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## Meeting attendees

### Airport Working Group (AWG) Members

- Peter Anderson, Galvin Flying Flight School (phone)
- Maria Batayola, Community Representative Beacon Hill
- Tim Cosgrove, NW District Air & Int'l Section Leader UPS
- Joel Funfar, SPEEA
- Ed Parks, Beacon Hill/Rainier Valley
- Larry Reid, Georgetown Merchants Association
- Art Scheunemann, PSRC Fright Mobility Roundtable
- Rick Lentz, GA Representative

### Others in attendance

- Alex Krieg, PSRC (phone)
- Ashley Mancheni, Tomorrow@Sea-Tac Coalition
- Chandler Gayton, King County Council
- Chuck Kegley, Clay Lacey
- Eric Schnieder, Clay Lacey
- Garrett Holbrook, King County Council
- John MacArthur, WSDOT (phone)
- Justin Norbit
- Kenny Pittman, City of Seattle (phone)
- Matthew Blinstrub, Boeing
- Nora Gierloff, City of Tukwila
- Scott Helms, Kenmore Aero Services
- Steve Ohlenkamp, TCG
- Tim Kroll, Seattle City Light

### Airport staff and consultant team

- Mike Colmant, KCIA
- Randy Berg, KCIA
- Mark Witsoe, KCIA
- Morlene Mitchell, KCIA
- Justin Lowe, KCIA
- Michael Cummins, KCIA
- Brent Champaco, KCIA PIO
- Tricia Diamond, KCIA (phone)
- Mark McFarland, Mead & Hunt
- Cody Fussell, Mead & Hunt
- Ryan Orth, EnviroIssues
- Tyler Cohen, EnviroIssues

The following document provides a summary of the King County International Airport/Boeing Field (KCIA/BFI) Master Plan Update Airport Working Group Meeting #4 on September 26, 2017. The summary is organized into the following sections:

- I. Introductions and housekeeping items
- II. Airside update
- III. Landside update
- IV. Next steps and action items

See the meeting presentation for additional details.

## I. Introductions and housekeeping items

Ryan Orth, facilitator, welcomed members of the Airport Working Group (AWG) and thanked them for their continued commitment during the master plan update process. The AWG last met in January 2017, where they discussed preliminary landside and airside alternatives. The planning team has been engaged with FAA on several airside planning issues, and recently met with representatives to their resolution and the advancement of the master plan update. This meeting will address these key issues and their relationship to the development of alternatives.

Ryan invited AWG members, airport partners and other interested members of the public in attendance to introduce themselves.

### *Summary of Working Group Meeting #3*

AWG members were invited to provide comments to the Meeting #3 summary document. Hearing none, Ryan noted that the summary will be finalized and published to the airport website.

### *Comment summary for Working Papers #1 and 2*

Cody Fussell (Mead & Hunt) noted that all comments received from the working group regarding Working Paper #1 and 2 are being tracked for incorporation into a draft final master plan document. This includes comments from the FAA. Working paper #3 is anticipated to be available as early as November/December 2017, pending resolution of issues.

## II. Airside update

Cody began the presentation by explaining current issues surrounding the existing runway protection zone (RPZ) dimensions, and the implications of different sized RPZ alternatives based on instrument approach procedures.

King County International Airport (KCIA) currently offers a  $\frac{3}{4}$  mile visibility minimums on two of its instrument approach procedures. These minimums are available on the RNAV GPS procedure for Category A and B aircraft only; however, as of August 2017, the Runway 14R instrument landing system (ILS) offers  $\frac{3}{4}$  mile visibility minimums for Aircraft Categories A through D. The dimensions of the current approach Runway 14R approach RPZ is 1,000' x 1,510' x 1,700', and impacts the steam plant, parking apron, fuel farm and airport maintenance building on the north end. Development of the RPZ on the south end of the runway could impact the ProLogis property and presents other issues of future land use control within the departure RPZ.

Cody then explained the opportunities and challenges presented by the three alternatives:

- **1-mile minimum visibility:** involves a narrower approach RPZ (500' x 1,010' x 1,700'), which would mitigate current RPZ impacts on the north end to the Georgetown Steam Plant, aircraft parking apron and airport maintenance building, but could reduce some aircraft landing access during adverse weather conditions. Also, the repositioning the existing departure RPZ with conversion of PPR pavement to full-use runway could mitigate future land use control requirements of the ProLogis property located near the south end of the airport, but could create additional environmental impacts at the north end of the airport.
- **$\frac{3}{4}$ -mile minimum visibility:** involves a 1,000' x 1,510' x 1,700' approach RPZ and requires future land use control within the expanded approach RPZ. However, for Runway 32L, this option

would trigger RPZ interim guidance determination, would expand the existing RPZ impacts to off-airport, non-compatible land uses, and could potentially have expanded development impacts to the ProLogis and Boeing properties.

- **½-mile minimum visibility:** involves expanding the existing RPZ to off-airport, non-compatible land uses at each end of the primary runway, and triggers RPZ Interim Guidance Determination (future RPZ approach: 500' x 1,000' x 1,750' x 2,500').

Cody then presented on the existing runway prior permission required (PPR) pavement use, and options for modifications. PPR pavement is currently requested for a limited number of operations requiring greater runway length for takeoffs. Expanding the existing PPR pavement could convert the runway to full use, and therefore accommodate changes to runway declared distances and minimize impacts of the departure RPZ on the south end of the airfield.

Runway and RPZ layouts for these options can be found in the meeting #4 presentation.

#### *Airside update – comments and questions*

- How many days per year does visibility fall under ¾ mile?
  - The airport's existing instrument approach procedures (IAPs) are derived from a combination ceiling and visibility minimums. Table C1 in Working Paper #2 provides an annual percentage of the time for the various IAP weather conditions are in effect at the Airport.
- Was trading a ¾ mile visibility minimum for a 1-mile visibility minimum chosen as an alternative to reduce the size of the RPZ?
  - Yes.
- With the new amendment to ILS for 14R, the ¾ visibility minimum applies to all four categories of aircraft. If the visibility minimum was changed to 1 mile, some planes would be unable to land in Renton or BFI. Would they have to land in SeaTac or elsewhere?
  - Yes.
- It seems like the greatest physical impact on airport will be the change in the RPZ dimensions from 1 mile to ¾- or ½-mile. It would be helpful to know how frequently planes might be impacted by the visibility minimums. Do you have to divert traffic under existing conditions elsewhere often? How often would traffic have to be diverted if the minimum visibility is it less than a mile?
  - Most diverted planes are UPS planes, as much as 5-7 times a year. That would be for below 1-mile minimum visibility since ¾ mile minimum visibility mile just came into effect this year.
  - The impact to UPS when we have to divert is extremely significant.
  - KCIA is at a lower elevation than SeaTac, so they might get shut down more at SeaTac.
  - KCIA sometimes has planes diverted from SeaTac to KCIA.
- Before selecting an alternative with a lower visibility minimum, would you undertake an analysis on the impacts rather than assume a decrease in operations would be acceptable? Would those results be made available?
  - For the percent of availability in the approach, yes, those results will be available and have already been published in Working Paper #2.
- Which option has been selected as the preferred alternative?

- A preferred alternative has not yet been selected. If these options make it through the preferred alternative process, they'll appear in the next working paper.
- Regarding the potential for an RPZ that extends off airport property to the south, would agreements need to be made on development restrictions, and might these same types of restrictions also apply to the north end of the runway?
  - Yes, in this scenario restrictions would need to be considered; there is some height hazard zoning already in place at each end of the airfield, which we would also consider in our analysis.
- Will either the ½-mile or ¾-mile visibility minimum alternatives cause the RPZ to encroach on the light rail on the south end of the airport?
  - No, neither option extends that far.

### III. Landside update

Following the discussion on airside issues, Cody presented on the following key landside alternative planning issues:

- **Potential through-the-fence aviation development:** there are two alternatives for a potential air cargo development area on the south end, both “through-the-fence” using the existing ProLogis property. Alternative one involves a Taxiway “B” south extension for airside access and a roadway segment closure of S. Norfolk St., while alternative two involves realigning a segment of the perimeter road for landside access and creating a new roadway intersection at S. Norfolk St.
- **Potential general aviation (GA) relocation/redevelopment:** air cargo redevelopment/expansion is being considered for the southwestern and the eastern sides of the airport. The potential development of the northern side of the airfield would focus on adding capacity for light GA uses, supporting approximately 46 T-hangars and executive hangars if GA were relocated from the southwest quadrant.
- **Support facility relocation/redevelopment:** Storage facilities, an airport maintenance facility and fuel farm would be relocated as part of the northern development. KCIA has also been evaluating a new snow removal equipment building in the north end. With a larger RPZ, the existing airport maintenance building currently on the north end may need to be relocated, as the size of the RPZ would dictate the size and area left available for these maintenance facilities. A new access road could be put in to serve the Steam Plant from the west.

#### *Landside update – comments and questions*

- Would the general aviation relocation area have the same level of service?
  - Yes, any relocations areas will be able to meet similar demand.
- Would there not be any aircraft on the property in the second alternative for the potential air cargo development area? (see slide 16 of presentation)
  - Correct, there is no parking for aircraft assumed on the property in that concept.
- Is there an alternative with a broader RPZ in the new SRE and maintenance building development area alternatives?
  - Yes, alternative one (see slide 19 of presentation) has a ¾ mile minimum visibility RPZ, and shows a different orientation for these buildings to avoid conflicts.

- It seems like there's some underutilized property to the north and there's some environmental concerns with the tank farm. I wonder about that and the schedule, and whether these are long-term impacts we're discussing.
  - It's unusual for an airport to consider developing its own property outside of its RPZ (along the extended runway centerline), but given the existing landside constraints of the facility that northern area has the potential to be useful, which is why an alternative was examined to evaluate future GA development. A potential layout for this alternative is shown on slide 18 of the presentation.
  - Regarding the fuel farm, the county has hired a separate consultant to explore options. The existing lease for the fuel farm expires in 2019.

