

F Airport Plans

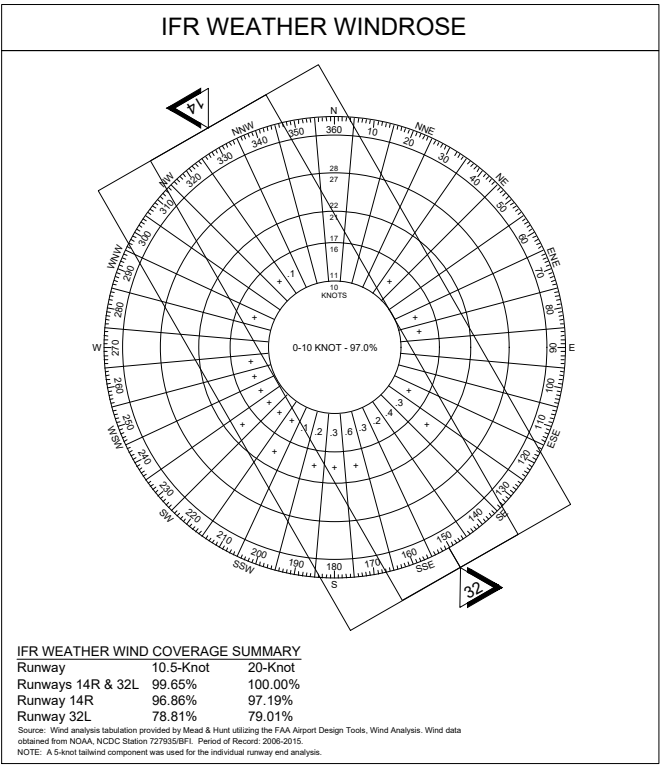
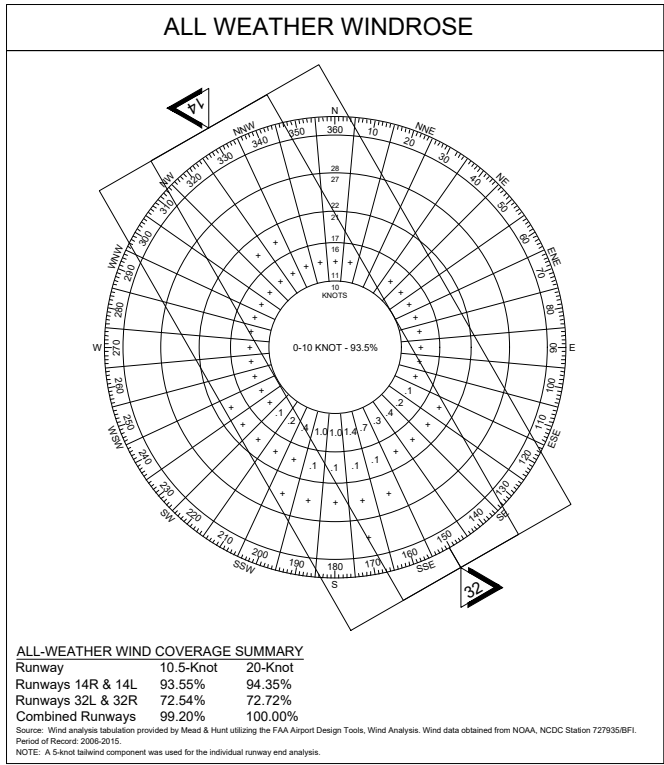
INTRODUCTION. The purpose of this chapter is to categorically review and present the various individual sheets associated with the Airport Layout Plan (ALP) drawing set. The ALP is a graphic depiction of existing airport facilities and the proposed expansion of and improvements to facilities established and quantified in previous chapters. The airside and landside development options that were presented in the **Development Concepts and Alternatives Analysis** chapter provided the Airport Working Group and Airport Staff with a variety of options for future facility expansion. Following the careful assessment of each option, King County selected components of a recommended Conceptual Development Plan (CDP), which is portrayed in the ALP as a unified development scheme, representing the long-term, ultimate development of King County International Airport/Boeing Field (BFI or Airport).

Using the ALP set as a guideline, King County can ensure that future airport development maintains Federal Aviation Administration (FAA) design standards and safety requirements. As a public document, the ALP set serves as a record of aeronautical requirements, and as a reference for community deliberations on budget requirements and land use decisions. Once approved by the FAA, the ALP set protects the existing and future airspace required for facility or Instrument Approach Procedure (IAP) improvements and is necessary to receive federal financial assistance.

Airport Layout Drawing

Figures F1 and F2 present the existing and ultimate airport facilities required to enable the Airport to accommodate forecast demand properly. Additionally, it provides detailed information on FAA dimensional standards that define the relationship between airport facilities and applicable design criteria. The following paragraphs briefly describe the major components of the Airport Layout Plan data tables and drawing.

\\CORP.MEADHUNT.COM\SHARED\FOLDERS\ENTP\323\2001\62066.01\TECHCAD\AIRPORT\LAYOUT\PLAN\AIRPORT DATA.DWG
4/27/2024 4:37:32 PM



NOTES	
1.	This drawing reflects planning standards applicable to KCIA/Boeing Field to the greatest extent possible.
2.	Coordinate data is NAD83. Elevation data is NAVD88. Survey dated 02/02/15.
3.	Existing Runway 14R/32L Prior Permission Required Pavement (PPRP) only available for south departures with Airport Staff approval. PPRP to be decommissioned following extension of runway.
4.	Runway elevations from Woolpert, Inc. survey dated 02/02/15.

REVISIONS			
NO.	DATE	BY	DESCRIPTION

RUNWAY DATA								
	RUNWAY 14R		RUNWAY 32L		RUNWAY 14L		RUNWAY 32R	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
RUNWAY DESIGN CODE (RDC)	D-IV-4000	D-IV-4000	D-IV-5000	D-IV-5000	B-I(S)-VISUAL	B-I(S)-VISUAL	B-I(S)-VISUAL	B-I(S)-VISUAL
APPROACH REFERENCE CODE (APRC)	B/III/4000	B/III/4000	B/III/5000	B/III/5000	B/I(S)/VIS	B/I(S)/VIS	B/I(S)/VIS	B/I(S)/VIS
DEPARTURE REFERENCE CODE (DPRC)	D/II/4000	D/II/4000	D/II/5000	D/II/5000				
RUNWAY PAVEMENT TYPE	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT
RUNWAY PAVEMENT STRENGTH (IN 1000 LBS.)	100S,200D,500DT	100S,200D,500DT	100S,200D,500DT	100S,200D,500DT	120S,250D,550DT	35S, 60D	120S,250D,550DT	35S, 60D
RUNWAY PAVEMENT STRENGTH (PCN)	90/F/B/W/T		90/F/B/W/T		71/F/A/X/T		71/F/A/X/T	
RUNWAY SURFACE TREATMENT	GROOVED	GROOVED	GROOVED	GROOVED	GROOVED	GROOVED	GROOVED	GROOVED
EFFECTIVE RUNWAY GRADIENT %	0.03%	0.03%	0.03%	0.03%	0.00%	0.00%	0.00%	0.00%
PERCENT WIND COVERAGE (20KT COMBINED)	94.35/100.0	94.35/100.0	72.72/100.0	72.72/100.0	N/A	N/A	N/A	N/A
PERCENT WIND COVERAGE (10.5KT COMBINED)	N/A	N/A	N/A	N/A	93.55/99.2	93.55/99.2	93.55/99.2	93.55/99.2
RUNWAY WIDTH X LENGTH	200' x 10,007'	200' x 10,307'	200' x 10,007'	200' x 10,307'	100' x 3,709'	100' x 3,709'	100' x 3,709'	100' x 3,709'
DISPLACED THRESHOLD LENGTH	N/A	N/A	887'	887'	250'	250'	375'	375'
RUNWAY SAFETY AREA (RSA) WIDTH	500'	500'	500'	500'	120'	120'	120'	120'
RSA LENGTH BEYOND END	1000'	1000'	1000'	1000'	240'	240'	240'	240'
RUNWAY LIGHTING	HIRL	HIRL	HIRL	HIRL	MIRL	MIRL	MIRL	MIRL
APPROACH PROTECTION ZONE (RPZ)	1,000' X 1,510' X 1,700'	1,000' X 1,510' X 1,700'	500' X 1,010' X 1,700'	500' X 1,010' X 1,700'	250' X 450' X 1,000'	250' X 450' X 1,000'	250' X 450' X 1,000'	250' X 450' X 1,000'
DEPARTURE PROTECTION ZONE (RPZ)	500' X 1,010' X 1,700'	500' X 1,010' X 1,700'	500' X 1,010' X 1,700'	500' X 1,010' X 1,700'	250' X 450' X 1,000'	250' X 450' X 1,000'	250' X 450' X 1,000'	250' X 450' X 1,000'
RUNWAY MARKING	PRECISION	PRECISION	PRECISION	PRECISION	BASIC	BASIC	BASIC	BASIC
FAR PART 77 APPROACH SLOPE	50:1	50:1	50:1	50:1	20:1	20:1	20:1	20:1
FAR PART 77 APPROACH TYPE	PRECISION	PRECISION	PRECISION	PRECISION	VISUAL	VISUAL	VISUAL	VISUAL
APPROACH VISIBILITY MINIMUMS	NOT LOWER THAN 3/4-MILE	NOT LOWER THAN 3/4-MILE	NOT LOWER THAN 1-MILE	NOT LOWER THAN 1-MILE	VISUAL	VISUAL	VISUAL	VISUAL
AERONAUTICAL SURVEY REQUIRED	VERT. GUIDED	VERT. GUIDED	VERT. GUIDED	VERT. GUIDED	NON-VERT. GUIDED	NON-VERT. GUIDED	NON-VERT. GUIDED	NON-VERT. GUIDED
DEPARTURE SURFACE	TYPE 7	TYPE 7	TYPE 7	TYPE 7	NOT REQD	NOT REQD	NOT REQD	NOT REQD
RUNWAY OBJECT FREE AREA (ROFA) WIDTH	800'	800'	800'	800'	250'	250'	250'	250'
ROFA LENGTH BEYOND RUNWAY END	1000'	1000'	120'	120'	240'	240'	240'	240'
RUNWAY OBSTACLE FREE ZONE (ROFZ) WIDTH	400'	400'	400'	400'	250'	250'	250'	250'
ROFZ LENGTH	200'	200'	200'	200'	200'	200'	200'	200'
INNER APPROACH OFZ (IAOFZ) WIDTH	400'	400'	N/A	400'	N/A	N/A	N/A	N/A
INNER APPROACH OFZ (IAOFZ) LENGTH	1,470'	2,400'	N/A	2,400'	N/A	N/A	N/A	N/A
INNER TRANSITIONAL OFZ (ITOFZ) WIDTH	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
PRECISION OBSTACLE FREE ZONE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
THRESHOLD SITING SURFACE (EB99)	TYPE 4 & 6 (CLEAR)	TYPE 4 & 6 (CLEAR)	TYPE 4 & 6 (CLEAR)	TYPE 4 & 6 (CLEAR)	TYPE 2 (CLEAR)	TYPE 2 (CLEAR)	TYPE 2 (CLEAR)	TYPE 2 (CLEAR)
VISUAL APPROACH AIDS	MALSF, PAPI	MALSF, PAPI, CL & TDZ LIGHTS	REIL, PAPI	MALSF-1, PAPI, CL & TDZ LIGHTS	REIL, PAPI	REIL, PAPI	REIL, PAPI	REIL, PAPI
INSTRUMENT APPROACH AIDS	ILS,LOC,DME,GPS	ILS,LOC,DME,GPS	ILS,LOC,DME,GPS	ILS,LOC,DME,GPS	NONE	NONE	NONE	NONE
TOUCHDOWN ZONE ELEVATION	17.8'	18.8'	21.6'	21.6'	17.6'	17.6'	17.5'	17.5'

ITEM	RUNWAY 14R/32L		RUNWAY 14L/32R	
	EXISTING (PPRP*)	FUTURE	EXISTING	FUTURE
TAKEOFF RUN AVAILABLE (TORA)	10,000'/(10,880')/10,000'	10,300'/10,300'	3,709'/3,709'	3,709'/3,709'
TAKE OFF DISTANCE AVAILABLE (TODA)	10,000'/(10,880')/10,000'	10,300'/10,300'	3,709'/3,709'	3,709'/3,709'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	9,120'/(10,000')/10,000'	9,420'/10,300'	3,709'/3,709'	3,709'/3,709'
LANDING DISTANCE AVAILABLE (LDA)	9,120'/(9,120')/9,120'	9,420'/9,420'	3,459'/3,334'	3,459'/3,334'

* PRIOR PERMISSION REQUIRED PAVEMENT (PPRP)

RUNWAY END DATA				
	RUNWAY 14R/32L		RUNWAY 14L/32R	
	EXISTING	FUTURE	EXISTING	FUTURE
RUNWAY END COORDINATES	LAT. 47°32'25.95"N LON. 122°18'40.88"W	LAT. 47°32'28.52"N LON. 122°18'43.05"W	LAT. 47°32'16.87"N LON. 122°18'26.86"W	LAT. 47°32'16.87"N LON. 122°18'26.86"W
	LAT. 47°31'00.25"N LON. 122°17'28.42"W	LAT. 47°31'00.25"N LON. 122°17'28.42"W	LAT. 47°31'45.10"N LON. 122°18'00.00"W	LAT. 47°31'45.10"N LON. 122°18'00.00"W
DISPLACED THRESHOLD COORDINATES	N/A N/A	N/A N/A	LAT. 47°32'14.73"N LON. 122°18'25.05"W	LAT. 47°32'14.73"N LON. 122°18'25.05"W
	LAT. 47°31'07.84"N LON. 122°17'34.84"W	LAT. 47°31'07.84"N LON. 122°17'34.84"W	LAT. 47°31'48.31"N LON. 122°18'02.71"W	LAT. 47°31'48.31"N LON. 122°18'02.71"W
RUNWAY ELEVATIONS				
DISPLACED THRESHOLD ELEVATION	END	17.8'/21.0'	18.8'/21.0'	17.4'/17.1'
	HIGH POINT	21.6'	21.6'	17.5'/17.3'
	LOW POINT	17.8'	17.8'	17.1'
TOUCHDOWN ZONE ELEVATION	17.8'/21.6'	18.8'/21.6'	17.6'/17.5'	17.6'/17.5'

MONUMENT DATA			
ID	NORTHING	EASTING	ELEVATION
MON A	200583.24490	1275193.96709	15.03'
MON B	199146.84255	1275980.90980	12.66'
MON C	196765.08879	1277284.97755	14.35'
MON D	195472.65682	1277992.66081	16.42'
MON E	193940.83455	1278831.39276	16.14'
MON F	191668.97132	1280075.33067	18.54'
NAD 83 STATE PLANE WASHINGTON NORTH, NAVD 88			

AIRPORT DATA		
		EXISTING
		FUTURE
AIRPORT REFERENCE CODE	D-IV	D-IV
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	75.3°F	75.3°F
AIRPORT ELEVATION (AMSL) NGS 405 (NAVD 88)	21.6'	21.6'
AIRPORT & TERMINAL NAVAIDS	ILS,LOC,DME,GPS,LDA	ILS,LOC,DME,GPS,LDA
AIRPORT REFERENCE POINT (ARP) NGS 405 (NAVD 83)	LAT. 47° 31' 47.9" N LON. 122° 18' 07.0" W	LAT. 47° 31' 48.76" N LON. 122° 18' 07.77" W
MISCELLANEOUS FACILITIES	ATCT,ASOS,ARFF,ROTATING BEACON,LIGHTED WIND CONE	ATCT,ASOS,ARFF,ROTATING BEACON,LIGHTED WIND CONE
CRITICAL AIRCRAFT	B-767 400	B-767 400
WINGSPAN		156.08'
APPROACH SPEED		142 KTS
UNDERCARRIAGE WIDTH		35.75'
MAGNETIC VARIATION (DATE)	15°35'E 10/11/18	0°6'W/YEAR
NPIAS CATEGORY	PRIMARY CS	PRIMARY CS
STATE SERVICE ROLE	MAJOR	MAJOR
COMBINED WIND COVERAGE (20KT & 10.5KT)	100% & 99.2%	100% & 99.2%

SEE SHEETS 14 AND 15 FOR ADDITIONAL TAXIWAY DIMENSIONAL CRITERIA												TAXIWAY DATA										MAINTAIN EXISTING EXTRA TAXIWAY WIDTH TO ACCOMMODATE POTENTIAL COCKPIT OVER CENTERLINE STEERING REQUIREMENTS OF LARGE AIRCRAFT			
	T/W 'A' (A-1 TO A-3)		T/W 'A' (A-3 TO A-10)		T/W 'A' (A-10 TO A-11)		T/W 'A' (NORTH OF A-1)		T/W 'B'		T/W 'Z'		TAXIWAY	WIDTH	TAXIWAY	WIDTH									
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE					CLOSED								
TAXIWAY DESIGN GROUP (TDG)	3	3	5	5	2	2	1B	3	5	5	5	5	A-1	70'	B-1	75'									
WIDTH IN FEET (STANDARD)	50' (50')	50' (50')	75' (75')	75' (75')	35' (35')	35' (35')	30' (25')	50' (50')	75' (75')	75' (75')	75' (75')	75' (75')	A-2	40'-135'	B-2	30'									
SAFETY AREA WIDTH (IN FEET)	118'	118'	171'	171'	79'	79'	49'	118'	171'	171'	171'	171'	A-3	35'	B-3	90'									
OBJECT FREE AREA WIDTH (IN FEET)	162'	162'	259'	259'	131'	131'	89'	162'	259'	259'	259'	259'	A-4	135'	B-4	90'									
SEPARATION (IN FEET)	T/W TO T/W	152'	152'	215'	215'	105'	105'	70'	152'	215'	215'	215'	A-5	60'	B-5	365'									
	T/W TO OBJECT	93'	80'	129.5'	129.5'	28'	65.5'	30'	93'	129.5'	129.5'	112.5'	A-7	130'	B-7	100'									
	T/W TO R/W	400'	400'	400'	400'	400'	400'	400'	400'	400'	400'	400'	A-8	40'	B-9	125'									
LIGHTING	MITL, CL	MITL	MITL, CL	MITL	MITL	MITL, CL	MITL	MITL, CL	MITL	MITL, CL	MITL	MITL, CL	A-9	200'	B-10	75'									
TAXIWAY EDGE SAFETY MARGIN	10'	10'	15'	15'	10'	10'	5'	10'	15'	15'	15'	15'	A-10	430'											
TAXIWAY SHOULDER WIDTH	20'	20'	30'	30'	20'	20'	10'	20'	30'	30'	30'	30'	A-11	35'											

