class B Airspace is, in general, the entire airspace within 20 nautical miles from Sea-Tac.
- ? General aviation (includes small aircraft) can only operate (Instrument or Visual Flight Rules) outside the Enhanced Class B Airspace. However, for the Seattle area, this restriction is planned to be lifted on October 17.
- ? ".....commercial and private aircraft flying inside, or in close proximity to, newly established or currently existing restricted or prohibited areas of the United States will be subject to being forced down by armed military aircraft. If necessary, the military has indicated that deadly force will be used to protect these areas from unauthorized incursions."

These procedures are in effect until further notice. and can be found at www.faa.gov/NTAP/ under Special Interest NOTAMs. ?

LAX Airport Chooses Security Over Growth

A controversial plan for expanding Los Angeles International Airport has been abandoned by the new Mayor James Hahn, and has replaced it with a more modest proposal that emphasizes security. The old plan was designed to increase annual capacity of LAX from 67 million passengers (last year) to 89 million by the year 2015.

The revised plan halves the increase to a maximum of 78 million passengers.?

Successes in Europe

Recently, there have been two major events that could dramatically support efforts to reduce aviation noise levels around European airports.

European Court of Human Rights

The European Court of Human Rights on October 2, 2001 ruled that British Government has "failed to strike a fair balance" between the economic benefits of aircraft operating out of airports at night and the right of individuals to a good night's sleep (see www.echr.coe.int).

The case was brought by eight British citizens who live or lived in properties close to Heathrow Airport near London. They complained, among other things, that following the introduction of a noise quotas at Heathrow in 1993, nighttime noise increased, especially in the early morning, which interfered with their right to respect for their private and family lives and their homes, as guaranteed by Article 8 of the European Convention of Human Rights.

All the applicants were members of the anti-noise group Clearskies (www.hacan.org.uk) which predicts that flights between 11.30 p.m. and 6 a.m. could be eliminated in the next year or so. Britain has generally gone along with judgments of the court.

European Union

An agreement has been reached by members of the European Union, which would allow member countries to restrict aircraft operations at airports based on noise pollution. The agreement, reached earlier this month, is expected to be approved by the member countries of the International Civil Aviation Organisation (IACO) as they conclude their triennial assembly.

Until now, access restrictions at airports based on noise was in contravention of IACO rules. This new agreement could play a significant role in the dispute between the U.S. and the E.U. over whether hushkitted aircraft may be restricted at European Airports.?

Candidate Responses to Five Questions About Aviation and Airports

1. To reduce risks to populated areas of the region, should jet aircraft flight paths avoid populated neighborhoods wherever possible (even if it requires additional fuel), and how would you advocate such a policy?

Port Commission, Position No. 1:

Jack Block (incumbent): I support efforts to reduce risks of aircraft operations and noise impacts on communities. Aircraft should take off over water and gain altitude as quickly as possible. The FAA, however, has the final authority on flight tracks.

Port Commission, Position No. 3:

Richard Pope: I think such a policy should be considered, and implemented if practical. It would probably not reduce risks from intentional terrorism (since flight rules wouldn't be obeyed by terrorists obviously), but would reduce the risks from accidents. This policy would also reduce the impact of noise pollution. I strongly believe safety and noise mitigation must take priority over fuel consumption and other airline convenience issues.

Port Commission, Position No. 4:

Christopher Cain: Passenger and Citizens Safety as well as national security should always be the highest priority of all Port Commissioners. I will work directly with FAA to find solutions in order to redirect airplanes away from populated areas.

Pat Davis (incumbent): I have advocated flight paths that minimize the impact on residential communities to the greatest extent possible, consistent with safety and efficiency of the air traffic system. The Port conducted a thorough review of noise issues in the Part 150 study that involved representatives around the region. This study made a number of recommendations aimed at reducing the noise impacts. The FAA has the final authority to set flight tracks and air operations.

King County Council, District 13:

Pam Roach (R): Yes. I would advocate by first gathering support from other elected officials. Currently there has been little effort by local state legislators, for instance, to inform other members of the legislature of these problems. I would then make presentations to the legislature, the City of Seattle elected officials, King County Councilmembers, the FAA, and our entire congressional delegation. We need another airport. This fact should be enlarged upon by a coalition of elected officials, including the individuals who would want a new airport located in their area.