#### **IV. Next steps and action items**

The planning team reported on anticipated next steps and schedule for the project:

- Working paper #3 will be released following the resolution of airside issues with FAA (approximately 6-8 weeks lead time)
- The status of the scheduled Dec. 12 AWG meeting is not known at this time
- The overall project schedule has been extended into Spring/Summer 2018

#### *Next steps – comments and questions*

- Before we discuss public alternatives, and once we get into next steps of public presentations, I would like to see us elicit some cooperation and coordination with FAA and know their flight patterns. Beacon Hill and Rainier Valley have emission and noise issues, mostly from the freeway and SeaTac, but if we can explain that and work through it, I think we'll get more support from community.
- If KCIA is able to use its numbers to say how many takeoffs and landings it does compared to SeaTac, I think that would be helpful to the neighborhood to understand it's not the primary source of air and noise pollution.
- There is concern regarding emissions. The project team should speak on this topic to community groups.
  - KCIA will be running new noise contours with Boeing Field as part of the environmental analysis. KCIA will run an existing analysis, a 10-year, and a 20-year analysis. So the project team will know the noise impacts generated by Boeing Field. KCIA will also be doing some emissions analysis in that chapter. The project team should be able to update folks on the status of those two categories. It will not be possible to do any composite noise studies with Boeing and SeaTac airport within scope of the master plan.
  - SeaTac is updating their master plan now as well, so we'll so we will have a good idea of what's going on at both airports. We'll also be looking at airspace between KCIA and SeaTac.
  - We encourage neighborhood representatives here today to work with us to make sure we're anticipating questions and providing as much information as we can.
- How far are you advancing with the southern alternatives given that ProLogis is moving forward at the same time?

- We know that the ProLogis development is primarily truck based, and they've told us they've been marketing several different layouts/structures. We talked with them about the value of adding air cargo, although we haven't seen anything final in terms of their development plans.
- When will you be doing the community engagement pieces?
  - We anticipate publishing the alternatives and draft analysis first so we can package these items, describe them for community and gather their feedback. This will involve sharing information at a public meeting here at KCIA, as well as coordinating with neighbors from North Beacon Hill, Georgetown, South Park and Allentown/Duwamish to present at their standing meetings, or to schedule separate meetings.
- Regarding the noise study with contours, I think it's important to engage the community on the design of the study.
  - The noise study has already been scoped in the existing master plan. It's utilizes an Aviation Environmental Design Tool (AEDT), which is FAA's approved modeling program. It models both noise and air quality in same program. The output will be an annualized, and we'll have noise contours for the baseline, 10 years out, and 20 years out.
- On December 3, 2017, Beacon Hill neighbors will be launching a community action plan. There's a lot of consideration from KCIA, which is generous. One issue we will need to communicate on is the way FAA measures noise as an average of 65 decibels over the year when the city law is 55 decibels. Community members have also said that they are hearing noise spikes and would like to know if that will be measured. Our hope it that members of the project team could speak at the launch of the community action plan to show that there has been collaboration on this topic. It's important to at least give the community an understanding of what are you doing so they are aware of what's occurring and can provide insights. We'd also like to know more about military airplanes – whether they're reflected in registration whether they will be included in the noise study as well.
  - We will include military plane noise in our analyses.
  - The project team will continue to coordinate with your community group to keep them informed and engaged. We'll begin further coordination on outreach as soon as we have the green light on the master plan proceeding further into alternatives analysis.

The following action items were identified (organized by responsible owners):

<b>Task</b>	<b>Who</b>	<b>Deadline</b>
Ongoing engagement with FAA to incorporate input on airside planning issues	KCIA planning team	Ongoing
Determine detailed schedule upon re-start of Airport Development Alternatives chapter (working paper #3)	KCIA planning team	Fall 2017
Confirm next AWG meeting	KCIA planning team	Fall 2017
Ongoing development of the Airport Development Alternatives chapter (Working Paper #3), for review with AWG and community	KCIA planning team	6-8 weeks following direction on airside issues
Continue connecting with neighborhood groups to engage them in the process.	Airport staff and EnviroIssues	Ongoing, relative to alternatives analysis
Send all comments, questions, and inquiries to Mike Colmant.	AWG members and Airport Partners	Ongoing

Planning Issues Review & Update/  
Airport Working Group (AWG)  
Meeting

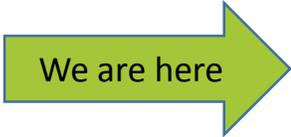
September 26, 2017

MASTER PLAN UP DATE



**King County  
International Airport/  
Boeing Field**

# Project Structure/Planning Process

- **Project Initiation/  
Working Group Start-up**
  - **Public Outreach/  
Communications Program (ongoing)**
  - **Inventory of Existing Conditions**
  - **AGIS Survey & Mapping Update**
  - **Aviation Activity Demand Forecast**
  - **Facility Requirements Determination**
-  We are here
- **Airport Development Alternatives &  
Plan Formulation**
  - **Environmental Analysis**
  - **Implementation Analysis (Facilities &  
Operation)**
  - **Financial & Capital Plan**
  - **Documentation & Deliverables**  
(Working Papers, Draft & Final Plan, ALP  
Drawing Set Update)



# Project Documentation & Deliverables

- **Working Paper One** (Submitted for FAA Review)
  - Inventory of Existing Conditions
  - Aviation Activity Demand Forecast
- **Working Paper Two** (Submitted for FAA Review)
  - Capacity & Facility Requirements
- **Working Paper Three** (Estimated Submittal: November)
  - Airside & Landside Alternatives Planning Memo
  - Airport Development Alternatives & Plan Formulation



# Existing Runway 14R IAPs & Applicable RPZ Dimension

- **Instrument Approach Procedures (IAPs)**
  - Existing 3/4 mile Vis. Mins. for CAT A & B
  - New RW 14R ILS Vis. Mins. for All Aircraft
- **Runway Protection Zones (RPZs)**
  - Approach RPZ: 1,000' x 1,510' x 1,700'
- **Issues:**
  - Existing RPZ Impacts to Steam Plant, aircraft parking apron, fuel farm, & airport maintenance bldg.
  - RPZ Interim Guidance

## MASTER PLAN UPDATE

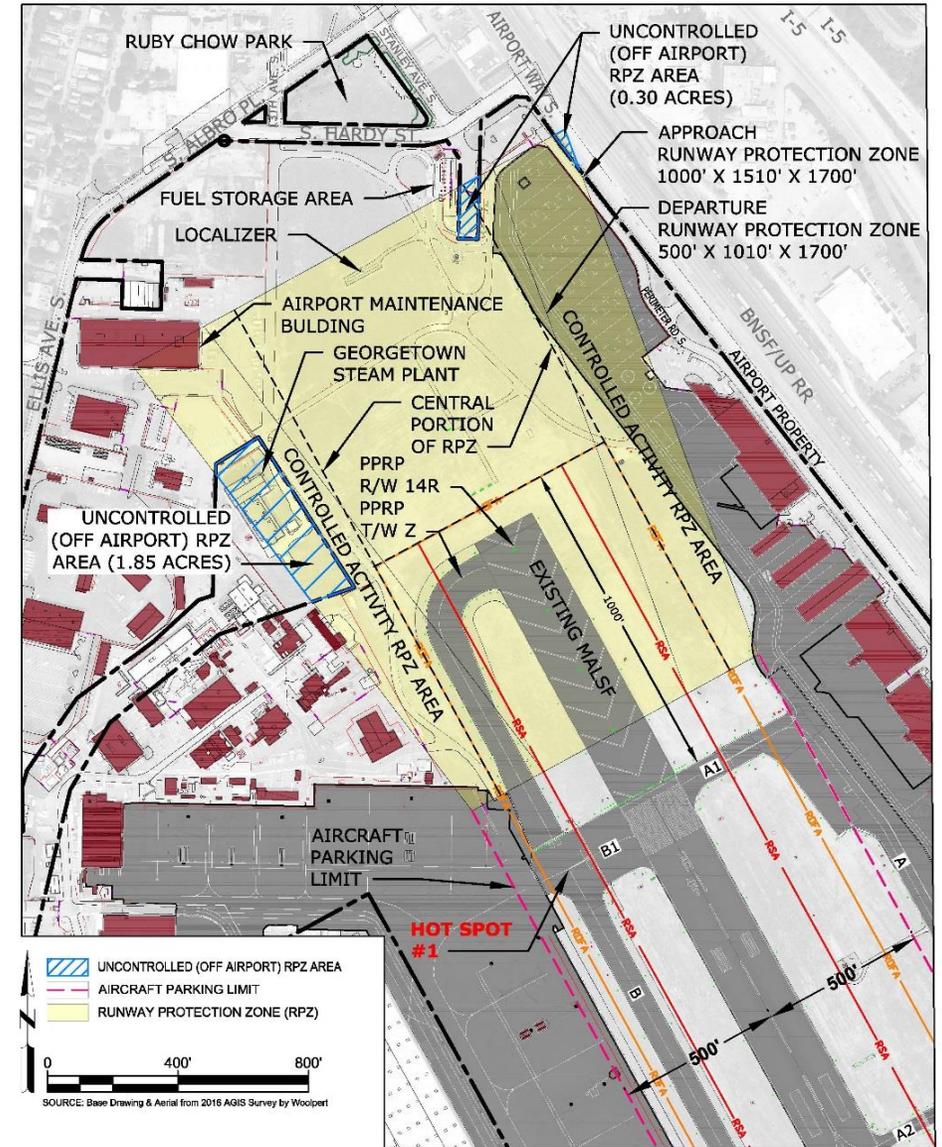


FIGURE D2 **RUNWAY 14R INSTRUMENT APPROACH PROCEDURE/ RUNWAY PROTECTION ZONE DETAIL (Alternative One)**

# Potential Runway 14R IAPs & Applicable RPZ Dimension

- **Instrument Approach Procedures (IAPs)**
  - Future 1 mile Vis. Mins. for All Aircraft
- **Runway Protection Zones (RPZs)**
  - Future Approach RPZ: 500' x 1,010' x 1,700'
- **Issues:**
  - Mitigates RPZ Impacts to Steam Plant, aircraft parking apron, & airport maintenance bldg.
  - RPZ Interim Guidance