NONSTANDARD CONDITIONS								
ITEM	RUNWAY DESIGN CODE (RDC)		STANDARD		NONSTANDARD CONDITION		REMARKS	
	AIRPLANE DESIGN GROUP (ADG)		EXISTING	FUTURE	EXISTING	FUTURE		
PARALLEL RUNWAY CENTERLINE SEPARATION	D-IV-4000	D-IV-4000	700' MIN.	SAME	375'	SAME	PREPARE UPDATE REQUEST FOR ATC OPERATIONAL WAIVER	
RUNWAY 14R/32L OBJECT FREE AREA (ROFA) WIDTH	D-IV-4000	D-IV-4000	800'	SAME	ROFA WIDTH AT SOUTH END OF RUNWAY TAPERS FROM 800' TO 650'	SAME	MOS REQUEST WILL BE PREPARED TO SEEK FAA CONFIRMATION THAT "ACCEPTABLE LEVEL OF SAFETY" CAN BE PROVIDED.	
RUNWAY 14R/32L CENTERLINE TO PARALLEL TAXIWAY A CENTERLINE SEPARATION (FULL LENGTH)	D-IV-4000	D-IV-4000	400'	SAME	335'-350'	SAME	MOS REQUEST WILL BE PREPARED TO SEEK FAA CONFIRMATION THAT "ACCEPTABLE LEVEL OF SAFETY" CAN BE PROVIDED.	
RUNWAY 14R/32L CENTERLINE TO PARALLEL TAXIWAY B CENTERLINE SEPARATION (FULL LENGTH)	D-IV-4000	D-IV-4000	400'	SAME	325'-350'	SAME	MOS REQUEST WILL BE PREPARED TO SEEK FAA CONFIRMATION THAT "ACCEPTABLE LEVEL OF SAFETY" CAN BE PROVIDED.	
RUNWAY 14R/32L CENTERLINE TO AIRCRAFT PARKING AREA SEPARATION	D-IV-4000	D-IV-4000	500'	SAME	SOME MARKED AIRCRAFT PARKING POSITIONS ARE LOCATED WITHIN THE REQUIRED 500-FOOT SETBACK FROM RUNWAY CENTERLINE (EAST OF TW A AND WEST OF TW B).	TO BE RELOCATED	AIRCRAFT PARKING POSITIONS THAT ENCROACH UPON THE 500-FOOT SETBACK WILL BE PROGRAMMED FOR RELOCATION.	
RUNWAY 14R APPROACH RPZ LAND USES	D-IV-4000	D-IV-4000	RPZ BOUNDARY IS TO BE CLEAR OF INCOMPATIBLE LAND USES PER FAA'S INTERIM GUIDANCE ON LAND USES WITHIN A RUNWAY PROTECTION ZONE	SAME	GEORGETOWN STEAM PLANT, LOCATED OFF AIRPORT PROPERTY, AND FUEL FARM, LOCATED ON-AIRPORT, ARE POSITIONED WITHIN THE EXISTING BOUNDARY OF THE RPZ.	EXISTING RPZ WILL BE RELOCATED 300 FEET TO THE NORTH IN CONJUNCTION WITH THE FUTURE RUNWAY EXTENSION.	THE FUTURE RELOCATION OF THE EXISTING RPZ WILL REDUCE THE OVERLAY FOOTPRINT OF THE EXISTING STEAM PLANT PROPERTY, BUT REQUIRE ADDITIONAL RPZ PROPERTY ACQUISITION NORTH OF S. HARDY STREET AND RELOCATION OF THE EXISTING FUEL FARM TO IMPROVE COMPLIANCE WITH RPZ LAND USE COMPATIBILITY STANDARDS.	
RUNWAY 14R DEPARTURE RPZ LAND USES	D-IV-4000	D-IV-4000	RPZ BOUNDARY IS TO BE CLEAR OF INCOMPATIBLE LAND USES PER FAA'S INTERIM GUIDANCE ON LAND USES WITHIN A RUNWAY PROTECTION ZONE	SAME	LOCATION OF EXISTING TRANSPORTATION FACILITIES AND INDUSTRIAL BUILDINGS WITHIN RPZ.	PROPOSED REDEVELOPMENT OF EXISTING INDUSTRIAL DEVELOPMENT AREA WILL PROVIDE OPPORTUNITY TO RELOCATE SOME BUILDINGS WITHIN THE RPZ.	FUTURE PLANNED RELOCATION OF EXISTING INDUSTRIAL BUILDINGS AND PROPERTY ACQUISITION WILL PROVIDE COMPLIANCE WITH RPZ LAND USE COMPATIBILITY STANDARDS. NON-STD. COND.	
RUNWAY 32L APPROACH RPZ LAND USES	D-IV-4000	D-IV-4000	RPZ BOUNDARY IS TO BE CLEAR OF INCOMPATIBLE LAND USES PER FAA'S INTERIM GUIDANCE ON LAND USES WITHIN A RUNWAY PROTECTION ZONE	SAME	LOCATION OF EXISTING TRANSPORTATION FACILITIES WITHIN RPZ (I.E., ROADWAY AND RAILWAY).	THERE ARE NO CURRENT PLANS TO RELOCATE EXISTING TRANSPORTATION FACILITIES WITHIN RPZ.	MAINTAIN LOCATION OF EXISTING OFF-AIRPORT TRANSPORTATION FACILITIES.	
TAXIWAY A CENTERLINE SEPARATION (BETWEEN A1 & A2) TO FIXED OR MOVEABLE OBJECT	ADG-III (RESTRICTED)	ADG-III	93'	SAME	80'	93'	REALIGN SEGMENT OF TAXIWAY A, ADJACENT TO TAXIWAY A1 CONNECTOR, TO COMPLY WITH ADG III TOFA CRITERIA.	
TAXIWAY A CENTERLINE SEPARATION (NORTH OF TAXIWAY A1) TO FIXED OR MOVEABLE OBJECT	ADG-I	ADG-III	44.5'	93'	30'	NONE	RELOCATE SEGMENT OF TAXIWAY A, NORTH OF TAXIWAY A1 CONNECTOR, TO COMPLY WITH FUTURE ADG III TOFA CRITERIA.	
TAXIWAY B CENTERLINE SEPARATION TO FIXED OR MOVEABLE OBJECT	ADG-IV	ADG-IV	129.5'	SAME	103' TO 125'	129.5'	PROJECT IS BEING IMPLEMENTED TO NARROW AND REPOSITION THE EXISTING AIRPORT SERVICE ROAD (ASR) ROAD OUTSIDE OF THE TOFA BOUNDARY.	

Mead & Hunt
Mead and Hunt, Inc.
Cherry Street Building
1616 East 15th Street
Tulsa, OK 74120
phone: 918-585-8844
meadhunt.com

This document shall not be used for any purpose or project for which it is not intended. Mead & Hunt shall be indemnified by the client and hold harmless and released from all claims, damages, liabilities, losses, and expenses, including attorneys' fees and costs, arising out of such misuse or reuse of this document. In addition, unauthorized reproduction of these documents, in part or as a whole, is prohibited.

KING COUNTY INT'L/BOEING FIELD
AIRPORT LAYOUT PLAN

ISSUED

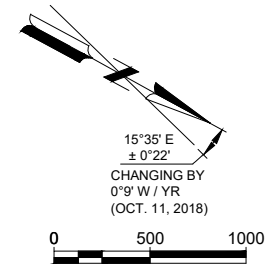
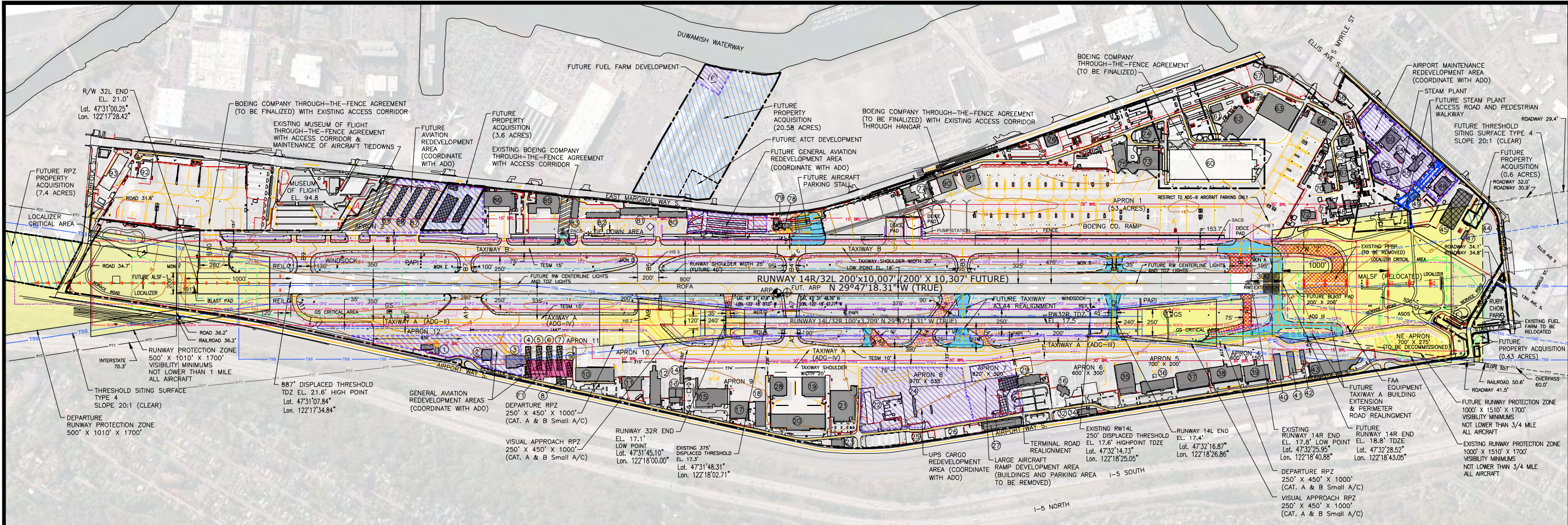
NOT FOR CONSTRUCTION

M&H NO.: 3231200-162066.01
DATE: JANUARY 2021
DESIGNED BY: M&H
DRAWN BY: JWB
CHECKED BY: CDF
DO NOT SCALE DRAWINGS

Figure F1

Airport Data Tables

\\CORP\MEADHUNT\COM\SHARED\FOLDERS\ENTP\32312001\62066.01\TECH\CAD\AIRPORT\LAYOUT\PLAN\AIRPORT LAYOUT PLAN.DWG
4/27/2021 4:38:57 PM



NOTES	
1. This drawing reflects planning standards applicable to KCIA/Boeing Field to the greatest extent possible.	
2. Coordinate data is NAD83. Elevation data is NAVD88. Survey dated 02/02/15.	
3. Existing Runway 14R/32L Prior Permission Required Pavement (PPRP) only available for south departures with Airport Staff approval. PPRP to be decommissioned following extension of runway.	
4. Runway elevations from Woolpert, Inc. survey dated 02/02/15.	

REVISIONS			
NO.	DATE	BY	DESCRIPTION

MONUMENT DATA			
ID	NORTHING	EASTING	ELEVATION
MON A	200583.24490	1275193.96709	15.03'
MON B	199146.84255	1275980.90980	12.66'
MON C	196765.08879	1277284.97755	14.35'
MON D	195472.65682	1277992.66081	16.42'
MON E	193940.83455	1278831.39276	16.14'
MON F	191668.97132	1280075.33067	18.54'
NAD 83 STATE PLANE WASHINGTON NORTH, NAVD 88			

BUILDING LEGEND					
#	DESCRIPTION	ADDRESS	ELEVATION*	#	DESCRIPTION
1	VACANT	8600 PERIMETER ROAD SOUTH	40.5'	26	UPS
2	KENMORE AERO SERVICES	8555 PERIMETER ROAD SOUTH	40.2'	27	K.C. AGENCIES
3	KENMORE AERO SERVICES	8535 PERIMETER ROAD SOUTH	44.3'	28	QUAD 7 DEVELOPMENT, LLC
4	HANGAR II, LLC T-HANGAR (TBR)	8500 PERIMETER ROAD SOUTH	39.0'	29	AIRPORT TERMINAL
5	HANGAR II, LLC T-HANGAR (TBR)	8490 PERIMETER ROAD SOUTH	35.3'	30	REMOVED
6	HANGAR II, LLC T-HANGAR (TBR)	84xx PERIMETER ROAD SOUTH	35.1'	31	REMOVED
7	HANGAR II, LLC T-HANGAR (TBR)	8467 PERIMETER ROAD SOUTH	34.6'	32	AVIATION STORE
8	HANGAR II, LLC (TBR)	8465 PERIMETER ROAD SOUTH	36.9'	33	REMOVED
9	HANGAR II, LLC T-HANGAR (TBR)	8453 PERIMETER ROAD SOUTH	36.4'	34	AVIATION TRAINING CENTER
10	MODERN AVIATION	8403 PERIMETER ROAD SOUTH	60.7'	35	7023 PERIMETER ROAD, LLC
11	MODERN AVIATION	8285 PERIMETER ROAD SOUTH	47.7'	36	SIGNATURE
12	VACANT	8201 PERIMETER ROAD SOUTH	37.2'	37	SIGNATURE
13	KENMORE AIR HARBOR	8167 & 8167 PERIMETER ROAD SOUTH	39.6'	38	KING COUNTY JET CENTER, INC.
14	KENMORE AIR HARBOR	8185 PERIMETER ROAD SOUTH	35.2'	39	KING COUNTY JET CENTER, INC.
15	MENITE	8075 PERIMETER ROAD SOUTH	52' EST.	40	T-HANGAR
16	SIGNATURE FBO	.	31' EST.	41	T-HANGAR
17	NORDSTROMS, INC.	7979 PERIMETER ROAD SOUTH	45.6'	42	T-HANGAR
18	NORDSTROMS, INC.	7xxx PERIMETER ROAD SOUTH	49.8'	43	J & J AIRPORT PROPERTIES, LLC
19	QUAD 7 DEVELOPMENT, LLC	7777 PERIMETER ROAD SOUTH	59.3'	44	VACANT
20	QUAD 7 DEVELOPMENT, LLC	7827 PERIMETER ROAD SOUTH	53.6'	45	AIRPORT MAINTENANCE (TO BE RELOCATED)
21	HANGAR HOLDINGS	7675 PERIMETER ROAD SOUTH	90.3'	46	REMOVED
22	VACANT	7607 PERIMETER ROAD SOUTH	.	47	NORTH EQUIPMENT SHED (TBR)
23	UPS	7585 PERIMETER ROAD SOUTH	38.3'	48	EXISTING FAA FLIGHT SERVICES STATION
24	UPS SORT SHACK	75xx PERIMETER ROAD SOUTH	34.9'	49	KC DNR WASTEWATER
25	UPS	7500 PERIMETER ROAD SOUTH	.	50	FUTURE AIRPORT MAINT. REDEV (TBR) TO BE REMOVED
51	FUTURE AIRPORT MAINT. REDEV	7440 PERIMETER ROAD SOUTH	37.5'	51	FUTURE AIRPORT MAINT. REDEV
52	FUTURE AIRPORT MAINT. REDEV	7300 PERIMETER ROAD SOUTH	38.0'	52	FUTURE AIRPORT MAINT. REDEV
53	FUTURE AIRPORT MAINT. REDEV	.	59.8'	53	FUTURE AIRPORT MAINT. REDEV
54	FUTURE AIRPORT MAINT. REDEV	7277 PERIMETER ROAD SOUTH	59.6'	54	FUTURE AIRPORT MAINT. REDEV
55	FUTURE AIRPORT MAINT. REDEV	.	.	55	FUTURE AIRPORT MAINT. REDEV
56	FUTURE AIRPORT MAINT. REDEV	7201 PERIMETER ROAD SOUTH	32.9'	56	FUTURE AIRPORT MAINT. REDEV
57	BOEING CO. - MARKOV SITE	.	.	57	BOEING CO. - MARKOV SITE
58	BOEING CO. - MARKOV SITE	.	.	58	BOEING CO. - MARKOV SITE
59	BOEING CO. - 75 YEAR LEASE	7170 PERIMETER ROAD SOUTH	32.9'	59	BOEING CO. - 75 YEAR LEASE
60	BOEING CO. - 75 YEAR LEASE (THROUGH THE FENCE AGREEMENT)	7023 PERIMETER ROAD SOUTH	56.6'	60	BOEING CO. - 75 YEAR LEASE (THROUGH THE FENCE AGREEMENT)
61	BOEING CO. - 75 YEAR LEASE	7001 PERIMETER ROAD SOUTH	49.7'	61	BOEING CO. - 75 YEAR LEASE
62	BOEING CO. - 75 YEAR LEASE	6987 PERIMETER ROAD SOUTH	55.7'	62	BOEING CO. - 75 YEAR LEASE
63	BOEING CO. - 75 YEAR LEASE	6801 B PERIMETER ROAD SOUTH	56.1'	63	BOEING CO. - 75 YEAR LEASE
64	BOEING CO. - 75 YEAR LEASE	6801 A PERIMETER ROAD SOUTH	58.1'	64	BOEING CO. - 75 YEAR LEASE
65	BOEING CO. - 75 YEAR LEASE	6711 PERIMETER ROAD SOUTH	38.9'	65	BOEING CO. - 75 YEAR LEASE
66	BOEING CO. - 75 YEAR LEASE	6691 PERIMETER ROAD SOUTH	38.3'	66	BOEING CO. - 75 YEAR LEASE
67	BOEING CO. - 75 YEAR LEASE	6671 PERIMETER ROAD SOUTH	34.8'	67	BOEING CO. - 75 YEAR LEASE
68	BOEING CO. - 75 YEAR LEASE	6605 PERIMETER ROAD SOUTH	51.6'	68	BOEING CO. - 75 YEAR LEASE
69	BOEING CO. - 75 YEAR LEASE	6404 ELLIS AVE.	.	69	BOEING CO. - 75 YEAR LEASE
70	BOEING CO. - 75 YEAR LEASE	.	.	70	BOEING CO. - 75 YEAR LEASE
71	BOEING CO. - 75 YEAR LEASE	.	.	71	BOEING CO. - 75 YEAR LEASE
72	BOEING CO. - 75 YEAR LEASE	6610 ELLIS AVE.	34.4'	72	BOEING CO. - 75 YEAR LEASE
73	BOEING CO. - 75 YEAR LEASE	6640 ELLIS AVE.	39.9'	73	BOEING CO. - 75 YEAR LEASE
74	BOEING CO. - 75 YEAR LEASE	6640 ELLIS AVE.	39.9'	74	BOEING CO. - 75 YEAR LEASE
75	BOEING CO. - 75 YEAR LEASE	6736 ELLIS AVE.	42.4'	75	BOEING CO. - 75 YEAR LEASE