Seattle City Council, Position No. 2:

Richard Conlin (incumbent): I have long supported and advocated for this policy. I have lobbied the Port, Congress and the FAA, and will continue to do so. My next step will be to host a forum at the City Council at which the FAA will be asked to explain their decision to reject the Duwamish turn alternative, and other experts will be invited to comment.

Seattle City Council, Position No. 4:

Curt Firestone: Yes, I do agree that the jet aircraft should adopt paths that avoid populated neighborhoods whenever feasible. The cost of jet fuel is a small price for the security of the population and the reduction of noise and air pollution. We also need to encourage jet engine manufacturers to develop engines which use less fuel, are quieter and create less air pollution.

Seattle City Council, Position No. 8:

Richard McIver (incumbent): Yes

2. What would you do to reduce the impact of airplane noise on Seattle neighborhoods?

Port Commission, Position No. 1:

Jack Block (incumbent): As a region, we should consider using the airport resources we already have -- including Paine Field and McChord Air Force Base.

Port Commission, Position No. 3:

Richard Pope: First of all, the Port of Seattle (and related federal aviation funding) should fully pay for the cost of any noise mitigation, including homes, businesses and local governments. We need to insist on having only the quietest airplanes serving Sea-Tac. There should not be any flights between 10 pm and 6 am, unless there is an absolutely compelling need and everything is done to minimize noise impacts. Flight paths should be designed to affect as few people as possible with noise, even if it requires more fuel consumption.

Port Commission, Position No. 4:

Christopher Cain: Fully utilize the Duwamish noise abatement corridor and mothball the third runway Project. Require Hush kits on older planes and increase Nighttime curfews

Pat Davis (incumbent): I have supported the Port's decade-long efforts to work with the airlines to bring quieter and more efficient airplanes into the Seattle market. The planes in use today are significantly quieter, which has greatly benefited the communities under the flight paths. I will continue to work with affected communities and the FAA to investigate technical and operational improvements that could reduce noise impacts.

(Continued on page 4)

(Continued from page 3)

King County Council, District 13:

Pam Roach (R): I would simultaneously try to stabilize the noise by advocating for longer periods of curfew and maximum use of the Duwamish/Elliott Bay Noise Abatement Corridor. But, critical to the solution will be to advocate and build momentum for a new airport. Since this is contrary to the thinking of most elected officials in the City of Seattle the push should be in Olympia and Washington, DC. The City of Seattle must be made to agree that growth in Western Washington, and the prosperity that comes with that growth needs to be shared with others areas of the state. Those that have advocated the concentration of growth in the state's Growth Management Act must begin to realize the consequences of the effects of the act. High density only increases the problem at SeaTac airport. While the population grows, more demand is made for air transportation in this area. In turn, we have greater congestion problems on our highways because growth has been concentrated in the Seattle area (by design and selfish nature), instead of being allowed in other areas south of our tri-county I-5 Corridor.

Seattle City Council, Position No. 2:

Richard Conlin (incumbent): As noted in my answer to question #1 above, I have been working on this, and will continue to do so.

Seattle City Council, Position No. 4:

Curt Firestone: a) Work closely with SCAA and other community organizations, Port of Seattle, King County and the FAA to determine solutions. b) Support different take-off and landing patterns which lessen the noise impact. c) Locate a new airport in the North Puget Sound region

Seattle City Council, Position No. 8:

Grant Cogswell: Try through the Port to get planes to maintain altitude for as long as possible (or reach high altitude ASAP after taking off). I know that in Los Angeles planes are kept quite high until nearly above the airport, and sent out over the water to gain altitude quickly when taking off. I also believe the city and the Port should do its best to increase rail travel in the commuter corridors connecting to Seattle and keep the number of flights as low as possible. Work towards some equity in the amount of airplane noise experienced by communities in the region. Growth in flight frequency may make the airlines a lot of money but it is not good for the environment or our neighborhoods.