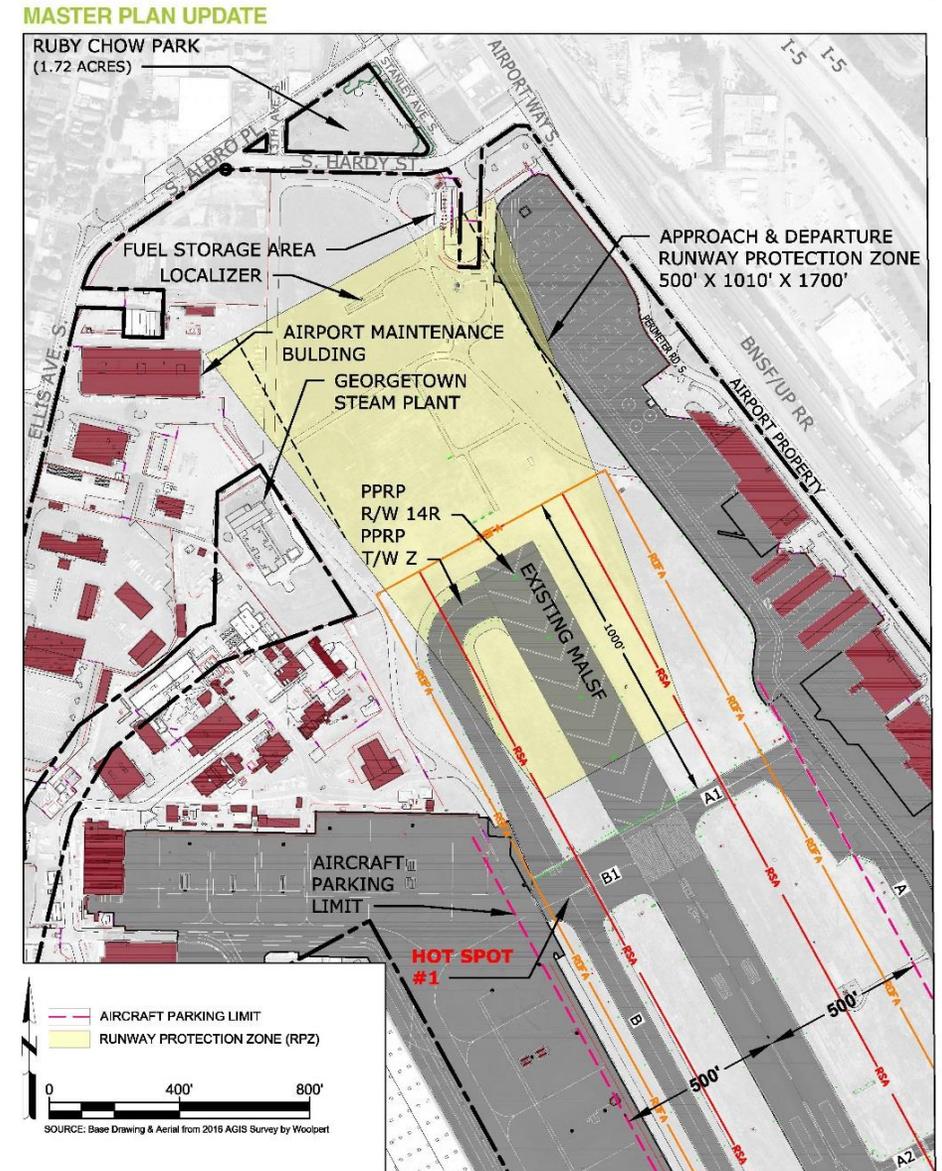


FIGURE D8 **RUNWAY 14R INSTRUMENT APPROACH PROCEDURE/ RUNWAY PROTECTION ZONE DETAIL (Alternative Three)**

# Potential Runway 14R IAPs & Applicable RPZ Dimension

- **Instrument Approach Procedures (IAPs)**
  - Future 1/2 mile Vis. Mins. for All Aircraft
- **Runway Protection Zones (RPZs)**
  - Future Approach RPZ: 500' 1,000' x 1,750' x 2,500'
- **Issues:**
  - Expands existing RPZ Impacts to off-airport, non-compatible land uses
  - Triggers RPZ Interim Guidance Determination

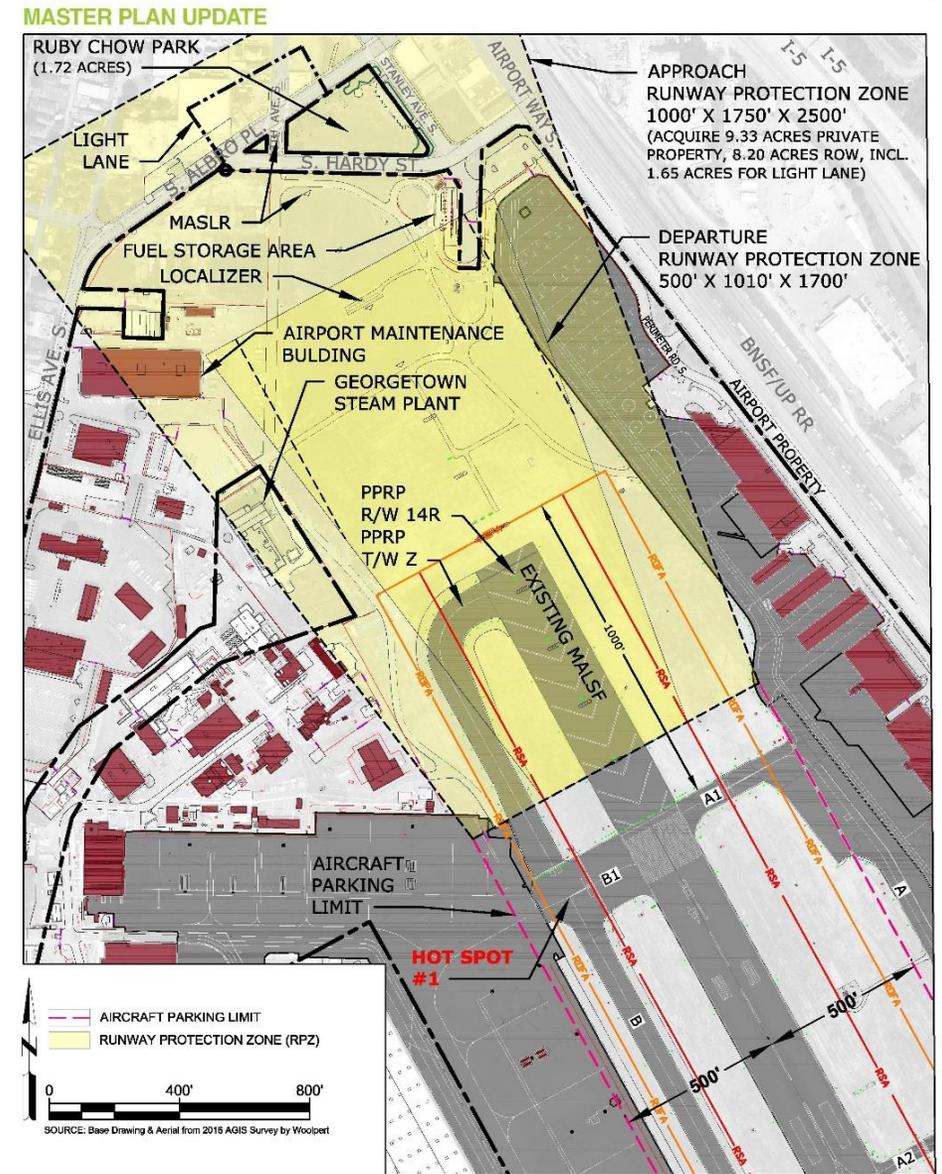


FIGURE D5 **RUNWAY 14R INSTRUMENT APPROACH PROCEDURE/ RUNWAY PROTECTION ZONE DETAIL (Alternative Two)**

# Existing Runway 32L IAPs & Applicable RPZ Dimension

- **Instrument Approach Procedures (IAPs)**
  - Existing 1 mile Vis. Mins. for All Aircraft
- **Runway Protection Zones (RPZs)**
  - Existing Approach & Departure RPZ: 500' x 1,010' x 1,750' x 1,700'
- **Issues:**
  - Future Land Use Control within Departure RPZ
  - Potential Development Impacts to ProLogis Property