* TOP ELEVATIONS FROM AGIS SURVEY BY WOOLPERT, INC. (AUGUST 2016)

SPONSOR APPROVAL	
NAME/TITLE	DATE

FAA APPROVAL	

LAYOUT LEGEND		
ITEM	EXISTING	FUTURE
AIRPORT REFERENCE POINT (ARP)		
RUNWAY SAFETY AREA		
RUNWAY OBJECT FREE AREA		
BUILDING RESTRICTION LINE (HEIGHT ABOVE R/W CL)		N/A
TAXIWAY SAFETY AREA		
TAXIWAY OBJECT FREE AREA		
ILS CRITICAL AREAS		N/A
AIRPORT PROPERTY LINE		
FENCE (8')		
AIRFIELD PAVEMENT		
AIRFIELD SHOULDER PAVEMENT		
AIRFIELD PAVEMENT REMOVED	N/A	
RUNWAY PROTECTION ZONE		
PART 77 APPROACH SURFACE		
THRESHOLD SITING SURFACE		
BUILDINGS		
BUILDINGS TO BE REMOVED	N/A	
ROADS		
FUEL STORAGE		
BEACON		N/A
WINDSOCK		N/A
PRECISION APPROACH PATH INDICATOR (PAPI)		N/A
TAXIWAY HOLDLINES AND SIGNS		
SURVEY MONUMENTS		N/A
AIRPORT SUPPORT VEHICLE ACCESS LANES		N/A
RUNWAY END IDENTIFIER LIGHTS (REILS)		
ACCESS CORRIDORS (THROUGH-THE-FENCE)		
FUTURE DEVELOPMENT AREAS		

Mead & Hunt
Mead and Hunt, Inc.
Cherry Street Building
1616 East 15th Street
Tulsa, OK 74120
phone: 918-585-8844
meadhunt.com

These documents shall not be used for any purpose or project for which it is not intended. Mead & Hunt shall be indemnified by the client and hold harmless and released from all claims, damages, liabilities, losses, and expenses, including attorneys' fees and costs, arising out of such misuse or reuse of these documents. In addition, unauthorized reproduction of these documents, in part or as a whole, is prohibited.

KING COUNTY INT'L/BOEING FIELD
AIRPORT LAYOUT PLAN

ISSUED

NOT FOR CONSTRUCTION

AIP NO.: X-XX-XXXX-XX
M&H NO.: 3231200-162066.01
DATE: JANUARY 2021
DESIGNED BY: M&H
DRAWN BY: JWB
CHECKED BY: CDF
DO NOT SCALE DRAWINGS

Figure F2

Airport
Layout
Drawing

7277 Perimeter Rd S
Seattle, WA 98108

Runway System

Runway 14R/32L

Runway Design Code (RDC) Dimensional Criteria. As the Airport’s primary runway, Runway 14R/32L is currently designed to accommodate the “Design Aircraft” in consideration of approach speed and wingspan. This translates to design standards associated with RDC D-IV-4000 criteria, as specified by the FAA. The design criteria also include the Runway Visual Range (RVR) visibility minimums of 4000 feet (or not less than ¾ statute mile) published for the runway. The existing design criteria are to be maintained in the future.

Dimensions. This runway is currently 200 feet wide with an existing length of 10,007 feet (10,880 feet with the Runway 14R Prior Permission Required Pavement (PPRP)). Ultimately, conversion of 300 feet of the Runway 14R PPRP will extend the runway length to 10,307 feet. Removal of the remainder of the Runway 14R PPRP is proposed. The Runway 32L threshold displacement of 880 feet is to remain. As provided on the ALP, the proposed declared distance lengths are shown in **Table F1**.

Table F1 RUNWAY 14R/32L RUNWAY SYSTEM (PROPOSED)

Runway	TORA	TODA	ASDA	LDA
Runway 14R	10,300'	10,300'	9,420'	9,420'
Runway 32L	10,300'	10,300'	10,300'	9,420'

Notes: **TORA:** Takeoff Run Available. **TODA:** Takeoff Distance Available.
ASDA: Accelerate Stop Distance Available. **LDA:** Landing Distance Available.

Pavement. The existing published gross weight bearing capacity of 100,000 pounds single wheel, 200,000 pounds dual wheel, and 500,000 pounds dual tandem wheel main landing gear configuration will be maintained.

Instrument Approach Criteria. The existing four instrument approach procedures (ILS or LOC, RNAV (RNP) and RNAV (GPS) approaches to Runway 14R and ILS or LOC (localizer) approach to Runway 32L) will be maintained.

Runway Protection Zones (RPZs). The size of both the approach and departure RPZs for Runway 14R are to be maintained at 1,000 feet x 1,510 feet x 1,700 feet and 500 feet x 1,010 feet x 1,700 feet, respectively. The Runway 32 approach and departure RPZs will be maintained at 500 feet x 1,010 feet x 1,700 feet.

Runway Lighting and Navigational Aids. The Airport plans to maintain the runway’s existing High Intensity Runway Lights (HIRLs) and Precision Approach Path Indicators (PAPIs) at both runway ends. The existing Medium Intensity Approach Lighting System with Sequenced Flashers (MALSF) serving Runway 14R are to be relocated and the existing Runway End Indicator Lights (REILs) serving Runway 32L will be upgraded to High Intensity Approach Light System with Sequenced Flashing lights (ASLF-1). Future in-pavement runway Centerline Lights (CL) and Touchdown Zone Lights (TDZL) are planned for each runway end, including the install of in-pavement runway guard lights at each taxiway connector. Additionally, the ground-based Navigation Aids (NAVAIDS) associated with the ILS approaches will be maintained (i.e., the Localizer and glide slope antennas for Runway 14R; the Localizer antenna for Runway 32L).

Runway 14L/32R

Runway Design Code (RDC) Dimensional Criteria. As the Airport's secondary runway, Runway 14L/32R is currently designed to RDC B-I (Small Aircraft)-Visual criteria, as specified by the FAA. It is recommended that this runway will be maintained to these criteria.

Dimensions. This runway is currently 100 feet wide and 3,710 feet long. The Runway 14L threshold displacement of 250 feet and the Runway 32R threshold displacement of 375 feet are to remain. As provided on the ALP, the existing and future declared distance lengths are shown in **Table F2**.

Table F2 RUNWAY 14L/32R RUNWAY SYSTEM

Runway	TORA	TODA	ASDA	LDA
Runway 14L	3,709'	3,709'	3,709'	3,459'
Runway 32R	3,709'	3,709'	3,709'	3,334'

Notes: **TORA:** Takeoff Run Available.

TODA: Takeoff Distance Available.

ASDA: Accelerate Stop Distance Available.

LDA: Landing Distance Available.

Pavement. The existing published gross weight bearing capacity of 120,000 pounds single wheel, 250,000 pounds dual wheel, and 550,000 pounds dual tandem wheel main landing gear configuration will eventually be reduced to greater than 100,000 pounds single wheel main landing gear configuration.

Instrument Approach Criteria. The existing visual approaches will be maintained with no implementation of future approaches planned.

Runway Protection Zones (RPZs). The size of both the approach and departure RPZs for this runway are to be maintained at 250 feet x 450 feet x 1,000 feet.

Runway Lighting and Navigational Aids. The existing Medium Intensity Runway Lights (MIRLs), PAPIs, and REILs are to be maintained.

Taxiway System

BFI has historically been planned and designed with an efficient taxiway system that serves both runways. The recommendations for the Airport's taxiway system design and geometry improvements are presented below.

Runway 14R/32L Taxiway System

Taxiway Dimensional Criteria. Taxiway B, the parallel taxiway serving the west side of Runway 14R/32L, is designed in accordance with ADG IV and TDG 5 design criteria, as specified by the FAA. These criteria are to be maintained and upgrades to exit and connector taxiways are planned as shown on the drawing. Exit and connector taxiways providing access to the east of Runway 14R/32L are designed in accordance with ADG II, III, or IV and TDG 2, 3, or 5 design criteria, as specified by the FAA. These criteria are also to be maintained or upgrades provided as shown on the drawing.

Dimensions. TDG 5 standards specify a taxiway width of 75 feet and shoulder width of 30 feet.

Pavement. The proposed taxiway improvements will be designed, engineered, and constructed commensurate with the existing Runway 14R/32L pavement strength.

Taxiway Lighting. The existing system of Medium Intensity Taxiway Lights (MITLs) will be maintained. Installation of in-pavement taxiway CLs is planned for Taxiways serving Runway 14R/32L.

Recommended Taxiway Improvements.

- Design and re-designate 300 feet to the north of existing Taxiway Z PPRP as an extension of Taxiway B in conjunction with the conversion of 300 feet of the Runway 14R PPRP to useable runway pavement
- Construct future Taxiway B1
- Remove existing Taxiway Z north of the Taxiway B extension
- Remove existing Taxiway B1 pavement
- Widen Taxiway B2 to 90 feet
- Extend Taxiway A 300 feet to the north in conjunction with the conversion of 300 feet of the Runway 14R PPRP to useable runway pavement
- Construct future Taxiway A1
- Remove existing Taxiway A1
- Widen Taxiway A2 from 45 to 75 feet between the runways
- Construct future Taxiway A3 and remove existing Taxiway A4 to eliminate acute-angled taxiway
- Remove existing Taxiway A8 between the runways

Runway 14L/32R Taxiway System

Taxiway Dimensional Criteria. Taxiway A, the parallel taxiway serving the east side of Runway 14L/32R, is designed in accordance with ADG II, III, or IV and TDG 2, 3, or 5 design criteria, as specified by the FAA. These criteria are also to be maintained or upgrades provided as shown on the drawing.

Dimensions. TDG 2 standards specify a taxiway width of 35 feet and shoulder width of 15 feet. TDG 3 standards specify a taxiway width of 50 feet and shoulder width of 20 feet. TDG 5 standards specify a taxiway width of 75 feet and shoulder width of 30 feet.

Pavement. Existing Taxiways A7, A9, and A10 pavement strengths will be maintained and the proposed improvements to Taxiways A1, A2, and A3, will be designed, engineered, and constructed commensurate with the existing Runway 14R/32L pavement strengths. Future Taxiway A4 and existing Taxiways A8 and A11 pavement strengths are anticipated to be commensurate with the existing Runway 14L/32R pavement strengths.

Taxiway Lighting. The existing system of Medium Intensity Taxiway Lights (MITLs) will be maintained. Installation of in-pavement taxiway CLs are planned for future Taxiways A1, A2, A3, and existing Taxiways A10 and A11.

Recommended Taxiway Improvements.

- Realign and extend segment of Taxiway A north of future Taxiway A1
- Widen Taxiway A2 from 45 to 75 feet
- Construct future Taxiway A3 and remove existing Taxiways A3 and A4 to eliminate acute-angled taxiways
- Construct future Taxiway A4 and remove existing Taxiway A5 to eliminate acute-angled taxiway
- Remove existing Taxiway A8 west of the Runway 32R end

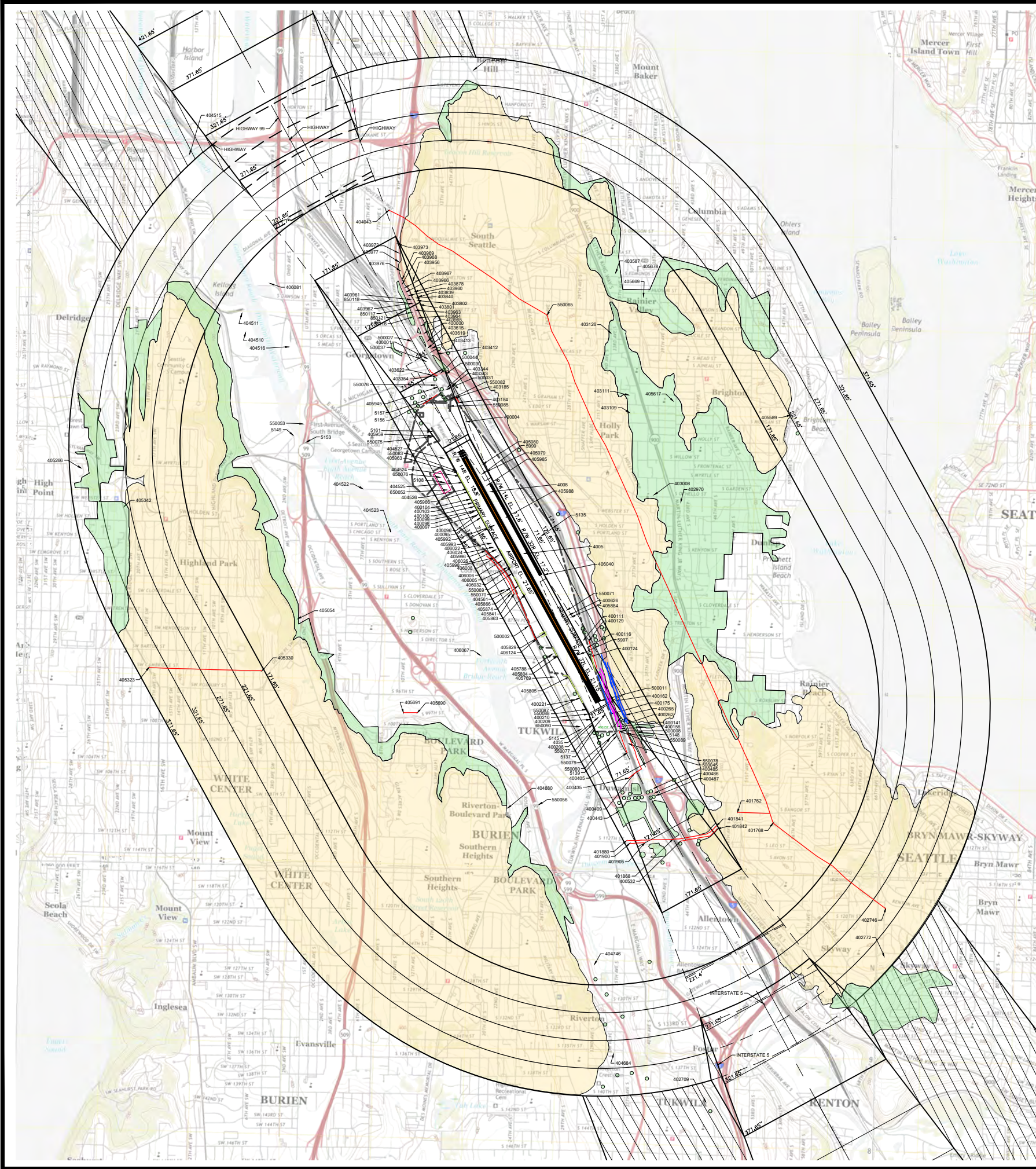
Property/Easement Acquisition

King County presently owns most of the property associated with the existing runway/taxiway system and inner approach areas, including the Runway Protection Zones (RPZs) at each end of the runways. However, additional property and/or easement acquisition is needed to control the balance of the existing Runway 14R departure RPZ (south of the Runway 32L end), consisting of approximately 7.4 acres, and the extended Runway 14R approach RPZ, consisting of approximately 1.0 acre.

