

PORT OF SEATTLE
MEMORANDUM

COMMISSION AGENDA

Item No. 5a

Date of Meeting April 6, 2010

DATE: March 3, 2010

TO: Tay Yoshitani, Chief Executive Officer

FROM: James R. Schone, Director, Aviation Business Development
D. Jess Qunell, Property Manager, Aviation Properties

SUBJECT: Federal Aviation Administration Lease for a Real Property, Lease Number
DTFANM-10-L-00062

ACTION REQUESTED:

Request for authorization for the Chief Executive Officer to execute a twenty (20) year no cost Lease Agreement between the Port of Seattle and the Federal Aviation Administration (FAA) at Seattle-Tacoma International Airport (Airport).

SYNOPSIS:

The Runway Status Light (RWSL) system is a fully automatic, advisory safety system designed to reduce the number and severity of runway incursions and thus prevent runway accidents while not interfering with airport operations. The FAA has requested to lease the lighting vault room MT3151R and associated Open Storage Space (351 and 480 square feet respectively, see drawing located on final page of Exhibit A) to support this system. The lighting vault is located in the Main Terminal on the Bridge Level. There are no costs or rent associated with this lease.

BACKGROUND:

The RWSL system is relatively new to the Airport. The FAA provided grant funding to enable Runway Status Lights to be installed in pavement at certain taxiway crossings of runway 16L/34R when it was re-built in 2009. This project to install control systems for the lights is a FAA project and is currently in the construction phase and targeted to be activated in February 2012. Its purpose is to enhance situational awareness of aircraft on the airfield. Studies of this system at Dallas Fort Worth International Airport (DFW) have shown that it can greatly decrease the number of runway incursions at an airport. The RWSL system used on the DFW test runway resulted in a 70% decrease in runway incursions during a 58 month test period.

The RWSL system takes information from the airport's ground surveillance radar and detects the motion and velocity of two or more aircraft approaching the runway. When an unsafe condition exists, the system will activate the Runway Entrance Lights (REL) and the Takeoff Hold Lights

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(THL). The REL and THL are in pavement light fixtures that are directly visible to pilots and surface vehicle operators. The lights will flash, warning the pilots of an unsafe condition.

SCOPE OF AGREEMENT:

Term: Effective January 28, 2010, and continuing through September 30, 2030.
Can be terminated by either party by giving at least sixty (60) days notice.
Note: Effective date coincides with the date the FAA drafted the Agreement.
This does not have a financial impact.

Options: None.

Use: Electronic lighting vault in support of airfield safety system.

Rent: None.

Note: "Small Lease for a Real Property" is a FAA-provided lease document form.

STRATEGIC OBJECTIVES:

This Agreement supports the Port's strategy to "Ensure Airport Vitality" by facilitating the journey of millions of passengers through the Airport in a safer and more efficient manner. The RWSL system is intended to reduce runway incursions, thereby reducing the risk of damage to person or property and reducing the risk of disruptions to air travel.

FINANCIAL IMPLICATIONS:

The FAA will not pay the Port of Seattle any monetary consideration; it is mutually agreed that the rights extended to the FAA herein are in consideration of the obligations assumed by the FAA in its establishment, operation and maintenance of navigational aid facilities upon the premises. This is typical of other FAA leases.

ENVIRONMENTAL SUSTAINABILITY/COMMUNITY BENEFITS:

Through this lease, the FAA will be reusing an existing lighting vault facility that was previously occupied by the Port and is currently vacant. Through utilizing some existing infrastructure, it will decrease the amount of construction required to complete the project.

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TRIPLE BOTTOM LINE SUMMARY:

The activation of the RWSL and the use of the Lighting Vault will help to enhance operations at the Airport. The region will receive the overall benefit of having an airport with a new system that provides for an additional layer of runway safety. There have been no adverse environmental, economic, financial or community impacts identified as a result of leasing the Lighting Vault to the FAA.

PROJECT SCHEDULE:

The FAA will be given permission to officially occupy the space after the execution of the Lease.

ALTERNATIVES CONSIDERED/RECOMMENDED ACTION:

Alternative 1: Proceed with the approval of the Lease Agreement as structured. The Port and the FAA believe that this is the best location to place and house the electronic equipment needed to support the RWSL system. **This is the recommended alternative.**

Alternative 2: Reject the Lease Agreement and require the FAA to place the equipment in a new equipment shelter located on the airfield. If this alternative is selected, the FAA will need to redesign and rebuild sections of their RWSL at a greater overall cost. This alternative is not recommended.

ATTACHMENTS:

Exhibit A – FAA Small Lease for Real Property, Lease Number DTFANM-10L-00062.

PREVIOUS COMMISSION ACTION:

On February 26, 2008, the Commission authorized the expenditure of \$2,000,000 to initiate design development for the reconstruction, and to design and construct Taxiway P modifications to support the reconstruction of runway 16L/34R by the end of 2009 (CIP C800167).

On October 28, 2008, the Commission authorized the expenditure of \$83,000,000 for the reconstruction of runway 16L/34R at Seattle-Tacom International Airport.