



Federal Aviation Administration

Memorandum

Date: April 9, 2009

To: Jason Pitts, AJW327B

From: Environmental Protection Specialist,
Seattle Airports District Office, **SEA-632**

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Subject: **INFORMATION:** Friedman Memorial Airport (SUN) – Feasibility of technological improvements to approaches at the existing airport

As you are aware, an Environmental Impact Statement is being prepared for a replacement airport for the Friedman Memorial Airport. Questions have arisen from the community about whether or not the FAA has exhausted all feasible technologies that could improve the approaches to the existing airport thereby obviating the need to find a replacement airport. Understanding that this is only part of the need for a replacement airport, the other being the need to meet design standards, we want to be sure that we have addressed all possible questions before we make any decisions.

We would like the Flight Procedures Office to evaluate the following questions.

1. Could the high minimum descent altitudes at SUN be reduced by using Automatic Dependence Surveillance - Broadcast (ADS-B) technology along with Wide Area Augmentation System (WAAS) or Local Area Augmentation System (LAAS)?
2. Could the existing RNP approach from the south be improved to achieve lower minimum descent altitudes at SUN?
3. Could an RNP approach from the North be developed at SUN?
4. Are there any technologies that would provide a system that could facilitate operations when cloud ceilings are no lower than 200-feet above the airfield elevation and visibility is not less than one-half mile?

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