Airport Airspace Drawings

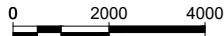
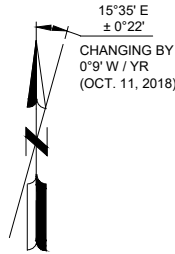
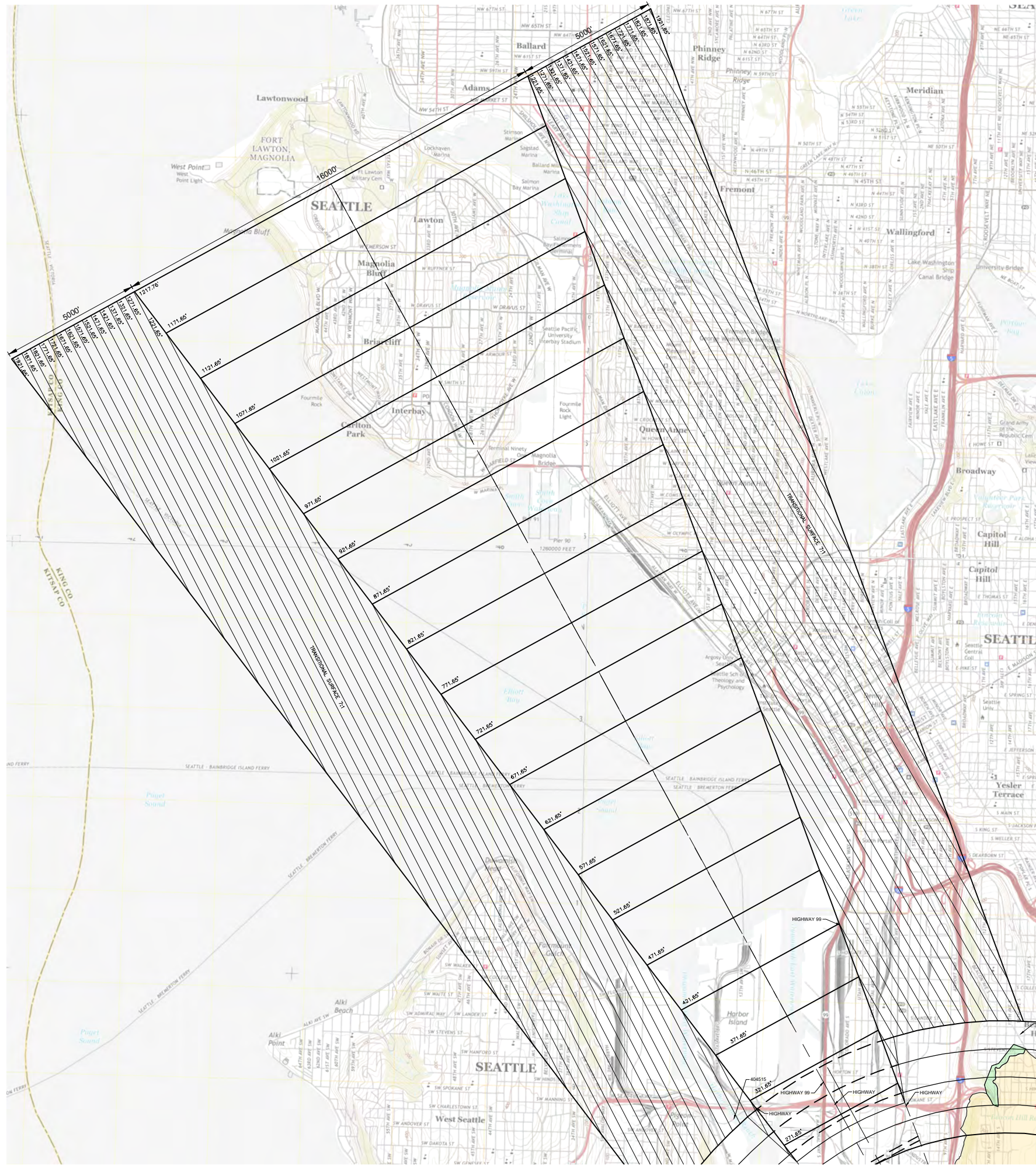
The Airport Airspace Drawings are based on Federal Aviation Regulations (FAR) Part 77, *Objects Affecting Navigable Airspace*. The criteria contained in FAR Part 77 have been established to protect an airport's airspace and approaches from hazards that could affect the safe and efficient operation of aircraft. It provides guidance for controlling the height of objects near airports through a set of imaginary surfaces that, when penetrated, designate objects as being obstructions. However, some obstructions can be determined to be non-hazardous by an aeronautical study, because of their location and/or being marked and lighted as specified in the aeronautical study determination. Due to their location, some airfield NAVAIDS, as well as lighting and visual aids, may constitute obstructions, but these objects do not violate FAR Part 77 criteria as their location has been determined to be essential to the operation of the Airport.

The Airport Airspace Drawings presented in **Figures F3** through **F7** provide plan and profile views depicting the FAR Part 77 criteria as it specifically relates to BFI. The criteria are based on the ultimate runway configuration and lengths, the ultimate approach visibility minimums, and the ultimate airport elevation. The Runway 14R/32L criteria are based on the larger than utility aircraft category (i.e., runways designed for use by aircraft with a gross weight more than 12,500 pounds) with precision instrument approaches. The Runway 14L/32R criteria are based on utility aircraft category (i.e., runways designed for use by aircraft with a gross weight less than 12,500 pounds) with visual approaches.



OBSTRUCTIONS																	
OB#	DESC	ELEV	SURFACE	PEN	DISP	OB#	DESC	ELEV	SURFACE	PEN	DISP	OB#	DESC	ELEV	SURFACE	PEN	DISP
4005	OL WSK	24.14	PRIMARY	6.97	OL	403977	LIGHT POLE	206.04	RW14R APP	51.54	TBS*	404043	POWER LINE	215.43	HORIZONTAL	43.83	TBS*
4008	OL WSK	25.39	PRIMARY	7.97	OL	404043	POWER LINE	215.43	HORIZONTAL	43.83	TBS*	404505	BUILDING	376.55	CONICAL	15.51	TBS*
4035	OL DME	36.90	RW32L APP	10.02	OL	404505	BUILDING	376.55	CONICAL	15.51	TBS*	404510	SMOKESTACK	269.09	HORIZONTAL	97.49	TBS*
5108	ANTENNA	141.82	TRANSITIONAL	42.56	TBS*	404510	SMOKESTACK	269.09	HORIZONTAL	97.49	TBS*	404511	TANK	174.11	HORIZONTAL	2.51	TBS*
5135	ANTENNA	110.84	TRANSITIONAL	10.61	TBS*	404511	TANK	174.11	HORIZONTAL	2.51	TBS*	404515	LIFT BRIDGE	207.23	CONICAL	54.32	TBS*
5137	OL ON LP	63.01	TRANSITIONAL	27.96	OL	404515	LIFT BRIDGE	207.23	CONICAL	54.32	TBS*	404516	SMOKESTACK	181.03	HORIZONTAL	9.43	TBS*
5139	OL ON BLDG	49.37	RW32L APP	4.50	REMOVE	404516	SMOKESTACK	181.03	HORIZONTAL	9.43	TBS*	404522	CRANE	182.12	HORIZONTAL	10.52	TBS*
5145	ANTENNA	101.02	TRANSITIONAL	7.22	TBS*	404522	CRANE	182.12	HORIZONTAL	10.52	TBS*	404523	CRANE	180.44	HORIZONTAL	8.84	TBS*
5148	OL ON CELL TOWER	94.98	TRANSITIONAL	36.33	OL	404523	CRANE	180.44	HORIZONTAL	8.84	TBS*	404524	LIGHT POLE	51.05	PRIMARY	33.38	TBS*
5149	TWR	235.19	HORIZONTAL	63.59	TBS*	404524	LIGHT POLE	51.05	PRIMARY	33.38	TBS*	404526	LIGHT POLE	50.42	PRIMARY	32.88	TBS*
5153	DRAWBRIDGE WHEN OPEN	177.38	HORIZONTAL	5.78	TBS*	404526	LIGHT POLE	50.42	PRIMARY	32.88	TBS*	404561	BUILDING	79.15	TRANSITIONAL	14.86	TBS*
5156	PP	65.59	RW14R APP	8.71	REMOVE	404561	BUILDING	79.15	TRANSITIONAL	14.86	TBS*	404684	UTILITY POLE	317	CONICAL	21.22	TBS*
5157	PP	65.15	RW14R APP	8.27	REMOVE	404684	UTILITY POLE	317	CONICAL	21.22	TBS*	404746	BUILDING	183.39	HORIZONTAL	11.79	TBS*
5161	OL	101.34	RW14R APP	65.28	OL	404746	BUILDING	183.39	HORIZONTAL	11.79	TBS*	404880	UTILITY POLE	236.57	HORIZONTAL	64.97	TBS*
5997	GS 32L OL	62.83	PRIMARY	42.34	OL	404880	UTILITY POLE	236.57	HORIZONTAL	64.97	TBS*	405054	UTILITY POLE	208.40	HORIZONTAL	36.80	TBS*
5999	GS 14R OL	44.87	PRIMARY	27.28	OL	405054	UTILITY POLE	208.40	HORIZONTAL	36.80	TBS*	405266	BUILDING	362.7	CONICAL	5.47	TBS*
400000	ANTENNA	148.47	RW14R APP	44.91	TBS*	405266	BUILDING	362.7	CONICAL	5.47	TBS*	405323	UTILITY POLE	490.13	CONICAL	139.70	TBS*
400001	SMOKESTACK	120.25	RW14R APP	36.92	TBS*	405323	UTILITY POLE	490.13	CONICAL	139.70	TBS*	405330	UTILITY POLE	504.66	CONICAL	329.66	TBS*
400095	LIGHT POLE	33.78	TRANSITIONAL	9.70	TBS*	405330	UTILITY POLE	504.66	CONICAL	329.66	TBS*	405342	UTILITY POLE	370.94	CONICAL	83.96	TBS*
400098	LIGHT POLE	34.95	TRANSITIONAL	10.80	TBS*	405342	UTILITY POLE	370.94	CONICAL	83.96	TBS*	405669	UTILITY POLE	323.51	CONICAL	0.71	TBS*
400097	LIGHT POLE	41.22	TRANSITIONAL	0.05	TBS*	405669	UTILITY POLE	323.51	CONICAL	0.71	TBS*	405689	BUILDING	192.95	HORIZONTAL	21.35	TBS*
400098	LIGHT POLE	41.59	TRANSITIONAL	0.36	TBS*	405689	BUILDING	192.95	HORIZONTAL	21.35	TBS*	405678	BUILDING	190.43	HORIZONTAL	18.83	TBS*
400099	LIGHT POLE	34.71	TRANSITIONAL	10.49	TBS*	405678	BUILDING	190.43	HORIZONTAL	18.83	TBS*	405690	UTILITY POLE	181.76	HORIZONTAL	10.16	TBS*
400100	LIGHT POLE	34.87	TRANSITIONAL	10.65	TBS*	405690	UTILITY POLE	181.76	HORIZONTAL	10.16	TBS*	405691	UTILITY POLE	214.52	HORIZONTAL	42.92	TBS*
400103	LIGHT POLE	35.34	TRANSITIONAL	11.02	TBS*	405691	UTILITY POLE	214.52	HORIZONTAL	42.92	TBS*	405788	BUILDING	37.77	TRANSITIONAL	0.70	TBS*
400104	LIGHT POLE	34.73	TRANSITIONAL	10.53	TBS*	405788	BUILDING	37.77	TRANSITIONAL	0.70	TBS*	405804	FENCE	23.44	PRIMARY	2.33	TBS*
400111	BUILDING	39.20	TRANSITIONAL	2.36	TBS*	405804	FENCE	23.44	PRIMARY	2.33	TBS*	405805	FENCE	23.15	PRIMARY	3.68	TBS*
400116	LIGHT POLE	40.19	TRANSITIONAL	0.46	TBS*	405805	FENCE	23.15	PRIMARY	3.68	TBS*	405829	FENCE	23.44	PRIMARY	3.68	TBS*
400124	FENCE	31.91	TRANSITIONAL	1.90	TBS*	405829	FENCE	23.44	PRIMARY	3.68	TBS*	405841	UTILITY POLE	78.29	TRANSITIONAL	18.78	TBS*
400129	UTILITY POLE	63.27	TRANSITIONAL	4.61	TBS*	405841	UTILITY POLE	78.29	TRANSITIONAL	18.78	TBS*	405863	FENCE	22.87	PRIMARY	4.83	TBS*
400141	RAILROAD	45.72	RW32L APP	6.40	TBS*	405863	FENCE	22.87	PRIMARY	4.83	TBS*	405866	LIGHT POLE	47.14	TRANSITIONAL	25.56	TBS*
400146	RAILROAD	47.73	RW32L APP	6.20	TBS*	405866	LIGHT POLE	47.14	TRANSITIONAL	25.56	TBS*	405874	UTILITY POLE	86.22	TRANSITIONAL	10.91	TBS*
400162	OVERHEAD SIGN	98.21	TRANSITIONAL	67.73	TBS*	405874	UTILITY POLE	86.22	TRANSITIONAL	10.91	TBS*	405894	BUILDING	39.30	TRANSITIONAL	1.42	TBS*
400175	ROAD	36.02	RW32L APP	7.03	TBS*	405894	BUILDING	39.30	TRANSITIONAL	1.42	TBS*	405949	UTILITY POLE	72.49	RW14R APP	10.57	TBS*
400208	LIGHT POLE	64.21	TRANSITIONAL	31.67	TBS*	405949	UTILITY POLE	72.49	RW14R APP	10.57	TBS*	405959	BUILDING	98.94	RW14R APP	65.66	TBS*
400209	LIGHT POLE	66.10	TRANSITIONAL	36.46	TBS*	405959	BUILDING	98.94	RW14R APP	65.66	TBS*	405963	FENCE	25.62	PRIMARY	7.92	TBS*
400210	LIGHT POLE	64.13	TRANSITIONAL	37.43	TBS*	405963	FENCE	25.62	PRIMARY	7.92	TBS*	405966	FENCE	25.17	PRIMARY	0.66	TBS*
400221	LIGHT POLE	50.80	TRANSITIONAL	1.69	TBS*	405966	FENCE	25.17	PRIMARY	0.66	TBS*	405979	NATURAL HIGH POINT	18.18	PRIMARY	0.59	TBS*
400262	INTERSTATE	54.88	RW32L APP	14.23	TBS*	405979	NATURAL HIGH POINT	18.18	PRIMARY	0.59	TBS*	405980	NATURAL HIGH POINT	19.02	PRIMARY	1.35	TBS*
400265	INTERSTATE	62.38	RW32L APP	19.16	TBS*	405980	NATURAL HIGH POINT	19.02	PRIMARY	1.35	TBS*	405985	AIRFIELD SIGN	18.33	PRIMARY	0.85	TBS*
400405	UTILITY POLE	59.78	RW32L APP	0.74	TBS*	405985	AIRFIELD SIGN	18.33	PRIMARY	0.85	TBS*	405988	AIRFIELD SIGN	18.82	PRIMARY	1.67	TBS*
400409	UTILITY POLE	63.51	RW32L APP	18.93	TBS*	405988	AIRFIELD SIGN	18.82	PRIMARY	1.67	TBS*	405992	AIRFIELD SIGN	17.32	PRIMARY	0.18	TBS*
400435	UTILITY POLE	78.12	RW32L APP	3.84	TBS*	405992	AIRFIELD SIGN	17.32	PRIMARY	0.18	TBS*	405996	UTILITY POLE	94.40	TRANSITIONAL	13.64	TBS*
400485	LIGHT POLE	93.20	RW32L APP	2.51	TBS*	405996	UTILITY POLE	94.40	TRANSITIONAL	13.64	TBS*	405998	UTILITY POLE	94.39	TRANSITIONAL	36.68	TBS*
400486	LIGHT POLE	104.78	RW32L APP	10.77	TBS*	405998	UTILITY POLE	94.39	TRANSITIONAL	36.68	TBS*	406005	LIGHT POLE	50.52	TRANSITIONAL	24.84	TBS*
400487	LIGHT POLE	105.17	RW32L APP	9.05	TBS*	406005	LIGHT POLE	50.52	TRANSITIONAL	24.84	TBS*	406006	LIGHT POLE	61.33	TRANSITIONAL	26.35	TBS*
400532	UTILITY POLE	104.78	RW32L APP	24.67	TBS*	406006	LIGHT POLE	61.33	TRANSITIONAL	26.35	TBS*	406008	LIGHT POLE	37.22	TRANSITIONAL	2.81	TBS*
400626	BUILDING	34.90	TRANSITIONAL	0.21	TBS*	406008	LIGHT POLE	37.22	TRANSITIONAL	2.81	TBS*	406022	LIGHT POLE	59.63	TRANSITIONAL	22.54	TBS*
401762	UTILITY POLE	416.28	HORIZONTAL	244.68	TBS*	406022	LIGHT POLE	59.63	TRANSITIONAL	22.54	TBS*	406024	LIGHT POLE	41.03	TRANSITIONAL	1.97	TBS*
401768	UTILITY POLE	445.51	HORIZONTAL	273.91	TBS*	406024	LIGHT POLE	41.03	TRANSITIONAL	1.97	TBS*	406025	LIGHT POLE	41.03	TRANSITIONAL	8.17	TBS*
401841	POWER LINE	291.95	TRANSITIONAL	122.56	TBS*	406025	LIGHT POLE	41.03	TRANSITIONAL	8.17	TBS*	406032	FENCE	22.87	PRIMARY	5.56	TBS*
401842	POWER LINE	281.29	TRANSITIONAL	116.14	TBS*	406032	FENCE	22.87	PRIMARY	5.56	TBS*	406040	AIRFIELD SIGN	19.51	PRIMARY	0.88	TBS*
401868	POWER LINE	177.77	RW32L APP	48.43	TBS*	406040	AIRFIELD SIGN	19.51	PRIMARY	0.88	TBS*	406067	CRANE	181.00	HORIZONTAL	9.40	TBS*
401880	POWER LINE	163.51	TRANSITIONAL	5.18	TBS*	406067	CRANE	181.00	HORIZONTAL	9.40	TBS*	406081	SMOKESTACK	172.10	HORIZONTAL	0.50	TBS*
401900	POWER LINE	153.54	TRANSITIONAL	4.34	TBS*	406081	SMOKESTACK	172.10	HORIZONTAL	0.50	TBS*	406124	UTILITY POLE	76.92	TRANSITIONAL	2.77	TBS*
401905	POWER LINE	154.69	RW32L APP	32.79	TBS*	406124	UTILITY POLE	76.92	TRANSITIONAL	2.77	TBS*	500002	T-L TWR	80.81	TRANSITIONAL	3.16	TBS*
402709	BUILDING	261.76	CONICAL	44.97	TBS*	500002	T-L TWR	80.81	TRANSITIONAL	3.16	TBS*	500008	ELEC SYS	64.42	RW32L APP	20.87	TBS*
402746	UTILITY POLE	467.88	CONICAL	168.18	TBS*	500008	ELEC SYS	64.42	RW32L APP	20.87	TBS*	500011	GEN UTIL	21.45	PRIMARY	0.48	TBS*
402772	WATER TOWER	567.75	CONICAL	215.98	TBS*	500011	GEN UTIL	21.45	PRIMARY	0.48	TBS*	500012	T-L TWR	121.34	RW14R APP	21.13	TBS*
402970	BUILDING	196.62	HORIZONTAL	25.02	TBS*	500012	T-L TWR	121.34	RW14R APP	21.13	TBS*	500030	POLE	104.56	RW14R APP	37.27	TBS*
403109	BUILDING	194.18	HORIZONTAL	2.56	TBS*	500030	POLE	104.56	RW14R APP	37.27	TBS*	500031	POLE	81.06	RW14R APP	23.79	TBS*
403111	UTILITY POLE	174.70	HORIZONTAL	3.10	TBS*	500031	POLE	81.06	RW14R APP	23.79	TBS*	500037	BLDG	92.61	RW14R APP	10.28	TBS*
403126	UTILITY POLE	192.33	HORIZONTAL	20.73	TBS*	500037	BLDG	92.61	RW14R APP	10.28	TBS*	500044	TOWER	96.42	RW14R APP	26.82	TBS*
403184	UTILITY POLE	68.35	TRANSITIONAL	11.44	TBS*	500044	TOWER	96.42	RW14R APP	26.82	TBS*	500045	TOWER	71.91	RW32L APP	17.89	TBS*
403185	UTILITY POLE	68.42	RW14R APP	20.46	TBS*	500045	TOWER	71.91	RW32L APP	17.89	TBS*	500053	T-L TWR	237.00	HORIZONTAL	65.40	TBS*
403343	LIGHT POLE	84.23	RW14R APP	26.56	TBS*	500053	T-L TWR	237.00	HORIZONTAL	65.40	TBS*	500056	T-L TWR	177.00	HORIZONTAL	5.40	TBS*
403344	LIGHT POLE	83.45	RW14R APP	24.98	TBS*	500056	T-L TWR	177.00	HORIZONTAL	5.40	TBS*	500065	T-L TWR	445.00	HORIZONTAL	273.40	TBS*
403354	UTILITY POLE	99.20	RW14R APP	29.85	TBS*	500065	T-L TWR	445.00	HORIZONTAL	273.40	TBS*	500069	CTRL TWR	116.00	TRANSITIONAL	93.23	TBS*
403412	LIGHT POLE	127.69	RW14R APP	39.17	TBS*	500069	CTRL TWR	116.00	TRANSITIONAL	93.23	TBS*	500076	BLDG	35.00	TRANSITIONAL	15.39	TBS*
403587	BUILDING	172.22	HORIZONTAL	0.62	TBS*	500076	BLDG	35.00	TRANSITIONAL	15.39	TBS*	500077	BLDG	108.00	TRANSITIONAL	0.72	TBS*
403615	LIGHT POLE	135.48	RW14R APP	41.09	TBS*	500077	BLDG	108.00	TRANSITIONAL	0.72	TBS*	500079	POLE	55.00	RW32L APP	12.35	REMOVE
403619	OVERHEAD SIGN	108.08	RW14R APP	18.52	TBS*	500079	POLE	55.00	RW32L APP	12.35	REMOVE	5000					