## MASTER PLAN UPDATE

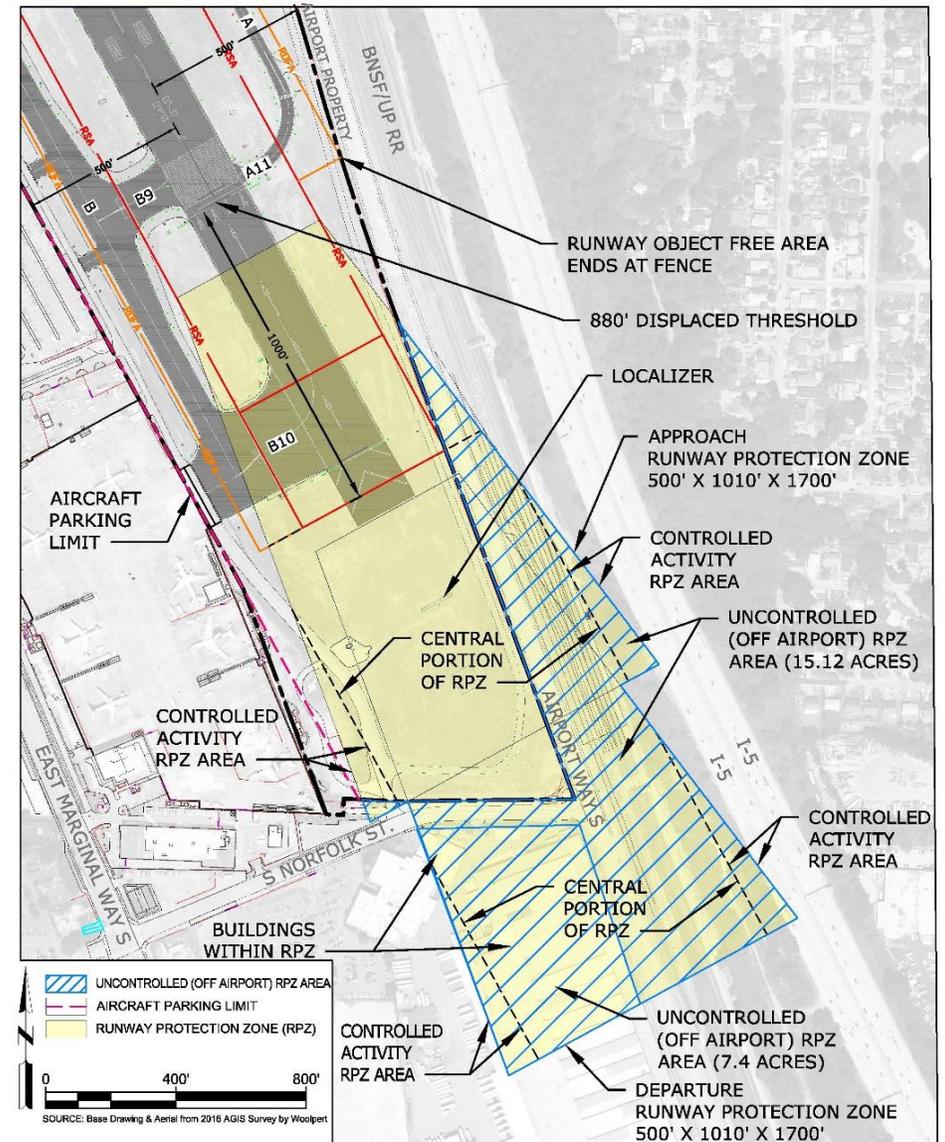


FIGURE D3 **RUNWAY 32L INSTRUMENT APPROACH PROCEDURE/ RUNWAY PROTECTION ZONE DETAIL (Alternative One)**

# Potential Runway 14R Departure RPZ Relocation

- **Instrument Approach Procedures (IAPs)**
  - Existing 1 mile Vis. Mins. for All Aircraft
- **Runway Protection Zones (RPZs)**
  - Existing Approach RPZ: 500' x 1,010' x 1,750' x 1,700'
  - Existing Departure RPZ: 500' x 1,010' x 1,750' x 1,700'
- **Issues:**
  - Re-positions Existing Departure RPZ & Mitigates Future RPZ Land Use Control Requirements
  - Minimizes Future Development Impacts to ProLogis Property
  - Requires Conversion of PPR Pavement to Full-Use Runway
  - Potential Environmental Impacts

## MASTER PLAN UPDATE

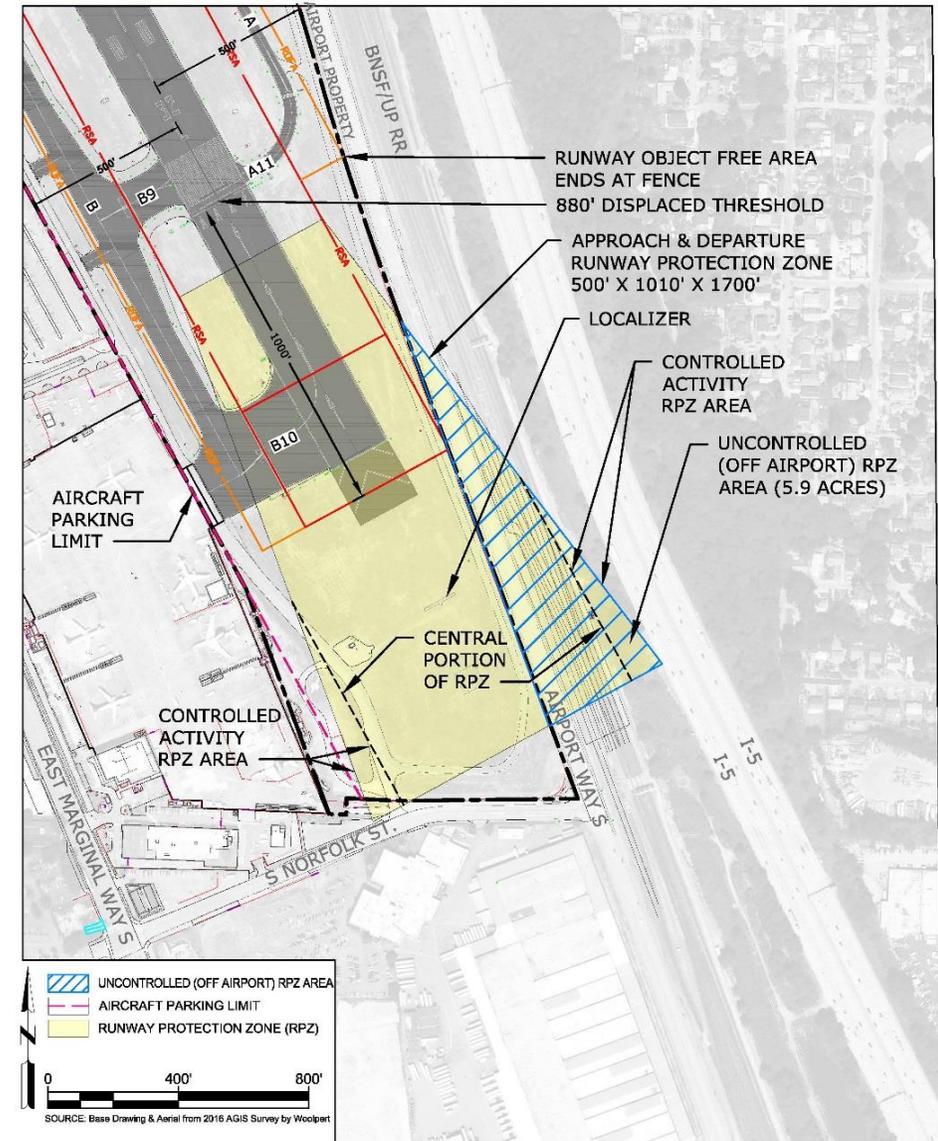


FIGURE D9 **RUNWAY 32L INSTRUMENT  
APPROACH PROCEDURE/  
RUNWAY PROTECTION ZONE  
DETAIL (Alternative Three)**

# Potential Runway 32L IAPs & Applicable RPZ Dimension

- **Instrument Approach Procedures (IAPs)**
  - Future  $\frac{3}{4}$  vs.  $\frac{1}{2}$ -mile Vis. Mins.
- **Runway Protection Zones (RPZs)**
  - Future Approach RPZ: 1,000' x 1,750' x 2,500' vs. 1,000' x 1,510' x 1,700'
- **Issues:**
  - Future Land Use Control within Expanded Approach RPZ
  - Triggers RPZ Interim Guidance Determination
  - Expands existing RPZ Impacts to off-airport, non-compatible land uses
  - Potential Expanded Development Impacts to ProLogis & Boeing Property

## MASTER PLAN UPDATE

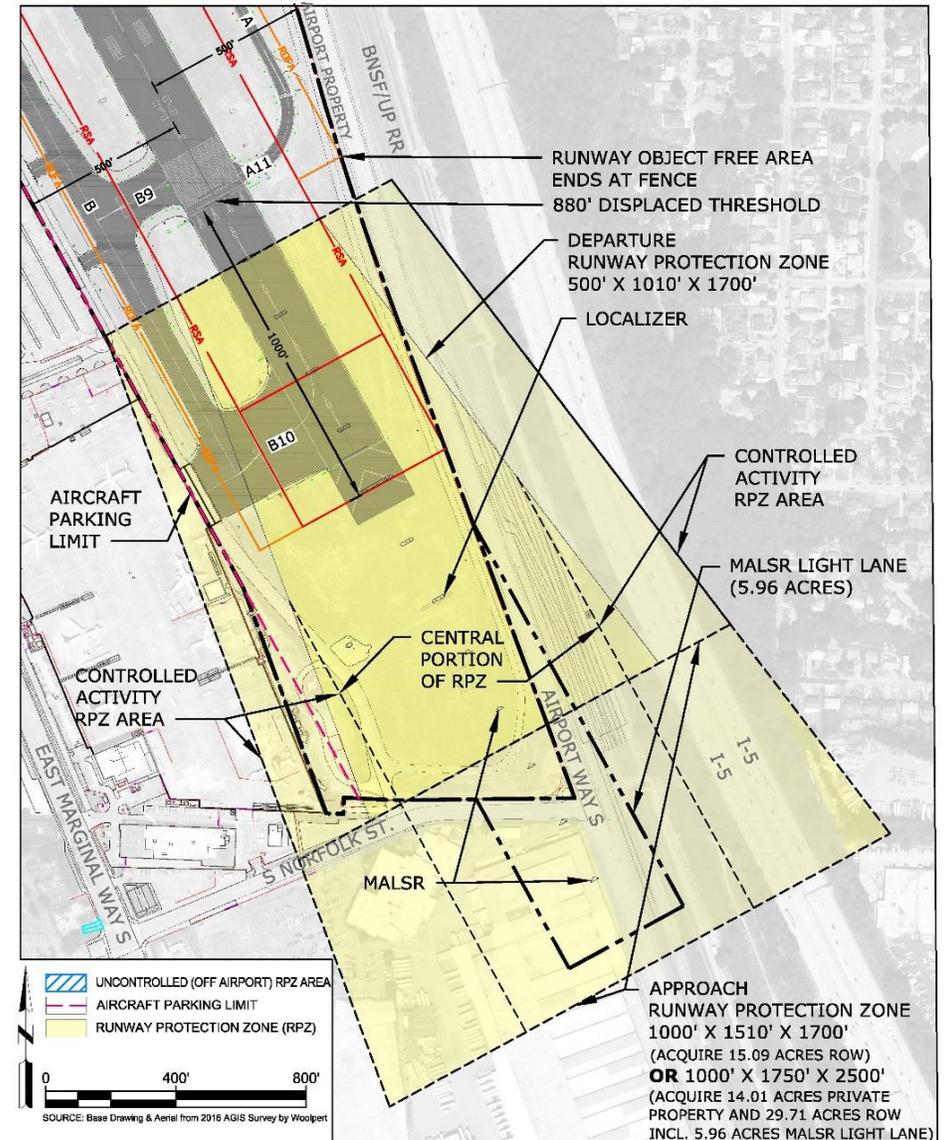


FIGURE D6 **RUNWAY 32L INSTRUMENT APPROACH PROCEDURE/ RUNWAY PROTECTION ZONE DETAIL (Alternative Two)**

# Existing Runway 14R/32L PPR Pavement Use

## ■ Runway 14R/32L Declared Distances:

- Runway 14R ASDA @ 9,120'
- Runway 14R ASDA @ 10,000' (with PPR)
- Runway 14R LDA @ 9,120'
  
- Runway 32L ASDA @ 10,000'
- Runway 32L LDA @ 9,120'