Richard McIver (incumbent): A number of things could work with affected communities to see what their needs are; work with them to advocate for a change in flight patterns and request an extension of the curfew hours for departures to minimize sleep disturbance to residents. A phase IV noise abatement step should be negotiated further to require noise reduction through technology while adding capacity to fly over Duwamish

3. Do you support the building of a third runway at Sea-Tac? If so, please explain why, and under what circumstances you would consider reevaluating the need for the project? (e.g. decreasing delays, increases in cost, environmental impact, noise, safety, etc.).

Port Commission, Position No. 1:

Jack Block (incumbent): I opposed the third runway when it came to a vote. Now that the project is moving ahead, I am duty-bound to create as much mitigation for the surrounding communities as possible.

Port Commission, Position No. 3:

Richard Pope: I strongly oppose the so-called "third runway" project. There is no rational justification for this project, especially given the steep financial costs, catastrophic environment impacts, airplane safety concerns, and increase in noise pollution. Delays at Sea-Tac are consistent with the national average for major airports. Having a runway 3,000 feet shorter than the others would not be such a good idea for landing in poor weather. The 180 foot retaining wall poses serious earthquake safety concerns, windshear concerns, not to mention the possibility of serious disaster if a plane veers off the runway to the east. The costs will be well in excess of \$1 billion, if not higher. Moving over 20 million tons of dirt will not only ruin sensitive wetlands at the airport, cause serious traffic disruptions for years to come, but also impact wherever the dirt has to be taken from. There will not only be a general increase in noise, but particularly with extremely severe noise underneath the flight paths from the third runway.

Port Commission, Position No. 4:

Christopher Cain: No. I don't support this project. There are enormous social, environmental and economic impacts that go well beyond the direct impact area of Sea-Tac for a project that shows no appreciable benefit to the public.

Pat Davis (incumbent): I am a strong supporter of the completion of the third runway, which is critical to maintaining our region's economic vitality. Leaders throughout our region hold this view. This facility will accommodate the air-capacity demand we have today by allowing operations in bad weather just as we now are able to do in good weather. The third runway will not generate more traffic; it will accommodate that which is already there. I have also supported environmental mitigation to address the impacts on surrounding communities. In fact, the state Department of Ecology has said environmental mitigation in this project is unprecedented and exceeds any other project.

King County Council, District 13:

Pam Roach (R): No. I have always favored another site. I am the only state legislator outside of the flyway who has taken this position. This is a long-standing position backed up by my voting record.

Seattle City Council, Position No. 2:

(Continued on page 5)

(Continued from page 4)

Richard Conlin (incumbent): The decision on the third runway is the responsibility of the Port. I would think that the Port would need to take into account all of these factors in its decision-making.

Seattle City Council, Position No. 4:

Curt Firestone: I think that a better solution is to open a new public airport in the North Puget Sound area. It is now getting near impossible for traffic to move in the Seattle area. The building of a third runway will not lessen the highway traffic by one car. In fact it will make it worse. Seattle does not need the third runway. North Puget Sound needs a new commercial airport. 9/11 should force the Port to re-examine the need for a third runway. If the people are going to fly less due to security, the whole issue of volume of use and demand must be re-considered.

Seattle City Council, Position No. 8:

Grant Cogswell: I don't support a third runway (see answer to #2, last sentence).

Richard McIver (incumbent): Yes but as flights increase we must insist on reducing noise in the urban area.

4. Do you support looking for potential sites for a new regional airport for Western Washington, or the increased use of existing runways other than at Sea-Tac?

Port Commission, Position No. 1:

Jack Block (incumbent): More than 30 years ago I talked about the need for a new regional airport. Even when the third runway is completed we will still have a need for additional airport capacity. Planning, design and construction will take many years -- if not decades -- so we need to start now to meet our future needs.

Port Commission, Position No. 3:

Richard Pope: It is probably not practical to simply replace Sea-Tac, nor is it practical to expand Sea-Tac either. Increased use of existing runways at other existing airports is probably the best solution to increase capacity. If there is an expansion in demand for airline service (which is presently a big "if"), the best solution might be to open up Paine Field to commercial passenger traffic, to serve people from Snohomish County and other points north. I am not sure where a new regional airport could be located that would be close enough to existing populations.