\\CORP.MEADHUNT.COM\SHARED\FOLDERS\ENTP\3231200162066.01\TECHCAD\AIRPORT\LA\OUTPLAN\AIRPORT AIRSPACE.DWG
4/28/2021 7:53:29 AM



NOTES

1. This drawing reflects planning standards applicable to KCIA/Boeing Field to the greatest extent possible.
2. Coordinate data is NAD83. Elevation data is NAVD88. Survey dated 02/02/15.
3. Existing Runway 14R/32L Prior Permission Required Pavement (PPRP) only available for south departures with Airport Staff approval. PPRP to be decommissioned following extension of runway.
4. Runway elevations from Woolpert, Inc. survey dated 02/02/15.
5. USGS Quadrangle county composite King County, WA 2015.

REVISIONS

NO.	DATE.	BY	DESCRIPTION	PROJECT ENGR/ARCH
				DESIGNER
				DRAWN BY
				DATE
				CHECKED BY
				APPROVED BY

LAYOUT LEGEND

ITEM		
FAA PART 77 CONTOUR LINE	171.65'	
TERRAIN OBSTRUCTING AREA INCLUDING TREES		
TREE OBSTRUCTING AREA		
PART 77 OBSTRUCTIONS	00000	
PART 77 ROADWAY OBSTRUCTIONS		
PART 77 RAIL OBSTRUCTIONS		
PART 77 OVERHEAD LINE OBSTRUCTIONS		
PART 77 FENCE OBSTRUCTIONS		
AIRPORT PROPERTY LINE		

These documents shall not be used for any purpose or project for which it is not intended. Mead & Hunt shall be indemnified by the client and hold harmless and absolved from all claims, damages, liabilities, losses, and expenses, including attorneys' fees and costs, arising out of such misuse or reuse of the documents. In addition, unauthorized reproduction of these documents, in part or as a whole, is prohibited.

KING COUNTY INT'L/BOEING FIELD
AIRPORT LAYOUT PLAN

7277 Perimeter Rd S
Seattle, WA 98108

ISSUED

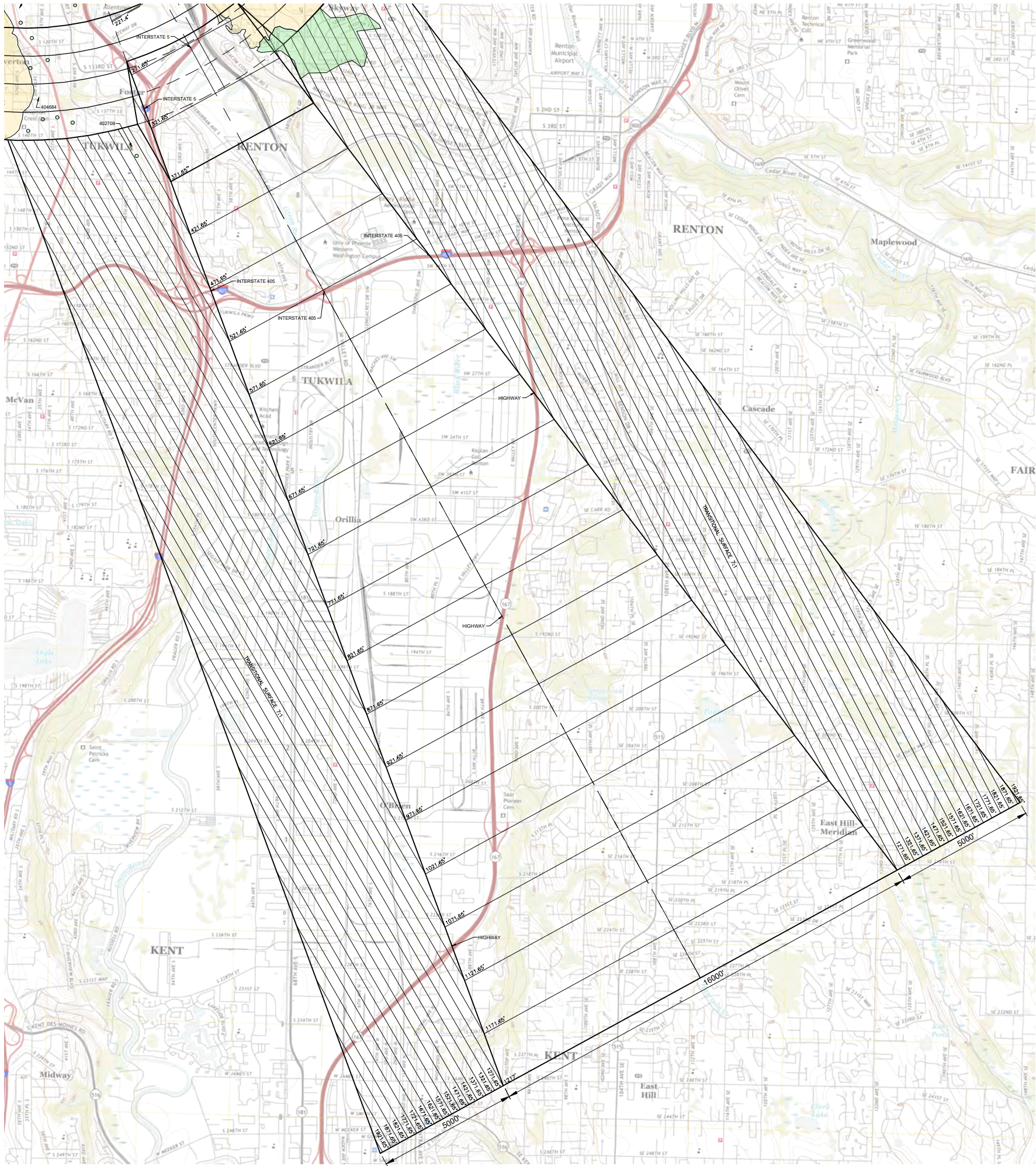
NOT FOR CONSTRUCTION

M&H NO.: 3231200-162066.01
DATE: JANUARY 2021
DESIGNED BY: M&H
DRAWN BY: JWB
CHECKED BY: CF
DO NOT SCALE DRAWINGS

Figure F4

**Airport
Airspace
Drawing -
North
Approach**

\\CORP.MEADHUNT.COM\SHARED\FOLDERS\ENTP\32312001\62066.01\TECH\CAD\AIRPORT\LAYOUT\PLAN\AIRSPACE.DWG
4/28/2021 7:57:06 AM



- NOTES
1. This drawing reflects planning standards applicable to KCIA/Boeing Field to the greatest extent possible.

2. Coordinate data is NAD83. Elevation data is NAVD88. Survey dated 02/02/15.

3. Existing Runway 14R/32L Prior Permission Required Pavement (PPRP) only available for south departures with Airport Staff approval. PPRP to be decommissioned following extension of runway.

4. Runway elevations from Woolpert, Inc. survey dated 02/02/15.

5. USGS Quadrangle county composite King County, WA 2015.

REVISIONS				
NO.	DATE.	BY	DESCRIPTION	PROJECT ENGR/ARCH
				DESIGNER
				DRAWN BY
				DATE
				CHECKED BY
				APPROVED BY

LAYOUT LEGEND	
ITEM	
FAA PART 77 CONTOUR LINE	171.65'
TERRAIN OBSTRUCTING AREA INCLUDING TREES	
TREE OBSTRUCTING AREA	
PART 77 OBSTRUCTIONS	00000
PART 77 ROADWAY OBSTRUCTIONS	
PART 77 RAIL OBSTRUCTIONS	
PART 77 OVERHEAD LINE OBSTRUCTIONS	
PART 77 FENCE OBSTRUCTIONS	
AIRPORT PROPERTY LINE	

Mead & Hunt
Mead and Hunt, Inc.
Cherry Street Building
1616 East 15th Street
Tulsa, OK 74120
phone: 918-585-8844
meadhunt.com

KING COUNTY INT'L/BOEING FIELD
AIRPORT LAYOUT PLAN

7277 Perimeter Rd S
Seattle, WA 98108

ISSUED

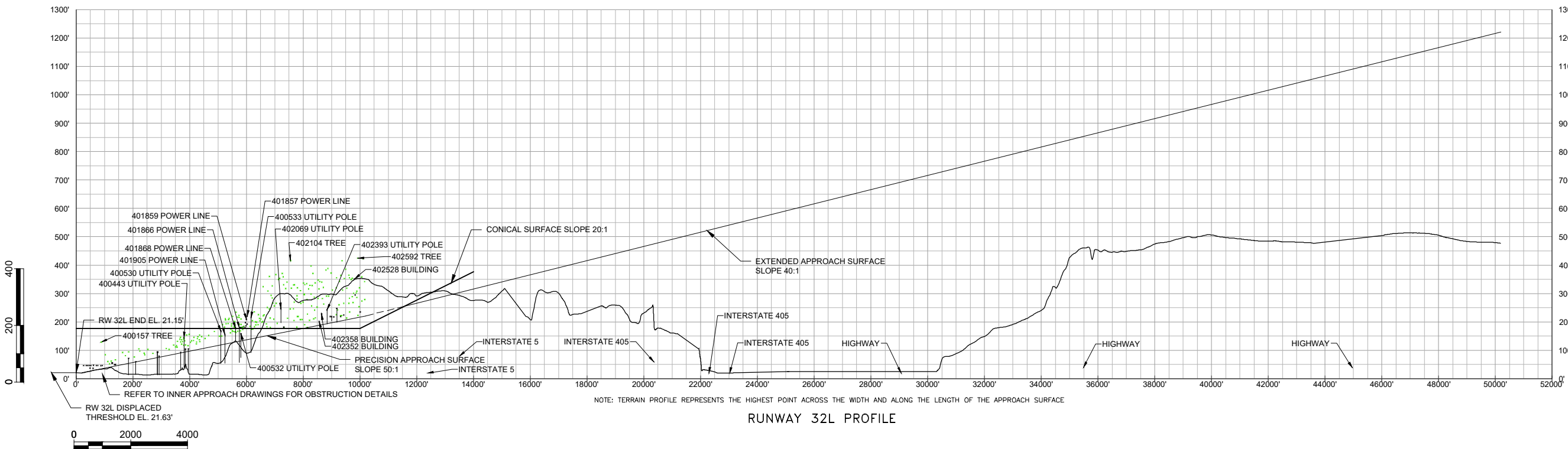
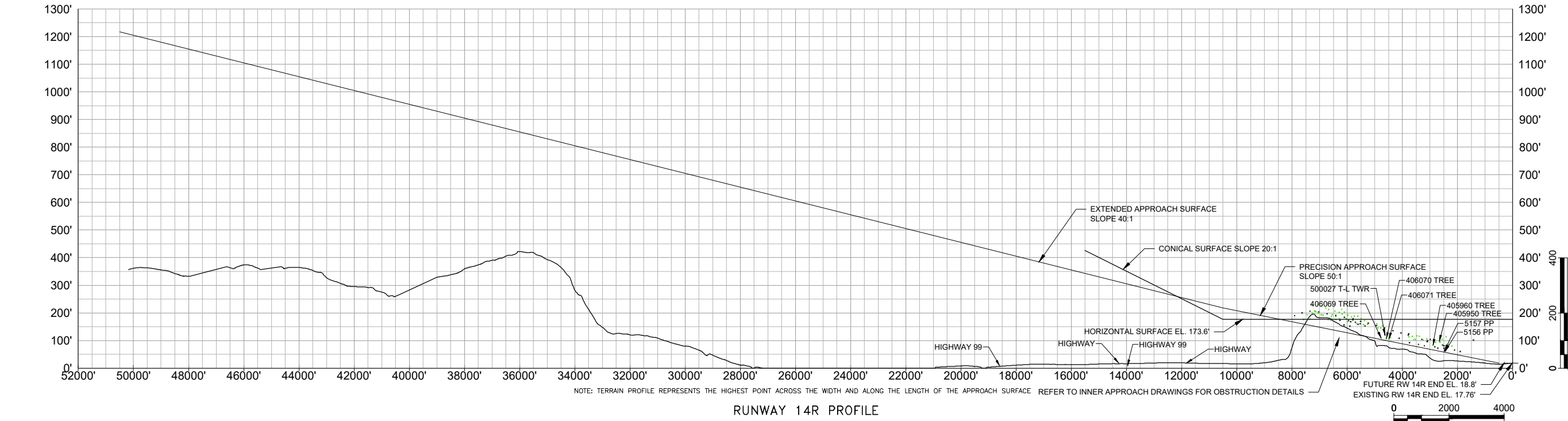
NOT FOR CONSTRUCTION

M&H NO.: 3231200-162066.01
DATE: JANUARY 2021
DESIGNED BY: M&H
DRAWN BY: JWB
CHECKED BY: CF
DO NOT SCALE DRAWINGS

Figure F5

Airport
Airspace
Drawing -
South
Approach

\\CORP\MEADHUNT.COM\SHARED\FOLDERS\ENR\323\200162066.01\TECHCAD\AIRPORT\AIRSPACE.DWG
4/28/2021 7:55:16 AM



REVISIONS				
NO.	DATE.	BY	DESCRIPTION	PROJECT ENGR/ARCH
				DESIGNER
				DRAWN BY
				DATE
				CHECKED BY
				APPROVED BY

LAYOUT LEGEND		
ITEM		
FAA PART 77 CONTOUR LINE	171.65'	
TERRAIN OBSTRUCTING AREA INCLUDING TREES		
TREE OBSTRUCTING AREA		
PART 77 OBSTRUCTIONS	X	
PART 77 OBSTRUCTIONS - TREES	X	
PART 77 ROADWAY OBSTRUCTIONS		
PART 77 RAIL OBSTRUCTIONS		
PART 77 OVERHEAD LINE OBSTRUCTIONS		
PART 77 FENCE OBSTRUCTIONS		
AIRPORT PROPERTY LINE		

These documents shall not be used for any purpose or project for which it is not intended. Mead & Hunt shall be indemnified by the client and hold harmless and released from all claims, damages, liabilities, losses, and expenses, including attorneys' fees and costs, arising out of such misuse or reuse of the documents. In addition, unauthorized reproduction of these documents, in part or as a whole, is prohibited.