### MASTER PLAN UPDATE

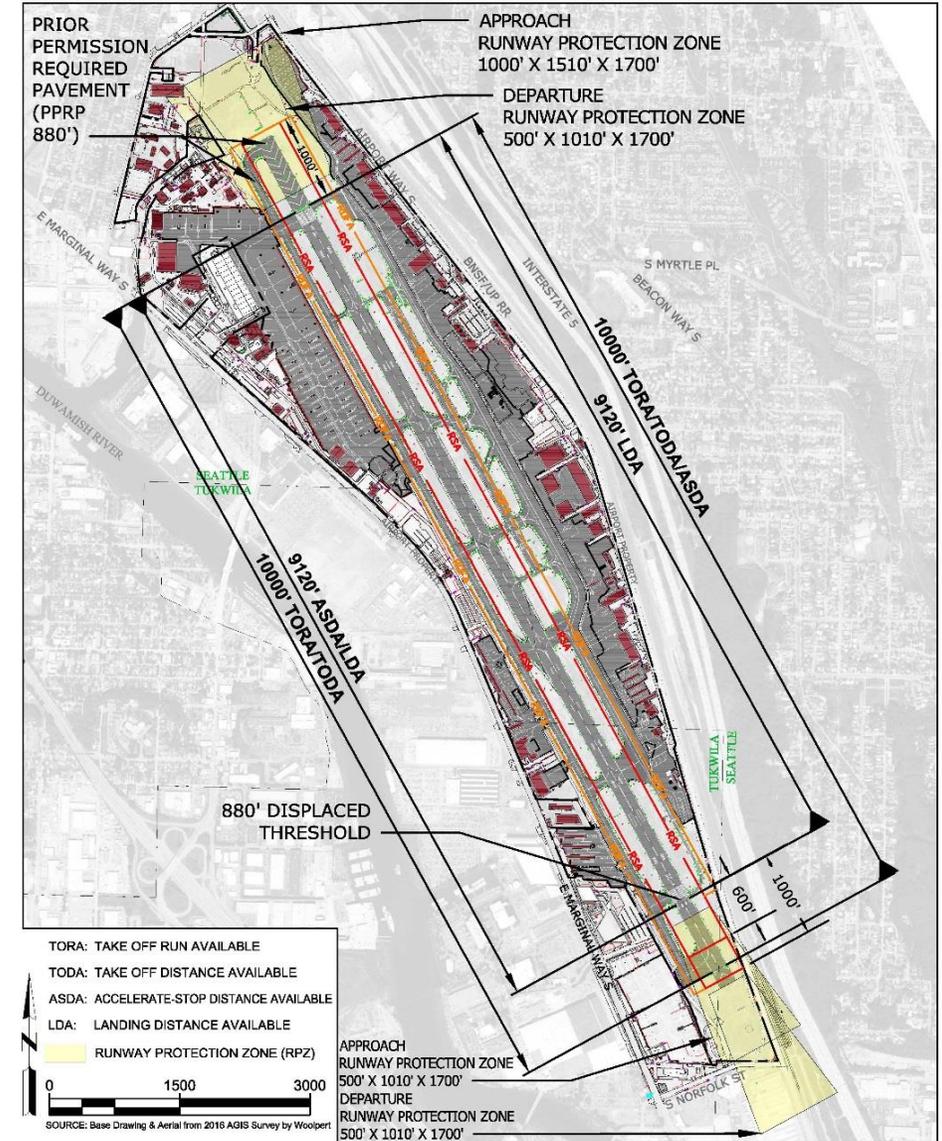


FIGURE D.1 **RUNWAY 14R/32L DIMENSIONS/EXISTING DECLARED DISTANCES (Alternative One)**

# Potential Runway 14R/332L PPR Pavement Conversion

## ■ Runway 14R/32L Declared Distances:

- Runway 14R ASDA @ 10,000'
  - Existing PPR converts to displaced threshold
  - Existing Taxiway "Z" converts to Taxiway "B" extension
  - Runway 14R Departure RPZ shifts north onto existing airport property
- Runway 32L ASDA @ 10,000'

### MASTER PLAN UPDATE

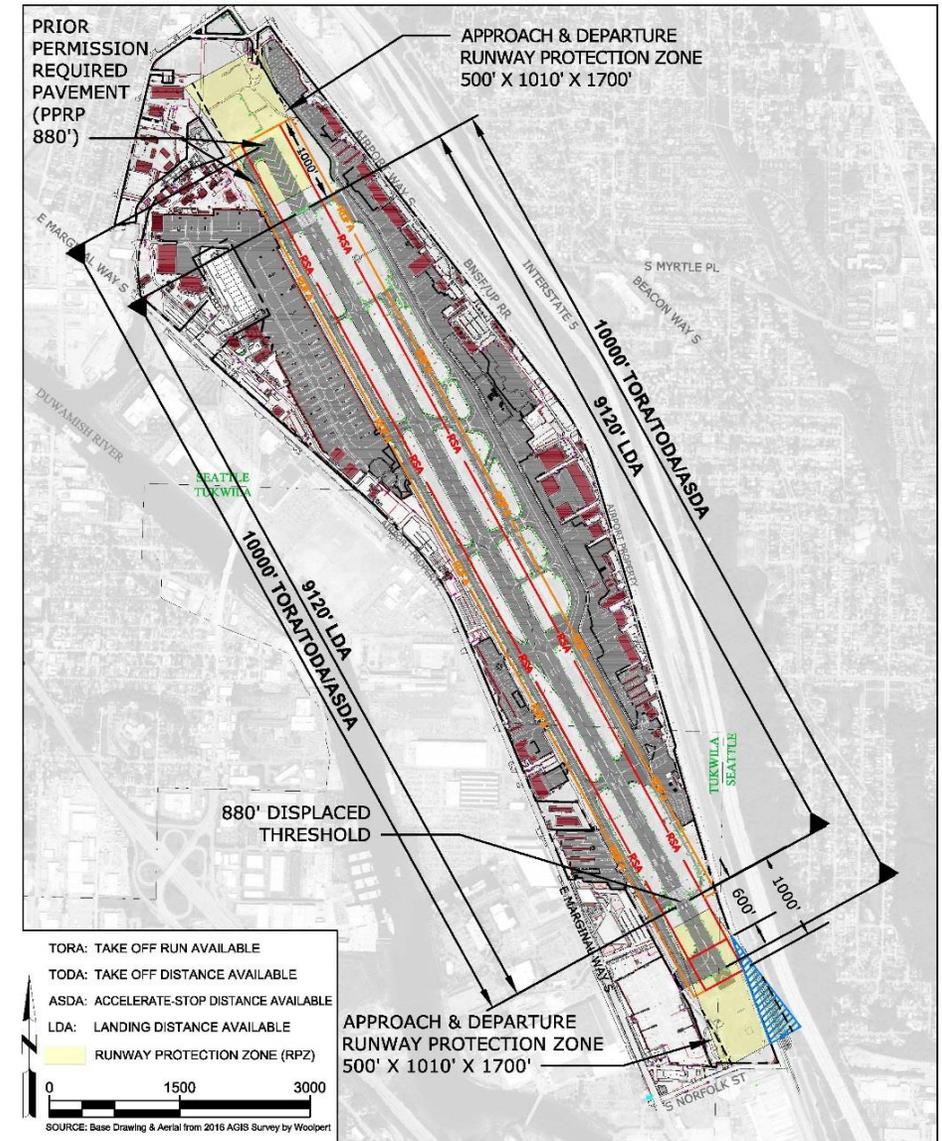


FIGURE D7 **RUNWAY 14R/32L DIMENSIONS/EXISTING DECLARED DISTANCES (Alternative Three)**

# Existing Airport Modification of Standards & Waivers

## ■ Airfield Dimensional Criteria

### → Runway 13R/31L (Primary Runway)

- *Design Aircraft: Boeing 767-200 & 300*
- *Existing Modification of Standard (MOS) & Waiver:*
  - Runway Object Free Area (ROFA) Length
  - Parallel Runway Centerline Separation
  - Runway Centerline to Parallel Taxiway Centerline Separation - TW's "A" & "B"
  - Existing Runway-Taxiway Hot Spots

### MASTER PLAN UPDATE

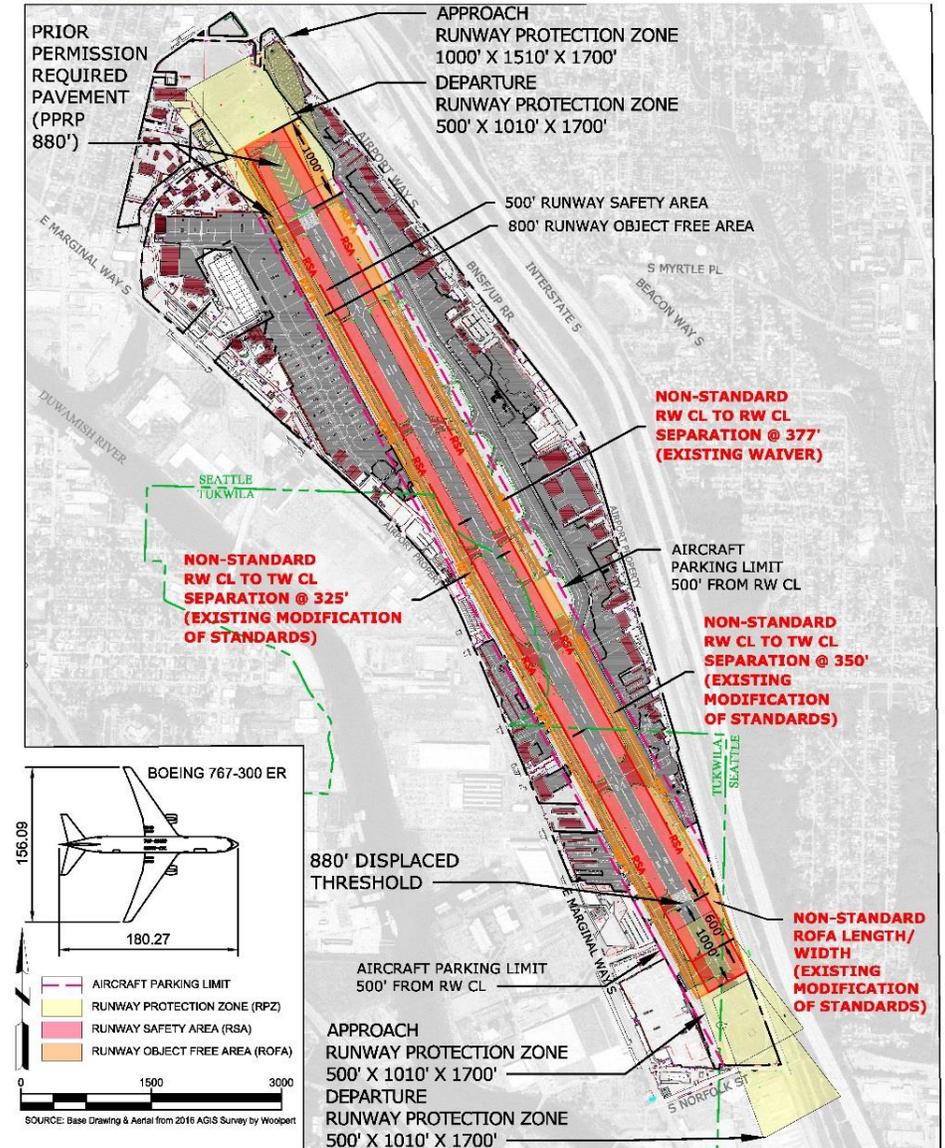


FIGURE C3 Runway 13R/31L RDC D-IV-4000 Design Standards

# Key Landside Alternative Planning Issues:

- Potential Through-the-Fence Aviation Development
- Potential General Aviation Relocation/Redevelopment
- Support Facility Relocation/Redevelopment

