

November 1, 2016

Joelle Briggs
Manager, Seattle Airports District Office
Federal Aviation Administration
1601 Lind Avenue SW
Renton, Washington 98057

Dear Ms. Briggs,

Beginning in late 2015 and throughout 2016, Airfield Operations staff at Sea-Tac Airport has kept FAA personnel informed regarding our obstruction mitigation program, in joint Port/FAA Sea-Tac Airport Integration Team meetings and Strategic Planning Team meetings. We have appreciated the informal guidance and discussion around our methodology, survey and proposed plan for moving forward.

At this time, I would like to provide more specific information from the results of our survey and our draft implementation plan, and would appreciate any comments you might provide. We are proposing a three-year plan to remove obstructions, clear and replant with lower-height species. As noted in the attached implementation plan, we are proposing to conduct the work first on Port-owned property, then on other publicly owned property, and finally on privately-owned commercial and residential properties.

This phased plan is to address the number of vegetative obstructions which have developed since the obstruction removal survey work was last conducted in the mid-2000's, to mitigate the impact of removing a high number of full-size trees, and to improve the urban forest and understory on these sites.

Thank you for your time and attention to this matter, and I look forward to your comments.

Sincerely,



Lance Lyttle
Managing Director
Seattle-Tacoma International Airport

Attachment:

Implementation Plan, Seattle-Tacoma International Airport – Flight Corridor Safety Program, inc. Table 2.1 Obstruction Removal Summary by Location Anchor QEA, April 2016

Cc: Jason Ritchie, Assistant Manager, Seattle Airports District Office
Michael Ehl, Director, Airport Operations, Seattle-Tacoma International Airport
Ralph Wessels, Capital Project Manager, Port of Seattle



U.S. Department
of Transportation
**Federal Aviation
Administration**

Northwest Mountain Region
1601 Lind Avenue S.W., Suite 315
Renton, Washington 98057-3356

November 7, 2016

Lance Lyttle
Managing Director
Seattle-Tacoma International Airport
P.O. Box 1209
Seattle WA, 98111-1209

Dear Mr. Lyttle,

Thank you for your November 1, 2016 letter regarding your Flight Corridor Safety Program. The Port of Seattle (Port) has developed this program to insure the safety of the National Airspace system and the Seattle-Tacoma International Airport. The Flight Corridor Safety Program demonstrates that the Port is attempting to take appropriate action to protect instrument and visual operations to the airport. This effort is consistent with the Port's federal grant assurance obligations, specifically grant assurances #19 *Operation and Maintenance*, and #20 *Hazard Removal and Mitigation*.

As the Port clearly understands, the airport grant assurances, while obligatory, are in place to assist the airport in maintaining a safe environment for all users.

In particular, grant assurance 19 requires the Port to operate the airport at all times in a safety and serviceable condition and grant assurance 20 requires the Port to take appropriate action to assure that terminal airspace will be adequately cleared and protected by removing existing airport hazards and by preventing the establishment or creation of future airport hazards.

We support the Port of Seattle's proactive approach to remain in compliance with the federal grant obligations through the development of the Flight Corridor Safety Program.

Sincerely

A handwritten signature in black ink that reads "Joelle Briggs".

Joelle Briggs
Manager, Seattle Airports District Office

Cc: Michael Ehl, Director, Airport Operations, Seattle-Tacoma International Airport
Ralph Wessels, Capital Project Manager, Port of Seattle