KING COUNTY INT'L/BOEING FIELD
AIRPORT LAYOUT PLAN

7277 Perimeter Rd S
Seattle, WA 98108

ISSUED

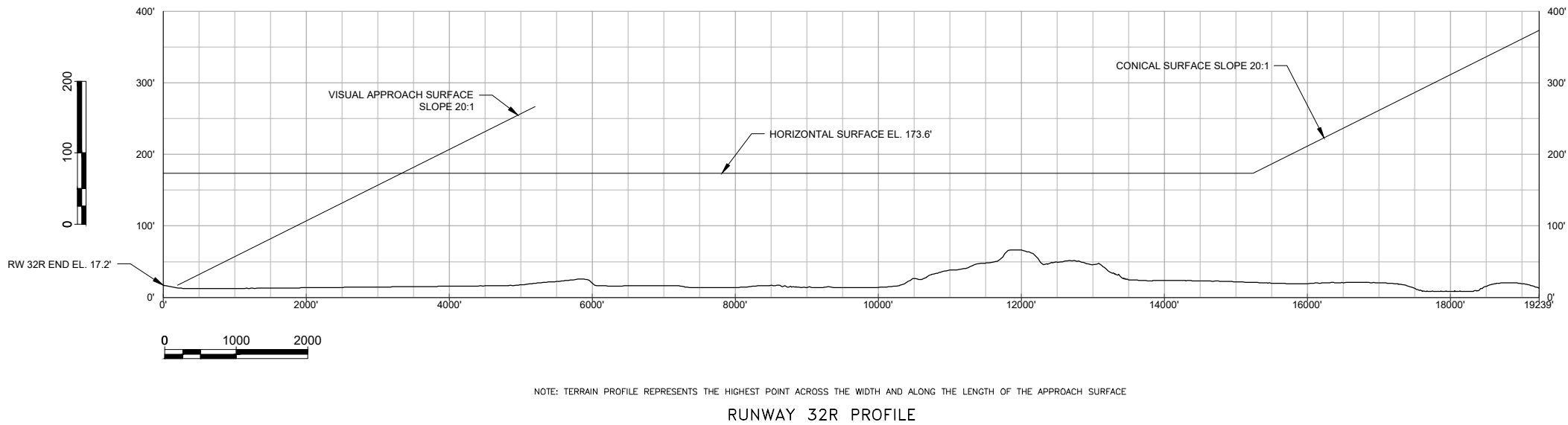
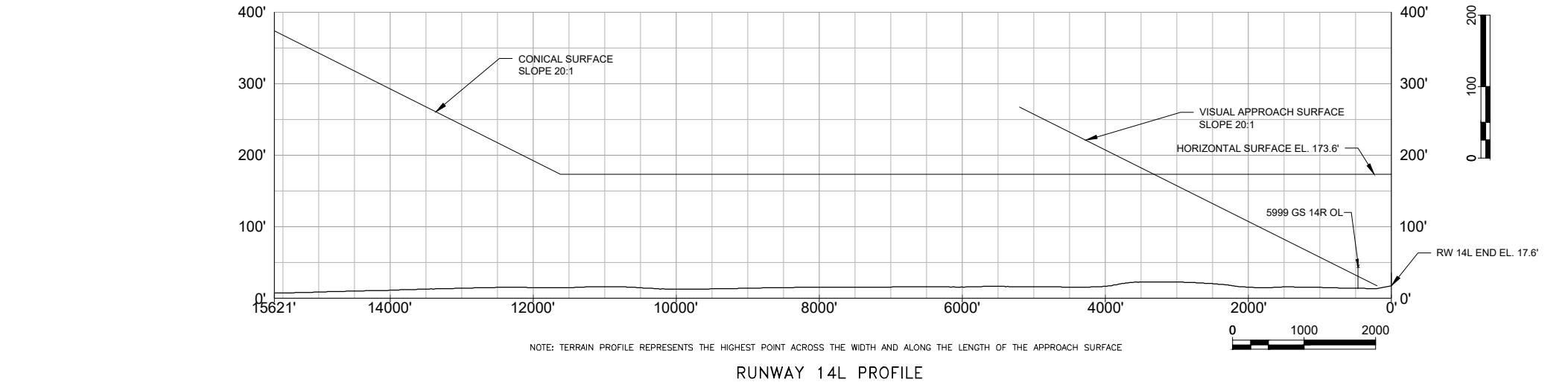
NOT FOR CONSTRUCTION

M&H NO.: 3231200-162066.01
DATE: JANUARY 2021
DESIGNED BY: M&H
DRAWN BY: JWB
CHECKED BY: CF
DO NOT SCALE DRAWINGS

Figure F6

Airport
Airspace
Drawing -
Runway
14R/32L

\\CORP\MEADHUNT.COM\SHARED\FOLDERS\ENTP\323\200162066.01\TECH\CAD\AIRPORT\LAYOUT\PLAN\AIRPORT AIRSPACE.DWG
4/28/2021 7:58:08 AM



REVISIONS				
NO.	DATE.	BY	DESCRIPTION	PROJECT ENGR/ARCH
				DESIGNER
				DRAWN BY
				DATE
				CHECKED BY
				APPROVED BY

LAYOUT LEGEND		
ITEM		
FAA PART 77 CONTOUR LINE	171.65'	
TERRAIN OBSTRUCTING AREA INCLUDING TREES		
TREE OBSTRUCTING AREA		
PART 77 OBSTRUCTIONS	X	
PART 77 OBSTRUCTIONS - TREES	X	
PART 77 ROADWAY OBSTRUCTIONS		
PART 77 RAIL OBSTRUCTIONS		
PART 77 OVERHEAD LINE OBSTRUCTIONS		
PART 77 FENCE OBSTRUCTIONS		
AIRPORT PROPERTY LINE		

These documents shall not be used for any purpose or project for which it is not intended. Mead & Hunt shall be indemnified by the client and hold harmless and released from all claims, damages, liabilities, losses, and expenses, including attorneys' fees and costs, arising out of such misuse or reuse of the documents. In addition, unauthorized reproduction of these documents, in part or as a whole, is prohibited.

KING COUNTY INT'L/BOEING FIELD
AIRPORT LAYOUT PLAN

ISSUED

NOT FOR CONSTRUCTION

M&H NO.: 3231200-162066.01
DATE: JANUARY 2021
DESIGNED BY: M&H
DRAWN BY: JWB
CHECKED BY: CF
DO NOT SCALE DRAWINGS

Figure F7

Airport
Airspace
Drawing -
Runway
14L/32R

7277 Perimeter Rd S
Seattle, WA 98108

The five imaginary surfaces specified by FAR Part 77 criteria are detailed below:

Primary Surface. A longitudinal surface centered on the runway extending 200 feet beyond each end. The elevation of any point on the surface is equal to the elevation of the nearest point on the runway centerline. For Runway 14R/32L, the primary surface width is 1,000 feet; the Runway 14L/32R primary surface width is 250 feet but is entirely enclosed within the Runway 14R/32L primary surface.

Transitional Surface. Surfaces that extend upward and outward at right angles to the runway centerline, and the extended runway centerline, at the edges of the primary surface at a slope of 7:1. Transitional surfaces end where they intersect the horizontal surface.

Horizontal Surface. A horizontal plane established at an elevation of 150 feet above the airport elevation. The Airport has an established airport elevation of 21.65 feet above mean sea level (AMSL), so the horizontal surface is 171.65 feet AMSL. The perimeter of this surface is determined by arcs extending from the center of each end of the primary surface and connecting the arcs with tangent lines. The radii of the arcs for Runway 14R/32L are 10,000 feet; the radii of the arcs for Runway 14L/32R are 5,000 feet but are entirely enclosed within the Runway 14R/32L horizontal surface.

Conical Surface. This surface extends upward and outward from the horizontal surface at a slope for 20:1 for a horizontal distance of 4,000 feet. The top elevation of this surface at BFI is 371.65 feet AMSL.

Approach Surface. A surface longitudinally centered on the extended runway centerline, extending outward and upward from each end of the primary surface. The inner edges are the same width as the primary surface. The horizontal distances, slopes, and outer edge widths are based on the visibility minimums of each runway. For Runway 14R/32L, the initial horizontal distances are 10,000 feet at a slope of 50:1, with additional horizontal distances of 40,000 feet at a slope of 40:1. The outer edge widths are 16,000 feet. For Runway 14L/32L, the horizontal distances are 5,000 feet at a slope of 20:1, with outer edge widths of 1,250 feet.

Application of these criteria results in numerous obstructions identified and distributed within the various surfaces. Most of the obstructions, which were identified by the Airports Geospatial Information System (AGIS) survey, are associated with the existing terrain or trees surrounding the Airport, but many are associated with roadways, poles, buildings, and other structures on or near airport property. Obstructions located within the inner portions of the approach surfaces are detailed in the next section. Additionally, the preliminarily identified obstructions will be further evaluated as the ALP set is finalized and will be examined closely by the FAA through the airspace review process (i.e. an aeronautical study) to reach a hazard/no hazard determination and final disposition for each obstruction.

Inner Portion of the Approach Surface Drawings

To provide a more detailed view of the inner portion of the FAR Part 77 imaginary approach surfaces near the runway ends, the Inner Portion of the Approach Surface Drawings are presented in **Figures F8 through F12**. The drawings provide large-scale plan and profile delineation to a distance where the FAR Part 77 approach surface reaches 100 feet above the runway end elevation. The drawings are intended to facilitate

identification of roadways, utility lines, structures, and other possible obstructions that may exist within the confines of, or near, the various approach evaluation areas near the runway thresholds.

Evaluation Surfaces

The specifications related to the approach evaluation surfaces applicable to BFI and presented on the Inner Portion of the Approach Surface Drawings are detailed below:

Runway Protection Zones. The size of the existing and future RPZs is contingent upon the approach category of the design aircraft and visibility minimums associated with the type of approach (e.g., visibility minimums ranging from one statute mile to lower than $\frac{3}{4}$ statute mile). As noted previously, the existing Runway 14R RPZ dimensions of 1,000 feet x 1,510 feet x 1,700 feet are to be maintained. The Runway 32L approach RPZ and Runway 14R departure RPZ dimensions of 500 feet x 1,010 feet x 1,700 feet are to be maintained. The Runway 14L/32R RPZ dimensions of 250 feet x 450 feet x 1,000 feet are to be maintained. RPZs do not have a slope; they are applied at ground level over the entire RPZ area.

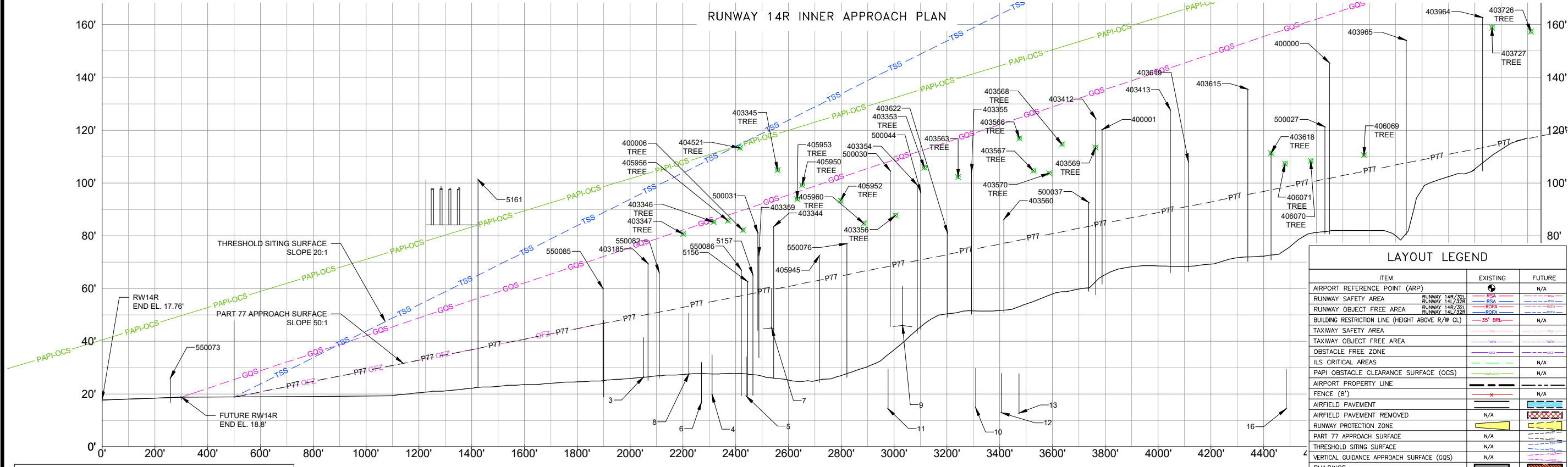
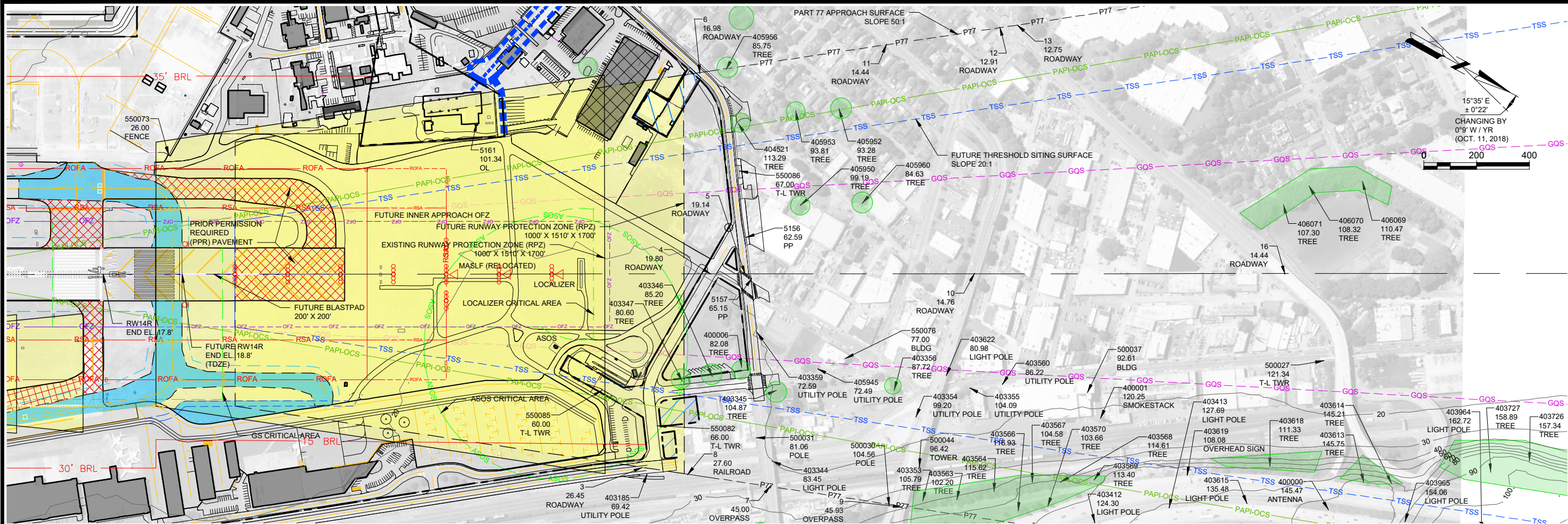
Threshold Siting Surface (TSS). According to information contained in FAA Advisory Circular (AC) 150/5300-13A (Table 3-2), the standard shape, dimensions, and slope of the TSS are dependent upon the type of aircraft operations currently conducted or forecasted, and the ultimate instrument approach visibility minimums available or planned for use at the runway end. For Runway 14R/32L, the appropriate TSS is identified as Runway Type 4 (approach end of runways expected to accommodate instrument approaches having visibility minimums greater than or equal to $\frac{3}{4}$ statute mile). For Runway 14L/32R, the appropriate TSS is identified as Runway Type 2 (approach end of runways expected to serve small airplanes with approach speeds of 50 knots or more, having visual approaches only, day or night).

PAPI Obstacle Clearance Surface (OCS). The PAPI OCS is specified in FAA AC 150/5340-30J (Figure A-81). It begins 300 feet in front of (towards the threshold) the PAPI system on the runway centerline and splays outward at ten degrees on each side of the runway centerline for a total distance of four Nautical Miles (NMs). The slope is equal to one degree less than the lowest on-course PAPI aiming angle, which for Runways 14R, 14L, and 32R is 2.0 degrees and 2.1 degrees for Runway 32L.