## MASTER PLAN UPDATE

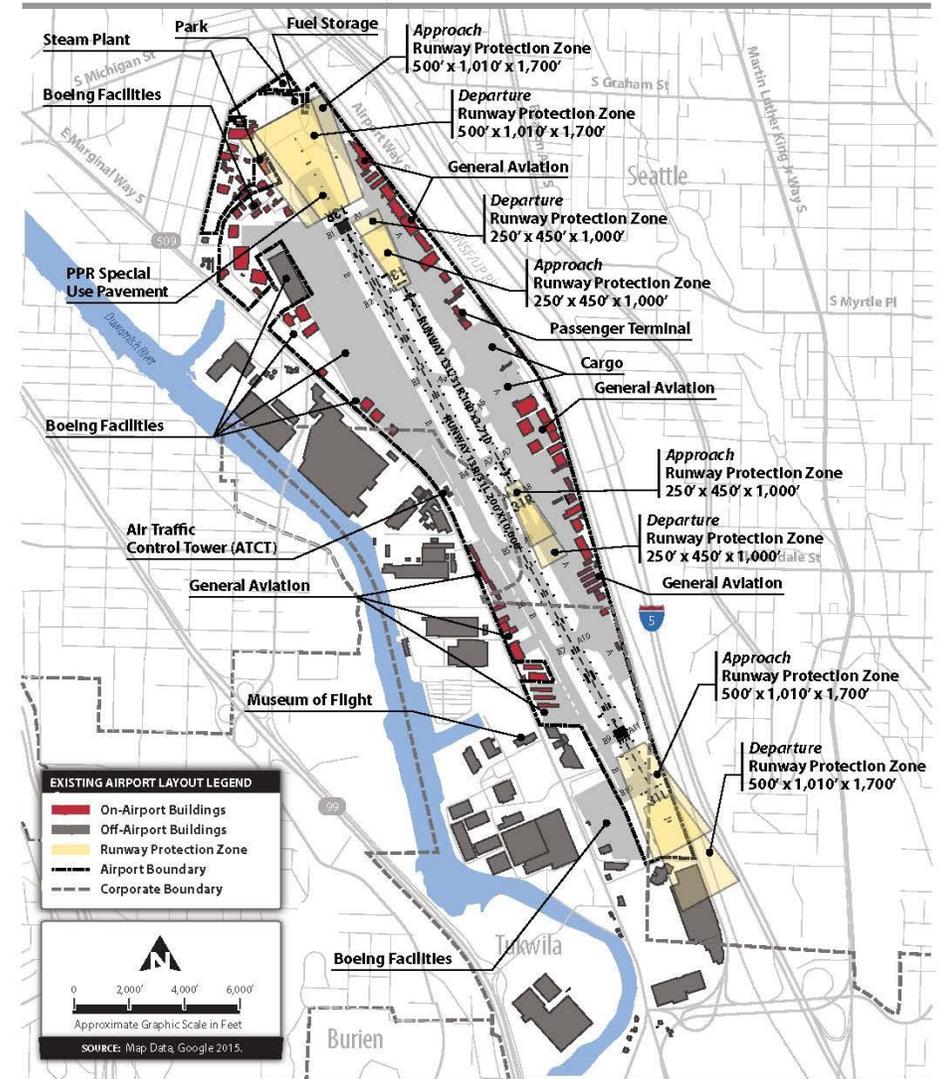


FIGURE A3 Existing Airport Layout

# Potential Air Cargo Dev. Area South (Alt. One)

- **Off-Airport (Through-the-Fence)**
  - Existing ProLogis Property
- **Taxiway “B” South Extension**
  - Airside Access
- **Roadway Segment Closure**
  - S. Norfolk St.

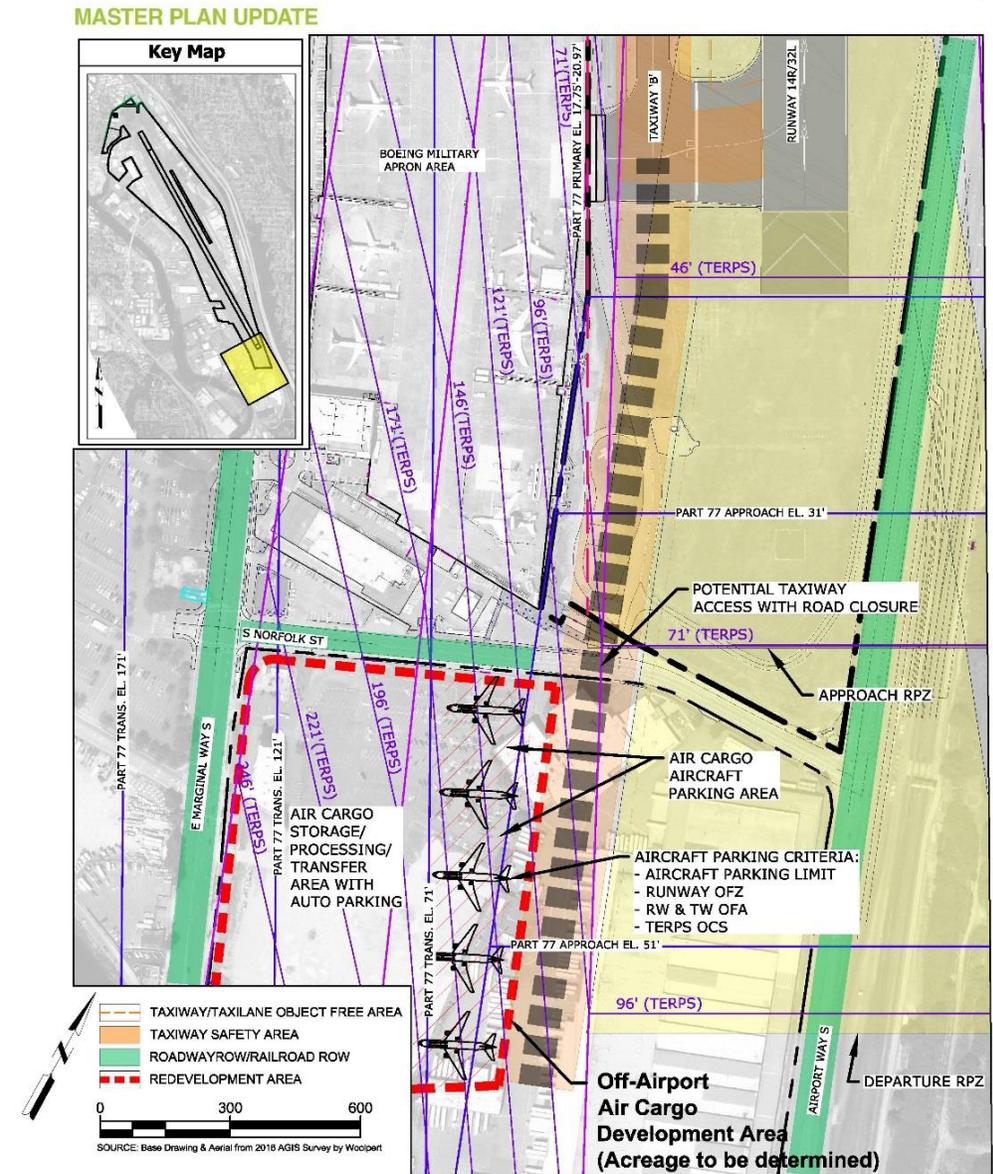


FIGURE D6L Air Cargo Area South (Potential Option One)

# Potential Air Cargo Dev. Area South (Alt. Two)

- **Off-Airport (Through-the-Fence)**  
→ Existing ProLogis Property
- **Realign Segment of Perimeter Road**  
→ Landside Access
- **New Roadway Intersection**  
→ S. Norfolk St.

