



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

Office of Airport Planning  
and Programming

800 Independence Ave., SW.  
Washington, DC 20591

**NOV 17 2014**

Mr. Mark Reis  
Managing Director, Aviation Division  
Port of Seattle  
P.O. Box 68727  
Seattle, WA 98168

Dear Mr. Reis:

Thank you for your September 16 response to our request that the Port of Seattle (Port) consider adopting additional competition-friendly measures at Seattle-Tacoma International Airport (SEA).

In the FAA's approval of the Port's Fiscal Year 2014 Competition Plan for SEA dated August 22, 2014, we recommended that the Port consider several competition-friendly initiatives and requested a response within 30 days. We recommended that you consider designating an airport competitive access liaison to assist carriers seeking entry at SEA, and that you consider adopting a formal dispute resolution process at SEA. We asked you to clarify Section 6.2 of your lease and operating agreement "so that no one can misconstrue that the MII clause does not apply to new projects that would be financed in whole or in part with PFCs."

We understand from your response that you plan to designate an airport competitive access liaison, and will consider adopting a formal dispute resolution process for those carriers seeking to expand at SEA that have not yet signed the existing lease agreement.

As to the question on PFCs and MII provisions—pursuant to the PFC statute, any project fully funded with PFCs cannot be subject to MII approval. On projects funded in part with PFCs, any MII provisions could apply only to that portion of funding that comes from the airline rate-base.

We hope that this clarifies our language quoted above in our August 22 approval letter.

Sincerely,

Elliott Black  
Director, Office of Airport Planning  
and Programming