Vertically Guided Approach Surface. The approach clearance requirements specified for Vertically Guided Approach Surfaces are contained in AC 150/5300-13A (Table 3-2) and identified as Runway Type 6. This translates to a surface that begins at the threshold, has a width that is 200 feet wider than the runway width, and has an outer width that is 1,520 feet. They extend a horizontal distance of 10,000 feet and have a slope of 30:1. These surfaces are applicable to Runways 14R and 32L only.

Inner Approach Obstacle Free Zones (OFZs). The Inner Approach OFZs criteria are also specified in AC 150/5300-13A (paragraph 308.b) and are defined as volumes of airspace centered on the approach areas of runways equipped with Approach Light Systems (ALS). They begin 200 feet from the runway threshold at the same elevation as the runway threshold, extend 200 feet beyond the last ALS light unit and have a slope of 50:1. At BFI, their width is 400 feet. These surfaces are also applicable to Runways 14R and 32L only.

\\CORP\MEADHUNT\COM\SHARED\FOLDERS\PT323\2001\62066.01\TECHCAD\AIRPORT\LAYOUT\PLAN\INNER APPROACH SURFACE - RW 14R-1.DWG
4/27/2021 4:59:48 PM



REVISIONS			
NO.	DATE	BY	DESCRIPTION

LAYOUT LEGEND		
ITEM	EXISTING	FUTURE
AIRPORT REFERENCE POINT (ARP)		N/A
RUNWAY SAFETY AREA		
RUNWAY OBJECT FREE AREA		
BUILDING RESTRICTION LINE (HEIGHT ABOVE R/W CL)		N/A
TAXIWAY SAFETY AREA		
TAXIWAY OBJECT FREE AREA		
OBSTACLE FREE ZONE		
ILS CRITICAL AREAS		N/A
PAPI OBSTACLE CLEARANCE SURFACE (OCS)		N/A
AIRPORT PROPERTY LINE		
FENCE (8')		N/A
AIRFIELD PAVEMENT		
AIRFIELD PAVEMENT REMOVED	N/A	
RUNWAY PROTECTION ZONE		
PART 77 APPROACH SURFACE	N/A	
THRESHOLD SITING SURFACE	N/A	
VERTICAL GUIDANCE APPROACH SURFACE (GQS)	N/A	
BUILDINGS		
BUILDINGS TO BE REMOVED	N/A	
ROADS		
FUEL STORAGE		
BEACON		N/A
WINDSOCK		N/A
PRECISION APPROACH PATH INDICATOR (PAPI)		N/A
TAXIWAY HOLDLINES AND SIGNS		
SURVEY MONUMENTS		N/A
AIRPORT SUPPORT VEHICLE ACCESS LANES		N/A
RUNWAY END IDENTIFIER LIGHTS (REILS)		

Mead & Hunt
Mead and Hunt, Inc.
Cherry Street Building
1616 East 15th Street
Tulsa, OK 74120
phone: 918-585-8844
meadhunt.com

These documents shall not be used for any purpose or project for which it is not intended. Mead & Hunt shall be indemnified by the client and hold harmless and defend from all claims, damages, liabilities, losses, and expenses, including attorneys' fees and costs, arising out of such misuse or reuse of these documents. In addition, unauthorized reproduction of these documents, in part or as a whole, is prohibited.

**KING COUNTY INT'L/BOEING FIELD
AIRPORT LAYOUT PLAN**

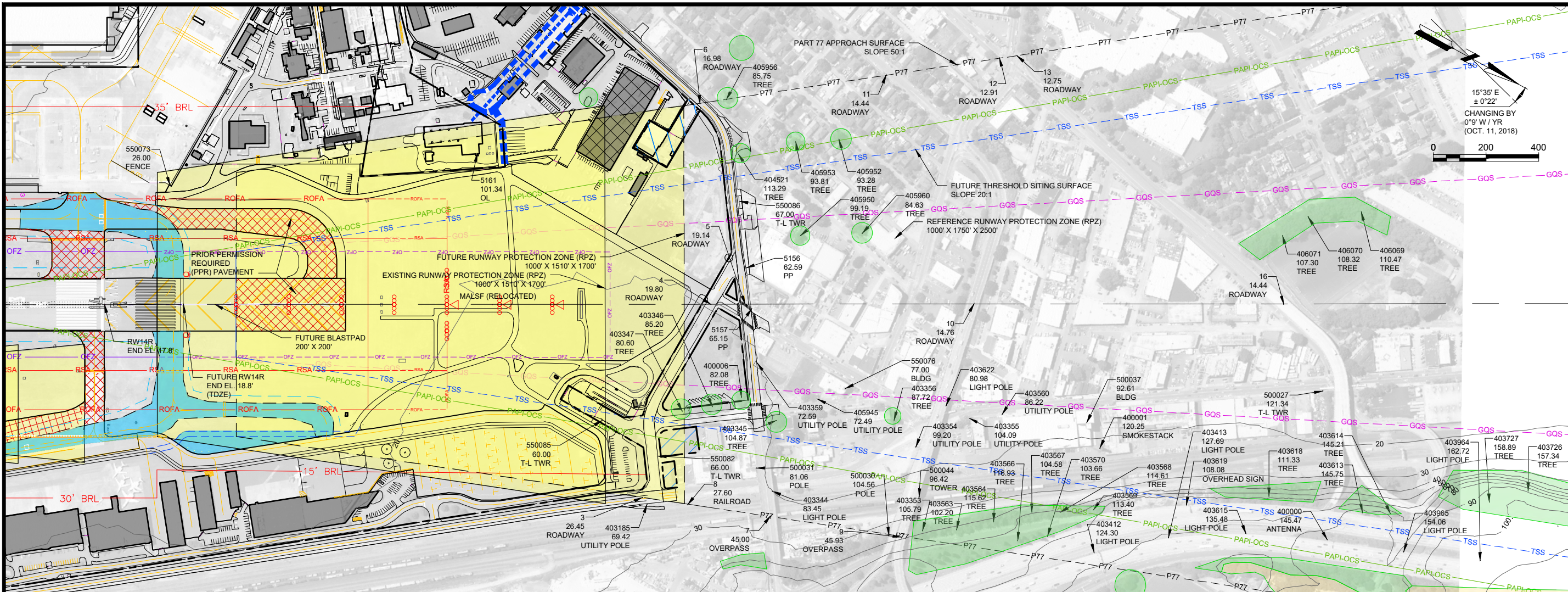
7277 Perimeter Rd S
Seattle, WA 98108

ISSUED

NOT FOR CONSTRUCTION

M&H NO.: 3231200-162066.01
DATE: JANUARY 2021
DESIGNED BY: M&H
DRAWN BY: JWB
CHECKED BY: CDF
DO NOT SCALE DRAWINGS

Figure F8
Inner Portion
of Approach
Surface -
Runway 14R



RUNWAY 14R INNER APPROACH PLAN

PAPI OBSTACLE CLEARANCE SURFACE OBSTRUCTIONS

NONE IDENTIFIED

INNER APPROACH OFZ OBSTRUCTIONS

NONE IDENTIFIED

VERTICALLY GUIDED APPROACH SURFACE OBSTRUCTIONS

NO.	DESCRIPTION	TOP ELEVATION	GROUND EL.	PENETRATION	SURFACE	DISPOSITION
405950	TREE	99.19	17.1	2.0	VGAS (GQS)	REMOVE

THRESHOLD SITING OBSTRUCTIONS

NONE IDENTIFIED

PART 77 TREE OBSTRUCTIONS

NO.	DESCRIPTION	ELEVATION	GROUND ELEV.	SURFACE	PENETRATION	DISPOSITION
400006	TREE	82.08	21.4	RW14R PART 77 APPROACH	24.96	TBS*
403345	TREE	104.87	19.1	RW14R PART 77 APPROACH	45.12	TBS*
403346	TREE	85.2	22.3	RW14R PART 77 APPROACH	30.30	TBS*
403347	TREE	80.6	22.3	RW14R PART 77 APPROACH	27.99	TBS*
403353	TREE	105.79	30.1	RW14R PART 77 APPROACH	34.92	TBS*
403356	TREE	87.72	15.7	RW14R PART 77 APPROACH	19.02	TBS*
403363	TREE	102.2	31.1	RW14R PART 77 APPROACH	28.77	TBS*
403364	TREE	115.62	32.0	RW14R PART 77 APPROACH	39.37	TBS*
403566	TREE	116.93	54.9	RW14R PART 77 APPROACH	38.85	TBS*
403567	TREE	104.58	31.9	RW14R PART 77 APPROACH	25.43	TBS*
403568	TREE	114.61	38.0	RW14R PART 77 APPROACH	33.29	TBS*
403569	TREE	113.4	37.1	RW14R PART 77 APPROACH	29.56	TBS*
403570	TREE	103.66	58.3	RW14R PART 77 APPROACH	23.32	TBS*
403613	TREE	145.75	82.2	RW14R PART 77 APPROACH	41.50	TBS*
403614	TREE	145.21	78.1	RW14R PART 77 APPROACH	38.85	TBS*
403618	TREE	111.33	64.9	RW14R PART 77 APPROACH	14.18	TBS*
403726	TREE	157.34	93.3	RW14R PART 77 APPROACH	40.52	TBS*
403727	TREE	158.89	95.5	RW14R PART 77 APPROACH	45.01	TBS*
404521	TREE	113.29	16.7	RW14R PART 77 APPROACH	56.40	TBS*
405950	TREE	99.19	17.1	RW14R PART 77 APPROACH	37.58	REMOVE (GQS)
405952	TREE	93.28	15.4	RW14R PART 77 APPROACH	28.75	TBS*
405953	TREE	93.81	15.7	RW14R PART 77 APPROACH	32.58	TBS*
405956	TREE	85.75	16.6	RW14R PART 77 APPROACH	29.77	TBS*
405960	TREE	84.63	15.8	RW14R PART 77 APPROACH	18.34	TBS*
406069	TREE	110.47	13.1	RW14R PART 77 APPROACH	6.30	TBS*
406070	TREE	108.32	13.1	RW14R PART 77 APPROACH	8.19	TBS*
406071	TREE	107.3	13.4	RW14R PART 77 APPROACH	9.11	TBS*

TBS* - TO BE FURTHER STUDIED IN INDIVIDUAL AIRSPACE CASE

PART 77 OBSTRUCTIONS

NO.	DESCRIPTION	TOP ELEVATION	GROUND EL.	PENETRATION	SURFACE	DISPOSITION
3	ROADWAY	41.4532	26.45	0	RW14R PART 77 APPR	TBS*
4	ROADWAY	34.8048	19.8	0	RW14R PART 77 APPR	TBS*
5	ROADWAY	34.1424	19.14	0	RW14R PART 77 APPR	TBS*
6	ROADWAY	31.9795	16.98	0	RW14R PART 77 APPR	TBS*
7	OVERPASS	60	45	0	RW14R PART 77 APPR	TBS*
8	RAILROAD	50.6034	27.6	0	RW14R PART 77 APPR	TBS*
9	OVERPASS	60.9331	45.93	0	RW14R PART 77 APPR	TBS*
10	ROADWAY	29.7638	14.76	0	RW14R PART 77 APPR	TBS*
11	ROADWAY	29.4357	14.44	0	RW14R PART 77 APPR	TBS*
12	ROADWAY	27.913	12.91	0	RW14R PART 77 APPR	TBS*
13	ROADWAY	27.7526	12.75	0	RW14R PART 77 APPR	TBS*
16	ROADWAY	29.4357	14.44	0	RW14R PART 77 APPR	TBS*
5156	PP	62.59	17.5	5.1	RW14R PART 77 APPR	REMOVE(OFZ)
5157	PP	65.15	19.2	7.3	RW14R PART 77 APPR	REMOVE(OFZ)
5161	OL	101.34	17	64.3	RW14R PART 77 APPR	TBS*
400000	ANTENNA	145.47	82	43.9	RW14R PART 77 APPR	TBS*
400001	SMOKESTACK	120.25	21.5	35.9	RW14R PART 77 APPR	TBS*
403185	UTILITY POLE	69.42	26.9	19.46	RW14R PART 77 APPR	TBS*
403343	LIGHT POLE	84.23	28.2	25.56	RW14R PART 77 APPR	TBS*
403344	LIGHT POLE	83.45	26	23.98	RW14R PART 77 APPR	TBS*
403354	UTILITY POLE	99.2	16.2	28.85	RW14R PART 77 APPR	TBS*
403355	UTILITY POLE	104.09	15.9	29.65	RW14R PART 77 APPR	TBS*
403359	UTILITY POLE	72.59	19.9	14.25	RW14R PART 77 APPR	TBS*
403412	LIGHT POLE	124.3	67	40.42	RW14R PART 77 APPR	TBS*
403413	LIGHT POLE	127.69	70.3	38.17	RW14R PART 77 APPR	TBS*
403560	UTILITY POLE	86.22	16.4	9.31	RW14R PART 77 APPR	TBS*
403615	LIGHT POLE	135.48	74	40.09	RW14R PART 77 APPR	TBS*
403619	OVERHEAD SIGN	108.08	66.9	17.2	RW14R PART 77 APPR	TBS*
403622	LIGHT POLE	80.98	15.4	8.33	RW14R PART 77 APPR	TBS*
403964	LIGHT POLE	162.72	102.5	49.55	RW14R PART 77 APPR	TBS*
403965	LIGHT POLE	154.06	89.4	46.68	RW14R PART 77 APPR	TBS*
405945	UTILITY POLE	72.49	17.2	9.57	RW14R PART 77 APPR	TBS*
405959	BUILDING	98.94	16	64.66	PART 77 TRANSITIONAL	TBS*
500027	T-L TWR	121.34	15.8	20.13	RW14R PART 77 APPR	TBS*
500030	POLE	104.56	36.2	36.27	RW14R PART 77 APPR	TBS*
500031	POLE	81.06	22.2	22.79	RW14R PART 77 APPR	TBS*
500037	BLDG	92.61	18.5	9.28	RW14R PART 77 APPR	TBS*
500044	TOWER	96.42	25.2	25.82	RW14R PART 77 APPR	TBS*
550073	FENCE	26	12.4	12.26	RW14R PART 77 APPR	TBS*
550075	BLDG	101	16	67.9	RW14R PART 77 APPR	TBS*
550076	BLDG	77	16.4	11.98	RW14R PART 77 APPR	TBS*
550082	T-L TWR	66	25.2	15.22	RW14R PART 77 APPR	TBS*
550085	T-L TWR	60	23.2	13.47	RW14R PART 77 APPR	TBS*
550086	T-L TWR	67	17.5	9.99	RW14R PART 77 APPR	TBS*

TBS* - TO BE FURTHER STUDIED IN INDIVIDUAL AIRSPACE CASE

REVISIONS

NO.	DATE	BY	DESCRIPTION

LAYOUT LEGEND

ITEM	EXISTING	FUTURE
AIRPORT REFERENCE POINT (ARP)		N/A
RUNWAY SAFETY AREA		
RUNWAY OBJECT FREE AREA		
BUILDING RESTRICTION LINE (HEIGHT ABOVE R/W CL)		N/A
TAXIWAY SAFETY AREA		
TAXIWAY OBJECT FREE AREA		
OBSTACLE FREE ZONE		
ILS CRITICAL AREAS		N/A
PAPI OBSTACLE CLEARANCE SURFACE (OCS)		N/A
AIRPORT PROPERTY LINE		
FENCE (8')		N/A
AIRFIELD PAVEMENT		
AIRFIELD PAVEMENT REMOVED	N/A	
RUNWAY PROTECTION ZONE		
PART 77 APPROACH SURFACE	N/A	
THRESHOLD SITING SURFACE	N/A	
VERTICAL GUIDANCE APPROACH SURFACE (VGAS)	N/A	
BUILDINGS		
BUILDINGS TO BE REMOVED	N/A	
ROADS		
FUEL STORAGE		
BEACON		N/A
WINDSOCK		N/A
PRECISION APPROACH PATH INDICATOR (PAPI)		N/A
TAXIWAY HOLDLINES AND SIGNS		
SURVEY MONUMENTS		N/A
AIRPORT SUPPORT VEHICLE ACCESS LANES		N/A
RUNWAY END IDENTIFIER LIGHTS (REILS)		

These documents shall not be used for any purpose other than the project for which it is not intended. Mead & Hunt shall not be indemnified by the client and held harmless and defended from all claims, damages, liabilities, losses and expenses, including attorneys' fees and costs, arising out of such misuse or reuse of the documents. In addition, unauthorized reproduction of these documents, in part or as a whole, is prohibited.