Port Commission, Position No. 4:

Christopher Cain: Yes. I strongly support any alternatives to the third runway. There are other places around the sound and the State that would better serve the public.

Pat Davis (incumbent): I have supported beginning a study as soon as possible for identifying sites for a new airport. Our experience at Sea-Tac shows that this process will require decades of planning and design. We should also explore use of other airport facilities, consistent with the interests of communities near these airports and our region's need.

King County Council, District 13:

Pam Roach (R): I support a new regional airport for Western Washington.

Seattle City Council, Position No. 2:

Richard Conlin (incumbent): *Seattle City Council, Position No.2:* Yes. No matter what the ultimate outcome is of the Third Runway debate, in the long run this is going to be required to relieve pressure on airport resources and to reduce noise impacts.

Seattle City Council, Position No. 4:

Curt Firestone: Yes. Why force everyone in the Puget Sound area to crowd into one airport. Many large US cities have more than one airport: Los Angeles, San Francisco, New York, Chicago, Miami. By having more than one major airport we: a) reduce the impact on our environment, b) enable airport workers to live closer to work, c) Enable travelers to get to/from the airport in less time and reduce road congestion, d) Create more employment and e). enhance the financial stability of Puget Sound.

Seattle City Council, Position No. 8:

Grant Cogswell: Yes

Richard McIver (incumbent): Yes. As a current Seattle city Council member, we are discussing a moratorium on the expansion of Seattle-Tacoma International Airport until noise issues affecting Seattle's residential communities are addressed, and a plan for noise reduction has been developed; asked that there be maximum utilization of the Duwamish/Elliott Bay Noise Abatement Corridor, and that flight tracks for arrivals and departures be reconfigured to accomplish this; and advocated for a commission to determine a location for a new regional airport.

5. Do you endorse the Resolution on Sea-Tac, prepared by the SCAA, calling for a moratorium on Sea-Tac expansion, and planning for a new regional airport, which has been adopted by 30 community councils and organizations?

Port Commission, Position No. 1:

Jack Block (incumbent): I haven't reviewed the resolution in some time, but I believe the Port has done a great deal to mitigate the impacts of airport noise on the surrounding communities. The Port recently completed the Part 150 study, which ~~made a number of~~

(Continued from page 5)

recommendations concerning ways to quiet aircraft operations and to mitigate noise effects. The Port of Seattle is a national leader in establishing noise reduction plans with the airlines. The aircraft are substantially quieter today, and some of the noisiest remaining planes are being phased out of service. I want to work with neighborhoods, the FAA and the airlines to find solutions that will improve our quality of life and keep our local economy strong.

Port Commission, Position No. 3:

Richard Pope: Yes

Port Commission, Position No. 4:

Christopher Cain: Yes. This is just the type of action needed to stop this boondoggle project. We all need to continue to build support for this resolution.

Pat Davis (incumbent): I have not had the opportunity to examine this resolution in detail. The expansion of Sea-Tac has been endorsed by the Puget Sound Regional Council. Now more than ever, we need this infrastructure to maintain our region's economic vitality. I pledge to continue our partnerships with communities throughout the region and our airline customers to reduce noise impacts.

King County Council, District 13:

Pam Roach (R): Yes

Seattle City Council, Position No. 2:

Richard Conlin (incumbent): *Seattle City Council, Position No.2:* I support all of the elements of this resolution except those that would require a moratorium on construction projects at SeaTac.

Seattle City Council, Position No. 4:

Curt Firestone: I like everything in the resolution. I am unsure of the curfew hours proposed in as much as flights now take off and land during those hours. What would be the impact on travel?

Seattle City Council, Position No. 8:

Grant Cogswell: Probably (need more time to review)

Richard McIver (incumbent): Yes?

Editorial

Time To Spread Out Our Air Travel Facilities

It is essential that Western Washington have a strong, healthy, safe and secure air transportation system. Right now that does not appear to be the case. We need to spread out our air-travel facilities, and thus reduce the risks of disaster or system failure.

