



U.S. Department
of Transportation
Federal Aviation
Administration



2004-375

Airports Division
Northwest Mountain Region
Seattle Airports District Office
1801 Lind Avenue, S. W., Suite 250
Renton, Washington 98058-4056

June 30, 2004

Mr. Harold Taniguchi, Director
Department of Transportation
King County, KSC TR-0815
201 S. Jackson St.
Seattle, WA. 98104-3856

Dear Mr. Taniguchi:

The purpose of this letter is to stress the importance of proceeding, this summer, to bring the runway 31L safety area up to standards. Our offices have worked diligently for four years to get the environmental, design, bidding, and other issues finalized to begin this project. We issued you a grant on June 29, 2004, in the amount of \$6,783,377 to get the project underway. The two things King County needs to do now are, to accept the grant, and give a notice to proceed for the construction. The following is a discussion of ramifications if this grant is not accepted and the work does not get underway this summer:

- a. This project was place-named in 2001 in support of a request by the Boeing Company, and we agreed to do all we could to see that the project gets funded and constructed. Issuing the grant fulfills our obligation. The County's failure to follow through with the grant could impact future political support and the future cooperation of the Boeing Company.
- b. Safety is our number one priority, and Boeing Field is our Airport District Office's largest airport that has not started or completed their runway safety area project.
- c. Your Airport Operating Certificate (AOC) requires that you have standard runway safety areas and good runway conditions. You need to continue with this grant to meet the runway safety area requirements, which is a prerequisite for a follow on grant for your runway rehabilitation project, which is showing serious signs of distress. It is difficult to reinstate an AOC once it is terminated.
- d. Failure to move forward on this project will have a tremendous impact on future funding at your airport. If the grant is not accepted and the work is not initiated this summer, we will remove the following projects from our discretionary project list:
 - Rehabilitation of Runway 13R/31L - \$8.8M
 - Noise Mitigation - \$5M (including noise mitigation of Cleveland High School)
 - Rehabilitation of Taxiway B - \$6.1M

Even if the County wanted to use their entitlements to rehabilitate the runway, the runway safety area must meet standards.

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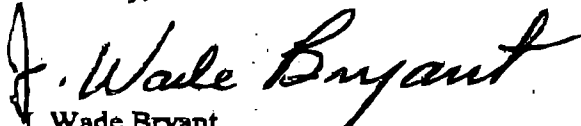
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e. If the County does not proceed with the grant, we will initiate actions to implement declared distances, which will result in a reduction in runway length (less than the 10,000 feet the Boeing Company needs).

f. The runway safety area grant includes funding for the Localizer Directional Aid (LDA) Approach Study. If this grant is not accepted, then the LDA study will not be supported with Federal funds.

We cannot emphasize enough, the importance of this project and the need for you to facilitate the acceptance of the grant, and the issuing of a notice-to-proceed as soon as possible. Your actions on this grant will impact the long-term viability and successfulness of your airport. If you have any questions regarding our position on any of these issues, please contact me at 425-227-2659, or Carol Key at 425-227-2657.

Sincerely,



J. Wade Bryant
Manager, Seattle Airports
District Office

cc: Mr. Bob Burke