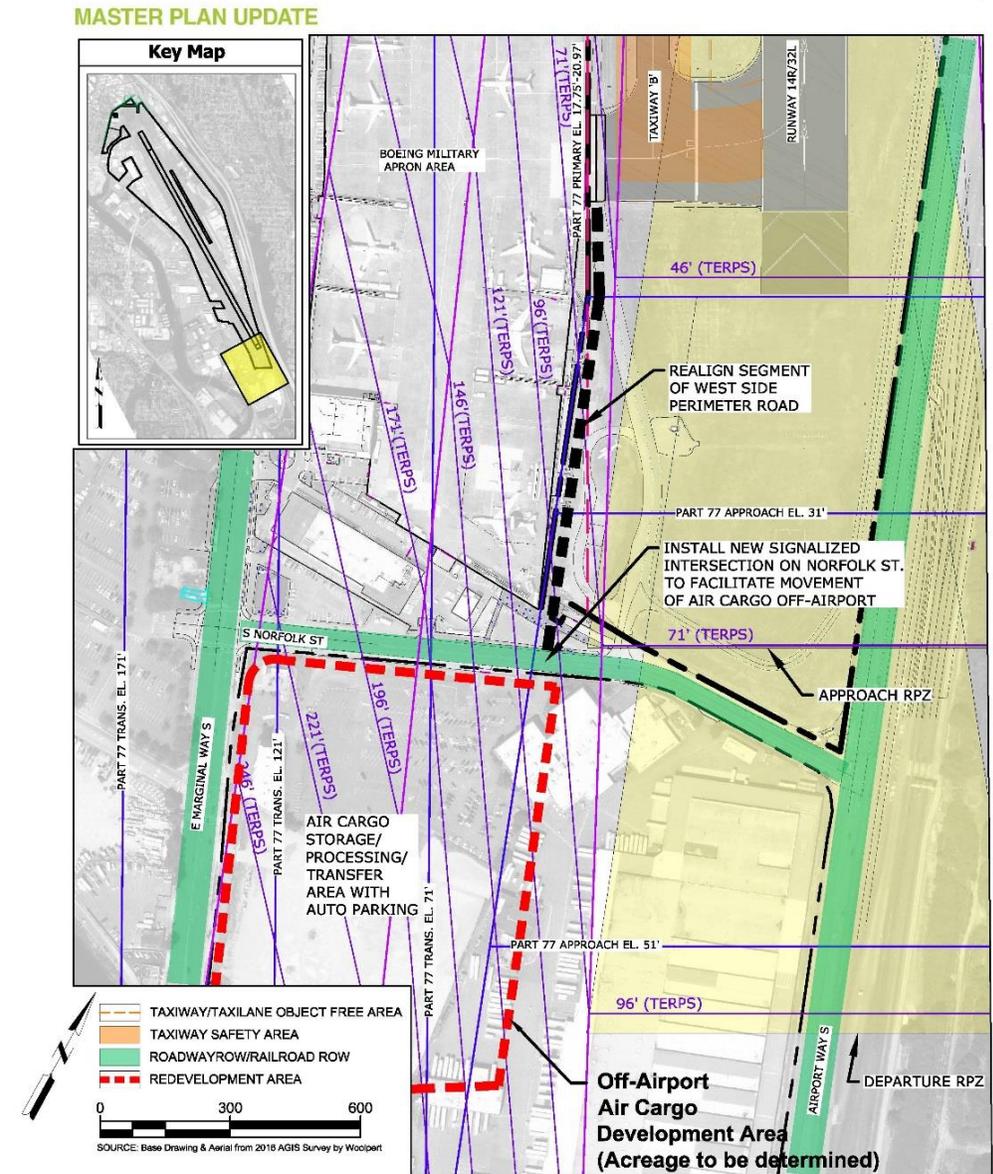


FIGURE D7L Air Cargo Area South (Potential Option 2)

# General Aviation Development Areas

- East (Redevelopment)
- Potential North (Expansion)
- West (Redevelopment/Expansion)

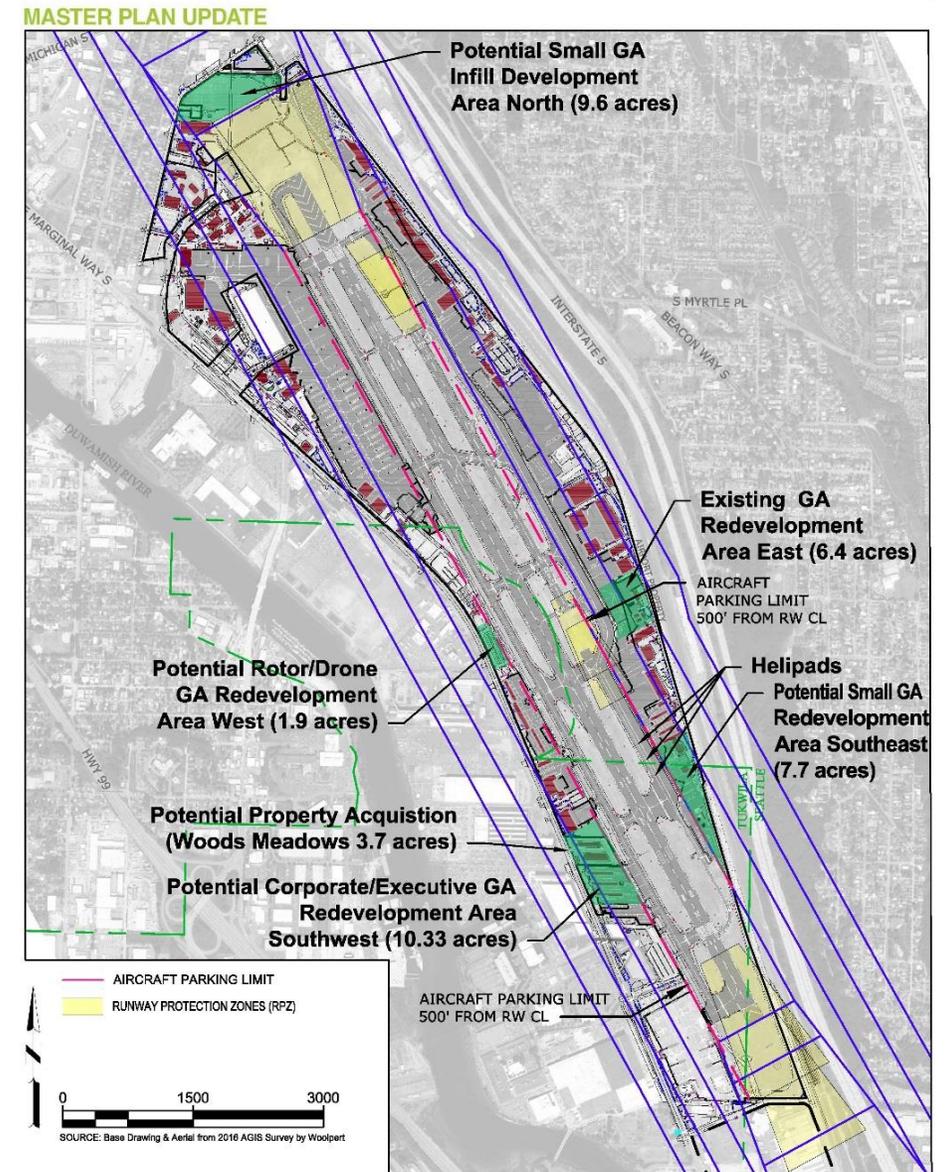


FIGURE D.11L General Aviation Development Areas

# GA Development Area North (Potential Alternative Two)

- **T-hangar & Executive Hangars**
  - Approx. 46 Spaces
- **West Side Taxiway Access**
  - Requires Revision to PPR Pavement Restriction (Taxiway “Z” Extension)
  - Requires Property Acquisition & Roadway R.O.W. Vacation (S. Elizabeth St.)
- **Potential East Side Taxiway Access**
  - Requires Fuel Farm Relocation

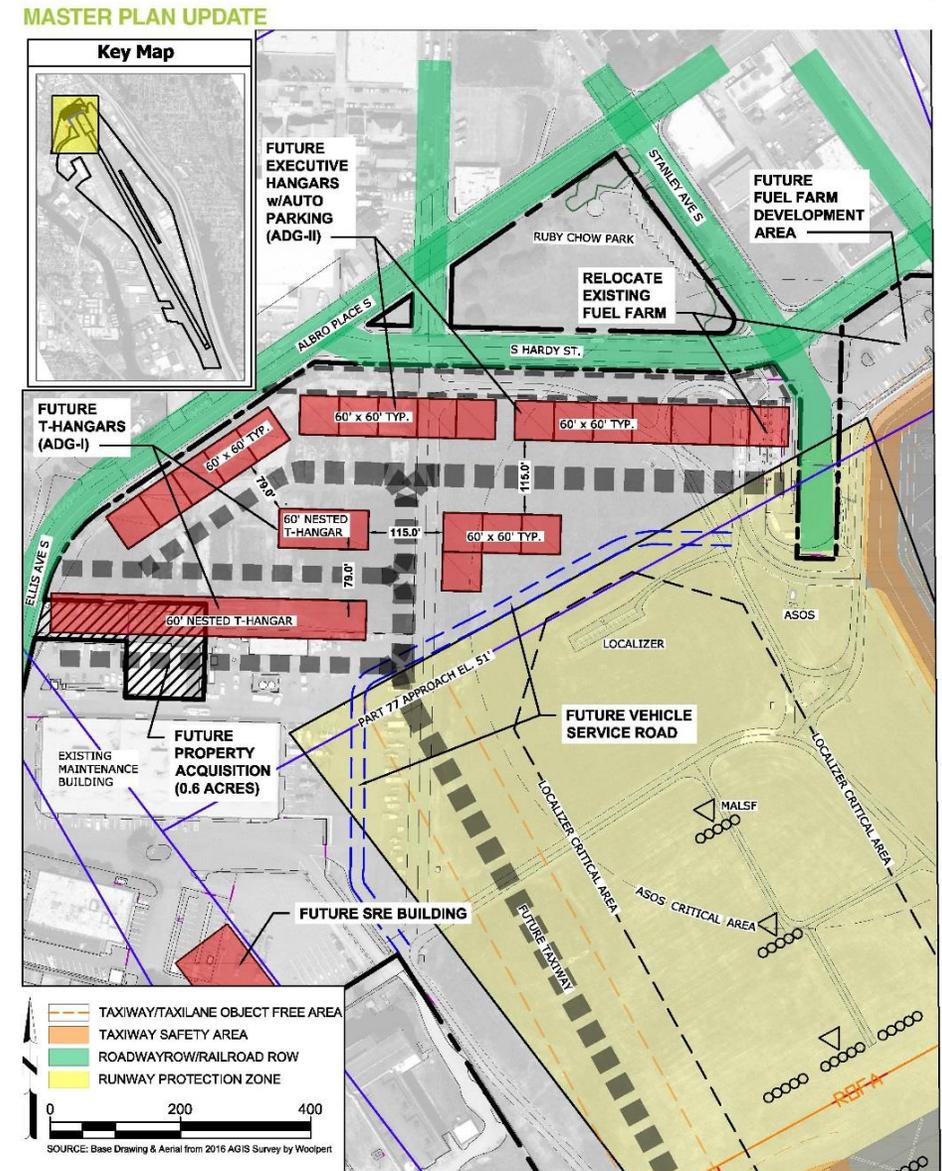


FIGURE D13L General Aviation Area North  
(Potential Option Two)

