

**Proposed Question Regarding Tree Removal  
October 25, 2016**

Tree removal in the vicinity of SeaTac International Airport has been proposed in response to an apparent FAA requirement to ensure "safety." However, the definition of a safe approach or departure obstacle clearance zone is predicated on established FAA guidance. For example, approximately one mile west of the approach end of the runway at Juneau Alaska there is a 140-meter high hill on the Mendenhall Peninsula. The hill remains; yet safe approach procedures have been implemented.

**QUESTIONS:**

1. Has the FAA issued a letter of non-compliance or something to that effect, which would somehow restrict operations at KSEA?
2. If they did, what specific obstruction(s) is/are not in compliance.
3. Exactly what FAA guidance is cited supporting the non-compliance? Is the guidance Advisory Circular 150/5300 18B, TERPS, Part 77, etc. or something else?
4. Are there any man made structures tall enough to penetrate the obstruction clearance zones? Have they been surveyed? What effect on airport operations do they have?
5. If accomplished, who has conducted the survey to identify penetrating obstacles: contractor's name, date of survey, individuals conducting the survey, etc.?
6. Can we see the survey?
7. If obstructions exist, would the FAA accept a waiver or exception to accommodate the penetrating object? Is there a work-around? Has anyone applies for alternate means of compliance (AMOC)?
8. Exactly what are the consequences if the trees were not cut down: higher approach minimums, reduced takeoff weights, or nothing?
9. Is this decision to cut down trees a decision based on economics only?