Modern jet aircraft, we learned on 11th of September, are lethal machines to people and buildings on the ground. Big jet planes should be well separated from cities. Sea-Tac Airport and Boeing Field are too close for comfort to Seattle and other population centers. They send hundreds of aircraft daily, low over the heart of our city and residential neighborhoods.

Natural disasters like the Nisqually earthquake of 28 February demonstrated that runways built on fill materials will not stand up against

earthquake, and that even with modern design, the airport buildings are susceptible to damage. Sea-Tac was closed primarily because of damage to the control tower, while Boeing Field was closed because of damage to its main runway (built on fill), so diverted planes had no place to go locally.

This region has no plan for reducing these risks; in fact Sea-Tac, with its expansion plans, wants to maintain itself as the only passenger airport in the region, a short-sighted recipe for future disasters.

The Seattle area has had not one but two wake-up calls – the earthquake, the terrorist attacks. The case for planning a safer alternative regional airport is unanswerable. How can the elected and business leadership NOT move forward to a wiser approach? If local elected officials, the ones who control the Puget Sound Regional Council, cannot rise to this challenge, the people of the whole State, through

the Legislature, will have to step in.

Further delay is not acceptable. Western Washington must have a dependable air transportation system in our post September 11th world.?

SCAA Welcomes Three New Board Members.

The SCAA is pleased to welcome three new Board members. Linda Boyle from Leschi, Jeff Douthwaite from Laurelhurst, and Soula Stefanopoulos from Capitol Hill.

We also say thank you to Marvin McCoy of Georgetown, who is leaving the Board.

~~~~~  
We are pleased to announce that the Capitol Hill Community Council is a new member of SCAA.

~~~~~  
SCAA has received a grant from the Tides Foundation for general support.?

JOIN SCAA HERE!

New members most welcome — Old members can renew with this form
(check the top right hand corner of the address label to find out if you are current)

Annual Membership Application/Renewal Form

Name(s): _____

Address: _____

City: _____ ZIP: _____ - _____
(Please indicate whether the address is ___ home or ___ work)

Home Phone: _____ Work Phone: _____

Fax: _____ e-mail: _____

___ Individual \$15 ___ Student/Senior \$10 ___ Household \$25 ___ Organization \$100

(Members receive the SCAA News, published quarterly, and are notified of general meetings)

If you are unable to join at one of the suggested levels, a membership fee of any amount affordable to you will be sufficient for SCAA membership. Dues and contributions are tax deductible as permitted by law. SCAA is a 501(c)(3) organization.

Contributions in addition to membership dues are welcome. Please include the amount of your contribution with your membership check: ___ I/we want to contribute \$ ___

Make your check payable to "SCAA" and mail with this form to:

**SCAA
3213 West Wheeler St., PMB #146,
Seattle, WA 98199-3245**

SCAA NEWS © is published quarterly by the Seattle Council on Airport Affairs (SCAA). SCAA is a 501 (c)(3) non-profit organization of individuals, community-based organizations, and other entities, located primarily in Seattle concerned with the negative impacts aviation has on our region. *Closing date this issue: October 12, 2001.*

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Environmental Permits At Sea-Tac Airport Challenged by Appeals

Airports generate a lot of pollutants, many of which find their way into near-by streams, wetlands, lakes, and marine waters. This is very much the situation at Sea-Tac Airport, situated on a ridge that drains into the Green River on its east, and thence into Elliott Bay, and, on the west, into Walker, Miller, & Des Moines Creeks, which drain directly into Puget Sound.

Opponents of expansion at Sea-Tac have long complained that the Airport does a poor job of controlling stream pollution, and in fact its continuing record of violation of State water laws goes back to the 1940s.

To build its proposed third runway, the Airport is required by sec. 401 of the federal Clean Water Act to obtain a certificate from the

State's Department of Ecology, to the effect that there is "reasonable assurance" that the project will not violate State water-quality standards. In Fall 2000, Ecology told the Airport, after extensive review of the Airport's second application, that the certificate would have to be denied. The Airport was offered the option of withdrawing its application and resubmitting, with better plans. Naturally, the Airport withdrew and resubmitted.