# New SRE & Maint. Building Development Area (Alt. One)

- **Construct New Steam Plant Access Road**  
→ R.O.W. Width (TBD)
- **Remove Existing Airport Buildings**
- **Construct New Airport SRE & Maintenance Bldg.**  
→ Position Outside RPZ Boundary

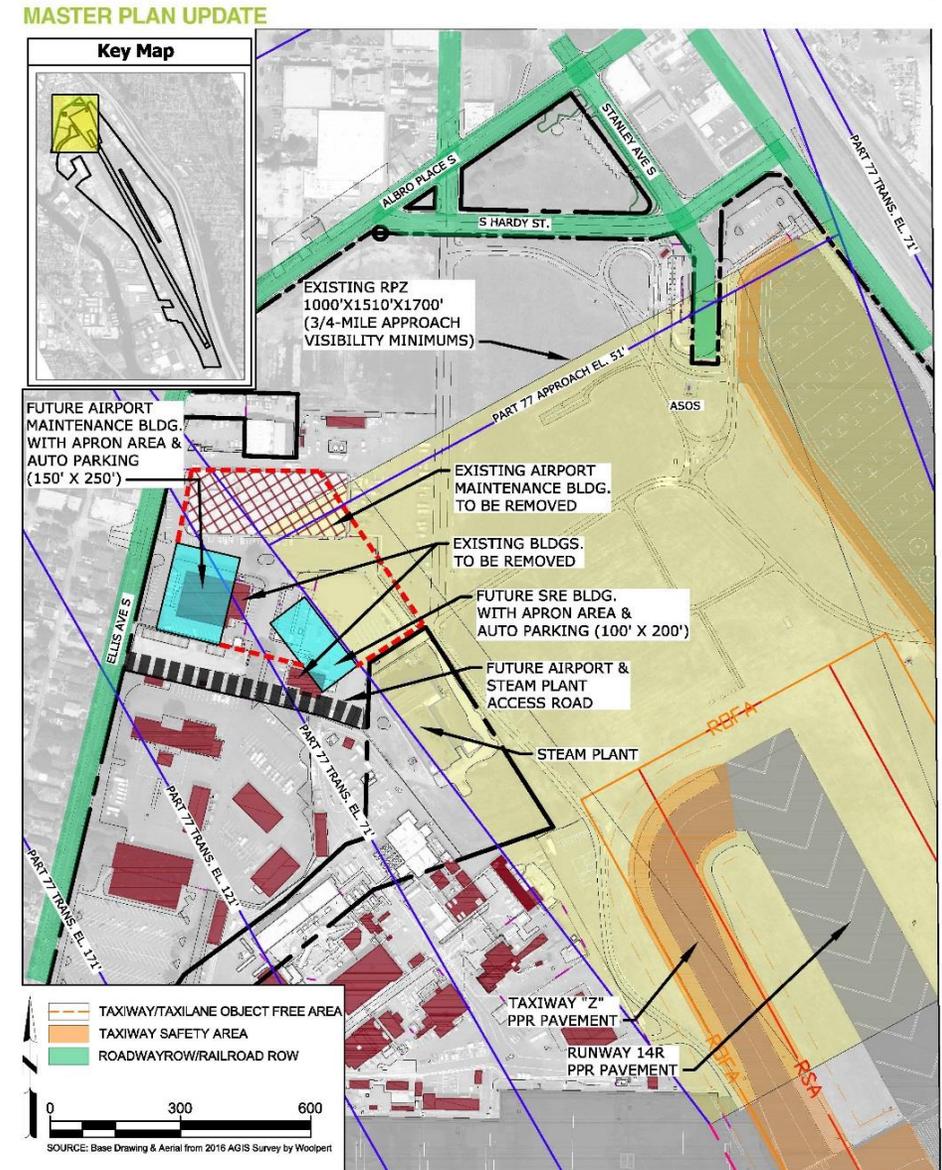


FIGURE D17L Future Airport Snow Removal Equipment (SRE) & Maintenance Buildings Area (Option One)

# New SRE & Maint. Building Development Area (Alt. Two)

- **Construct New Steam Plant Access Road**  
→ R.O.W. Width (TBD)
- **Remove Existing Airport Buildings**
- **Construct New Airport SRE & Maintenance Bldg.**  
→ Position Outside RPZ Boundary

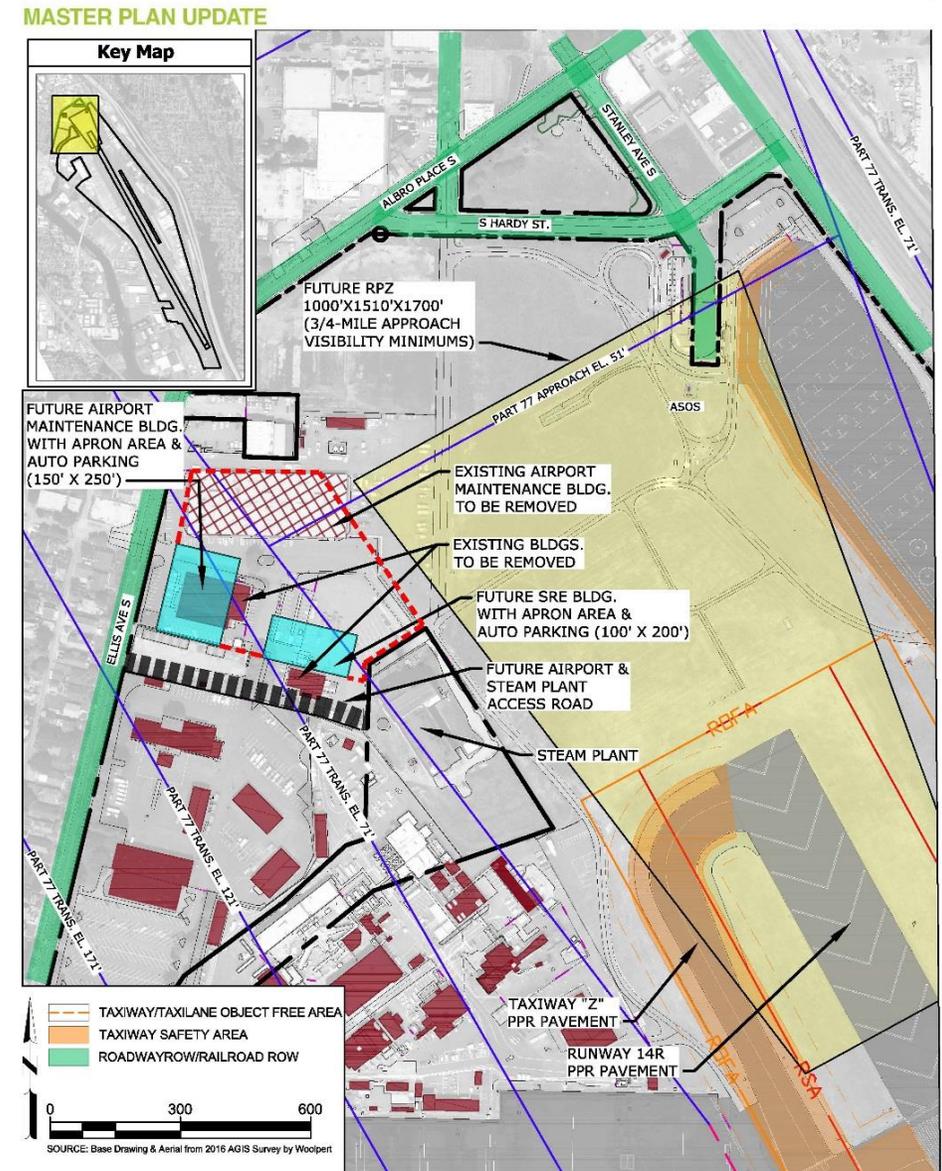


FIGURE D17L Future Airport Snow Removal Equipment (SRE) & Maintenance Buildings Area (Option Two)

Updates and Next Steps  
Airport Development Alternatives  
& Plan Formulation

MASTER PLAN UP DATE



**King County  
International Airport/  
Boeing Field**

# Alternatives Analysis Process Overview

- **Airside and landside alternatives formulation, analysis, and release of Working Paper #3**
  - Formulation of alternatives affected by controlling airside issues
- **Discussion of alternatives and analysis with Airport Working Group**
  - Focus of next AWG meeting (Date: TBD)
- **Presentation of alternatives and analysis to community**
  - Public open house, community group briefings
- **Potential alternatives, analysis refinements**
  - Presentation of feedback and refinements to AWG
- **Selection of Recommended Conceptual Development Plan (CDP)**
  - Representative of selected component airside and landside alternatives
  - Recommended CDP receives further environmental and financial analysis



# Alternatives Analysis Criteria

- **Economic**
  - Construction/Maintenance cost
  - Land/Easement acquisition cost
  - Employment/Economic development benefit
- **Social**
  - Aircraft noise change
  - Recreation/parks
  - Near-neighborhood impacts (noise, light, street traffic, permitted air discharges)
- **Environmental, Cultural and Natural Resources**
  - Energy costs
  - Impervious surface and stormwater impacts
  - Subsistence resource impacts
  - Air quality impacts
- **On-Airport Operations**
  - Airport operations
  - FAA Design Standards (e.g., Runway Protection Zone standards)
  - Instrument Approach Procedure Improvements
  - Supports Commercial Service, Cargo, Aviation Industrial, & GA
- **Off-Airport Operations**
  - Land acquisition considerations
  - Vehicular transportation system impacts (transit/road & highway network)



# Project Schedule and Next Steps

MASTER PLAN UP DATE



**King County  
International Airport/  
Boeing Field**

# Project Schedule

- **Approximately 6 to 8 week lead time from resolution of airside issues with FAA to release of Working Paper 3**
- **Status of scheduled Dec. 12 AWG meeting is not known at this time**
- **Overall schedule shift anticipated into Spring/Summer 2018**

# Next Steps

- **Ongoing engagement with FAA to incorporate input on airside planning issues**
- **Determine detailed schedule upon re-start of Airport Development Alternatives chapter (Working Paper #3)**
- **Confirm next AWG meeting**
- **Ongoing development of the Airport Development Alternatives chapter (Working Paper #3), for review with AWG and community**

# Comments, Questions, & Discussion

MASTER PLAN UP DATE



**King County  
International Airport/  
Boeing Field**

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