The review of the third application took nearly a year. This process, which should have been based on sound environmental engineering, became highly political, with prominent runway supporters clamoring for Ecology to issue the certificate, and the Governor's office in response watching over Ecology's shoulder and demanding that the certificate be issued. The chief reviewer, Tom Luster, was abruptly re-assigned to other, "more important" (but unspecified) tasks. He promptly jumped ship to a state

environmental agency in California.

To no one's surprise, the certificate was issued late this Summer, based in part on complex reports and plans submitted just a few days before the issuance, and never subject to public comment. Unsurprisingly, the cities fighting the expansion of Sea-Tac appealed the decision to the Pollution Control Hearings Board (PCHB). The cities' group, Airport Communities Coalition (ACC), has asked the PCHB for a stay of the certificate, pending a decision on the merits. The ACC has filed a host of affidavits with the PCHB, showing numerous flaws in Ecology's procedures.

Most surprising of these is one from Mr Luster, in which he sets out all the problems with the second application that remain unsolved in the one that was approved. Copies of the affidavits and legal papers may be obtained

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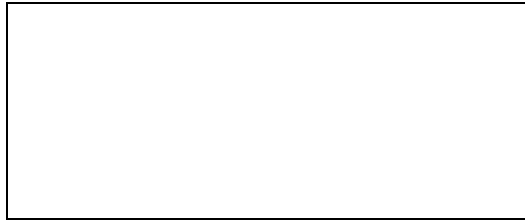


Seattle Council on Airport Affairs
PMB#146, 3213 West Wheeler St.
Seattle, WA 98199-3245

SCAA NEWS Fall 2001

Membership Expires ↓

**INCLUDES CANDIDATES
 STATEMENTS**



Address Service Requested

First Class Mail

Environmental Permits *(Continued from page 7)*

by e-mail from the Regional Commission on Airport Affairs (206.824.3120, rcaa@accessone.com).

While the PCHB considers the stay, the U.S. Army Corps of Engineers is reviewing another Airport application, one for permission under sec. 404 of the federal Clean Water Act to fill wetlands in the runway construction zone, and to divert portions of one of the local creeks. If the Ecology certificate is overturned by the PCHB (or the courts), the Engineers will deny the permit. If not, the Engineers must make their own decision as to whether the plans to remedy harm to streams and wetlands will actually work, and whether there is a sufficient justification ("public need") for the destruction of wetlands.

A PCHB hearing on the question of a stay was scheduled for October 15, 2001. The Engineers are trying to make their decision by the end of the year. ?

Upcoming Events & Meetings

»The next General Meeting for SCAA will be held on Thursday, February 21, 2002, 7-9 p.m., at the Jefferson Community Center, 3801 Beacon Avenue S., Seattle. This will also be the Annual Meeting and include election of Board Directors and Officers. Check for details nearer the date on our web site www.airportnoise.org .

»The annual Airport Noise Symposium, presented by the University of California, has been scheduled for February 24-27 2002, in San Diego. Details can be found at www.its.berkeley.edu/techtransfer/events/ . ?

"SEEN, HEARD, SAID..."

»The first woman to live onboard the International Space Station, Col. Susan Helms, said, on her return to earth: "I don't think I appreciated until I got here how much noise we have in our daily lives, everything from phones ringing, to driving cars, to you name it". She will miss the peace of space. *Seattle Times 8-16-01*

»Speaking to members of the Royal Aeronautical Society this summer, Boeing VP John Roundhill said that the proposed Sonic Cruiser's unique configuration and improved climb performance will reduce noise, making it a 'good neighbor' for those living near airports. *Boeing News 7-20-01*

»"Sea-Tac will soon have 500,000 operations annually; it's time to consider a second airport for the region" *Congressman John Mica (R) of Florida, Chair, House Subcommittee on Aviation. ?*

AIRCRAFT NOISE HOTLINES
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 SEA-TAC: 206-433-5393
 BOEING FIELD: 206-205-5242
 RENTON: 425-430-7471
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