7277 Perimeter Rd S
Seattle, WA 98108

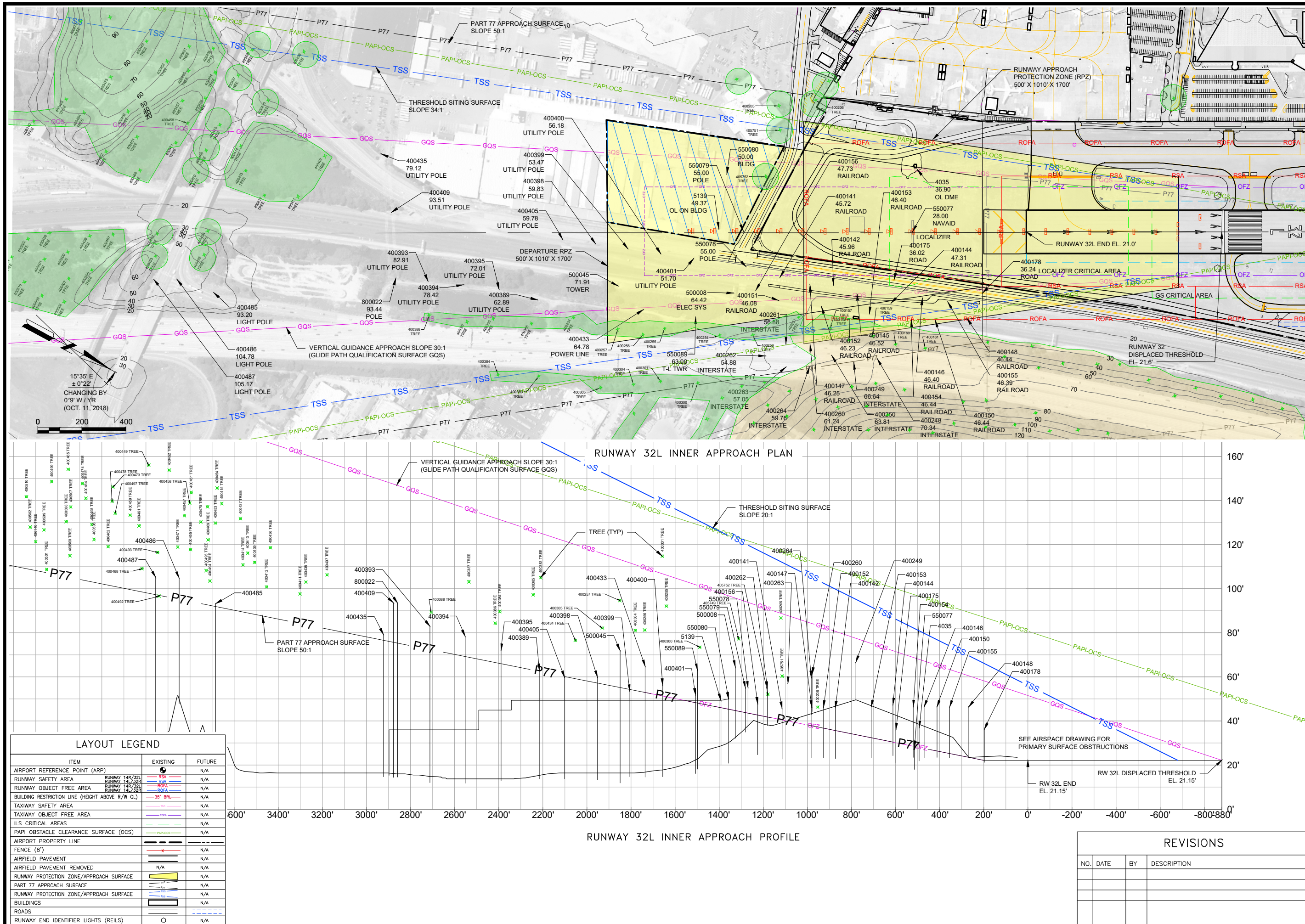
ISSUED

NOT FOR CONSTRUCTION

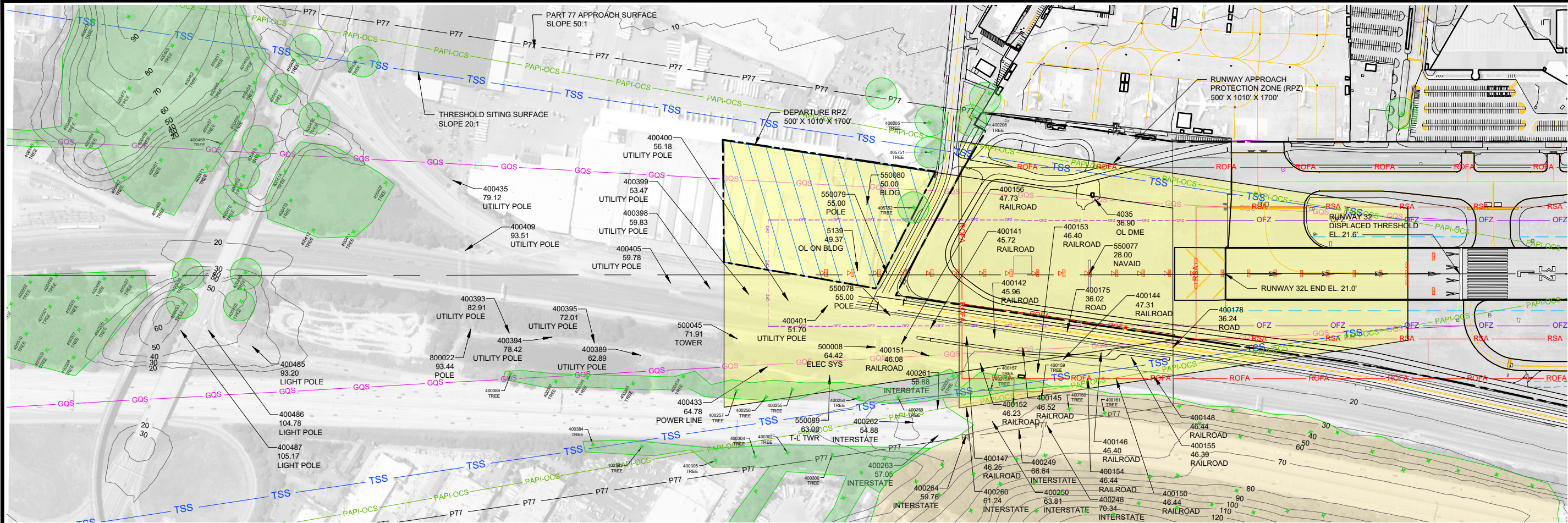
M&H NO.: 3231200-162066.01
DATE: JANUARY 2021
DESIGNED BY: M&H
DRAWN BY: JWB
CHECKED BY: CF
DO NOT SCALE DRAWINGS

**Inner Portion
of Approach
Surface -
Runway 32L**

F.17



\\CORP.MEADHUNT.COM\SHARED\FOLDERS\PT323\2001\62066.01\TECH\CAD\AIRPORT\LAYOU\PLAN\INNER APPROACH SURFACE - RW32L.DWG 4/28/2021 8:05:28 AM



RUNWAY 32L INNER APPROACH PLAN

VERTICALLY GUIDED APPROACH SURFACE OBSTRUCTIONS

NONE IDENTIFIED

PART 77 TREE OBSTRUCTIONS

POINT	DESCRIPTION	ELEVATION (TOP)	GROUND ELEVATION	SURFACE	PENETRATION	DISPOSITION
400157	TREE	128.80	28.6	RW32L APP	94.01	TBS*
400158	TREE	86.85	34.7	RW32L APP	53.79	TBS*
400159	TREE	75.11	35.8	RW32L APP	44.17	TBS*
400160	TREE	86.40	44.4	RW32L APP	57.55	TBS*
400165	TREE	87.96	48.1	RW32L APP	61.80	TBS*
400205	TREE	86.70	11.5	RW32L APP	47.27	TBS*
400206	TREE	46.25	11.2	RW32L APP	10.15	TBS*
400251	TREE	83.97	18.6	RW32L APP	46.31	TBS*
400253	TREE	61.46	30.2	RW32L APP	19.67	TBS*
400254	TREE	66.64	16.8	RW32L APP	21.85	TBS*
400255	TREE	92.05	16.2	RW32L APP	42.24	TBS*
400256	TREE	81.21	16.4	RW32L APP	29.43	TBS*
400257	TREE	94.57	16.4	RW32L APP	40.53	TBS*
400300	TREE	73.39	16.6	RW32L APP	26.61	TBS*
400301	TREE	114.71	16.3	RW32L APP	64.53	TBS*
400304	TREE	80.99	16.2	RW32L APP	28.35	TBS*
400305	TREE	82.09	16.1	RW32L APP	26.48	TBS*
400383	TREE	104.99	16.1	RW32L APP	43.78	TBS*
400384	TREE	89.61	13.8	RW32L APP	24.69	TBS*
400385	TREE	97.15	15.9	RW32L APP	35.26	TBS*
400386	TREE	84.29	13.8	RW32L APP	18.84	TBS*
400387	TREE	103.12	13.8	RW32L APP	35.39	TBS*
400388	TREE	89.27	13.8	RW32L APP	18.11	TBS*
400407	TREE	106.23	16.4	RW32L APP	25.63	TBS*
400411	TREE	97.60	16.4	RW32L APP	21.85	TBS*
400412	TREE	100.75	16.4	RW32L APP	14.67	TBS*
400413	TREE	116.04	16.1	RW32L APP	28.24	TBS*
400414	TREE	110.76	31.7	RW32L APP	22.54	TBS*
400415	TREE	138.57	35.8	RW32L APP	48.42	TBS*
400434	TREE	76.49	16.1	RW32L APP	18.42	TBS*
400436	TREE	113.53	21.1	RW32L APP	22.78	TBS*
400437	TREE	131.73	35.1	RW32L APP	43.27	TBS*
400438	TREE	102.94	16.2	RW32L APP	20.41	TBS*
400439	TREE	111.86	16.2	RW32L APP	24.69	TBS*
400449	TREE	155.99	75.9	RW32L APP	59.22	TBS*
400451	TREE	143.57	53.2	RW32L APP	50.65	TBS*
400452	TREE	153.73	60.9	RW32L APP	58.83	TBS*
400453	TREE	129.73	35.3	RW32L APP	39.01	TBS*
400454	TREE	145.59	35.7	RW32L APP	55.01	TBS*
400455	TREE	117.71	45.0	RW32L APP	24.72	TBS*
400456	TREE	137.10	20.3	RW32L APP	45.65	TBS*
400457	TREE	133.02	16.1	RW32L APP	39.49	TBS*
400458	TREE	138.81	21.3	RW32L APP	45.76	TBS*
400459	TREE	133.26	54.4	RW32L APP	34.81	TBS*
400461	TREE	128.45	16.1	RW32L APP	30.80	TBS*
400462	TREE	119.02	26.2	RW32L APP	18.98	TBS*
400464	TREE	140.92	49.6	RW32L APP	38.45	TBS*
400465	TREE	154.07	52.4	RW32L APP	50.00	TBS*
400468	TREE	109.07	16.0	RW32L APP	11.69	TBS*
400469	TREE	127.07	35.1	RW32L APP	30.69	TBS*
400470	TREE	130.17	38.11	RW32L APP	38.11	TBS*
400471	TREE	118.83	16.1	RW32L APP	24.69	TBS*
400473	TREE	146.02	77.7	RW32L APP	46.00	TBS*
400474	TREE	147.59	60.6	RW32L APP	44.81	TBS*

INNER APPROACH OBSTACLE FREE ZONE OBSTRUCTIONS

POINT	DESCRIPTION	ELEVATION (TOP)	GROUND ELEVATION	SURFACE	PENETRATION	DISPOSITION
5139	OL ON BLDG	48.47	13.8	OFZ	4.5	REMOVE
400400	UTILITY POLE	56.18	14.7	OFZ	6.04	REMOVE
400401	UTILITY POLE	51.70	14.7	OFZ	4.53	REMOVE
550077	NAVAID	28	14.4	OFZ	0.69	REMOVE
550078	POLE	55	14.5	OFZ	12.6	REMOVE
550079	POLE	55	13.4	OFZ	12.35	REMOVE

TBS* - TO BE FURTHER STUDIED IN INDIVIDUAL AIRSPACE CASE

PAPI OBSTACLE CLEARANCE SURFACE OBSTRUCTIONS

NONE IDENTIFIED

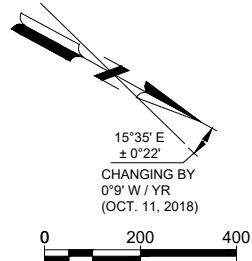
THRESHOLD SITING OBSTRUCTIONS

NONE IDENTIFIED

PART 77 OBSTRUCTIONS

POINT	DESCRIPTION	ELEVATION (TOP)	GROUND ELEVATION	SURFACE	PENETRATION	DISPOSITION
4035	OL DME	36.9		RW32L APP	10.02	TBS*
5139	OL ON BLDG	49.37		RW32L APP	4.5	REMOVE(OFZ)
400141	RAILROAD	45.72		RW32L APP	6.4	TBS*
400142	RAILROAD	45.96		RW32L APP	11.48	TBS*
400144	RAILROAD	47.31		RW32L APP	18.06	TBS*
400145	RAILROAD	46.52		RW32L APP	14.16	TBS*
400146	RAILROAD	46.4		RW32L APP	19.97	TBS*
400147	RAILROAD	46.25		RW32L APP	9.63	TBS*
400148	RAILROAD	46.44		RW32L APP	24.06	TBS*
400150	RAILROAD	46.44		RW32L APP	21.17	TBS*
400151	RAILROAD	46.08		RW32L APP	6.61	TBS*
400152	RAILROAD	46.23		RW32L APP	10.67	TBS*
400153	RAILROAD	46.4		RW32L APP	15.17	TBS*
400154	RAILROAD	46.44		RW32L APP	19.03	TBS*
400155	RAILROAD	46.39		RW32L APP	22.27	TBS*
400156	RAILROAD	47.73		RW32L APP	6.2	TBS*
400163	NATURAL HIGH POINT	32.47		RW32L APP	8.66	TBS*
400175	ROAD	36.02		RW32L APP	7.03	TBS*
400178	ROAD	36.24		RW32L APP	15.27	TBS*
400250	INTERSTATE	63.81		RW32L APP	29.17	TBS*
400260	INTERSTATE	61.24		RW32L APP	24.64	TBS*
400261	INTERSTATE	56.88		RW32L APP	18.08	TBS*
400262	INTERSTATE	54.88		RW32L APP	14.23	TBS*
400263	INTERSTATE	57.05		RW32L APP	18.26	TBS*
400264	INTERSTATE	59.76		RW32L APP	23.1	TBS*
400389	UTILITY POLE	62.89		RW32L APP	1.56	TBS*
400393	UTILITY POLE	82.91		RW32L APP	11.65	TBS*
400394	UTILITY POLE	78.42		RW32L APP	10.36	TBS*
400395	UTILITY POLE	72.01		RW32L APP	7.2	TBS*
400398	UTILITY POLE	59.83		RW32L APP	3.78	TBS*
400399	UTILITY POLE	53.47		RW32L APP	0.34	REMOVE(OFZ)
400400	UTILITY POLE	56.18		RW32L APP	6.04	REMOVE(OFZ)
400401	UTILITY POLE	51.7		RW32L APP	4.53	REMOVE(OFZ)
400405	UTILITY POLE	59.78		RW32L APP	0.74	TBS*
400409	UTILITY POLE	93.51		RW32L APP	18.93	TBS*
400433	POWER LINE	64.78		RW32L APP	13.05	TBS*
400436	UTILITY POLE	79.12		RW32L APP	3.64	TBS*
400485	LIGHT POLE	93.2		RW32L APP	2.51	TBS*
400486	LIGHT POLE	104.78		RW32L APP	10.77	TBS*
400487	LIGHT POLE	105.17		RW32L APP	9.05	TBS*
500008	ELEC SYS	64.42		RW32L APP	20.87	TBS*
500045	TOWER	71.91		RW32L APP	17.89	TBS*
550077	NAVAID	28		RW32L APP	0.69	REMOVE(OFZ)
550078	POLE	55		RW32L APP	12.6	REMOVE(OFZ)
550079	POLE	55		RW32L APP	12.35	REMOVE(OFZ)
550080	BLDG	50		RW32L APP	5.84	TBS*
550089	T-L TWR	63		RW32L APP	16.02	TBS*
800022	pole	93.44		RW32L APP	19.26	TBS*

TBS* - TO BE FURTHER STUDIED IN INDIVIDUAL AIRSPACE CASE



REVISIONS

NO.	DATE	BY	DESCRIPTION

LAYOUT LEGEND

ITEM	EXISTING	FUTURE
AIRPORT REFERENCE POINT (ARP)		N/A
RUNWAY SAFETY AREA		N/A
RUNWAY OBJECT FREE AREA		N/A
BUILDING RESTRICTION LINE (HEIGHT ABOVE R/W CL)		N/A
TAXIWAY SAFETY AREA		N/A
TAXIWAY OBJECT FREE AREA		N/A
ILS CRITICAL AREAS		N/A
PAPI OBSTACLE CLEARANCE SURFACE (OCS)		N/A
AIRPORT PROPERTY LINE		N/A
FENCE (8')		N/A
AIRFIELD PAVEMENT		N/A
AIRFIELD PAVEMENT REMOVED		N/A
RUNWAY PROTECTION ZONE/APPROACH SURFACE		N/A
PART 77 APPROACH SURFACE		N/A
RUNWAY PROTECTION ZONE/APPROACH SURFACE		N/A
BUILDINGS		N/A
ROADS		N/A
RUNWAY END IDENTIFIER LIGHTS (REILS)		N/A

Mead & Hunt
Mead and Hunt, Inc.
Cherry Street Building
1616 East 15th Street
Tulsa, OK 74120
phone: 918-585-8844
meadhunt.com

These documents shall not be used for any purpose or project for which it is not intended. Mead & Hunt shall be indemnified by the client and hold harmless and released from all claims, damages, liabilities, losses, and expenses, including attorneys' fees and costs, arising out of such misuse or reuse of these documents. In addition, unauthorized reproduction of these documents, in part or as a whole, is prohibited.

KING COUNTY INT'L/BOEING FIELD
AIRPORT LAYOUT PLAN

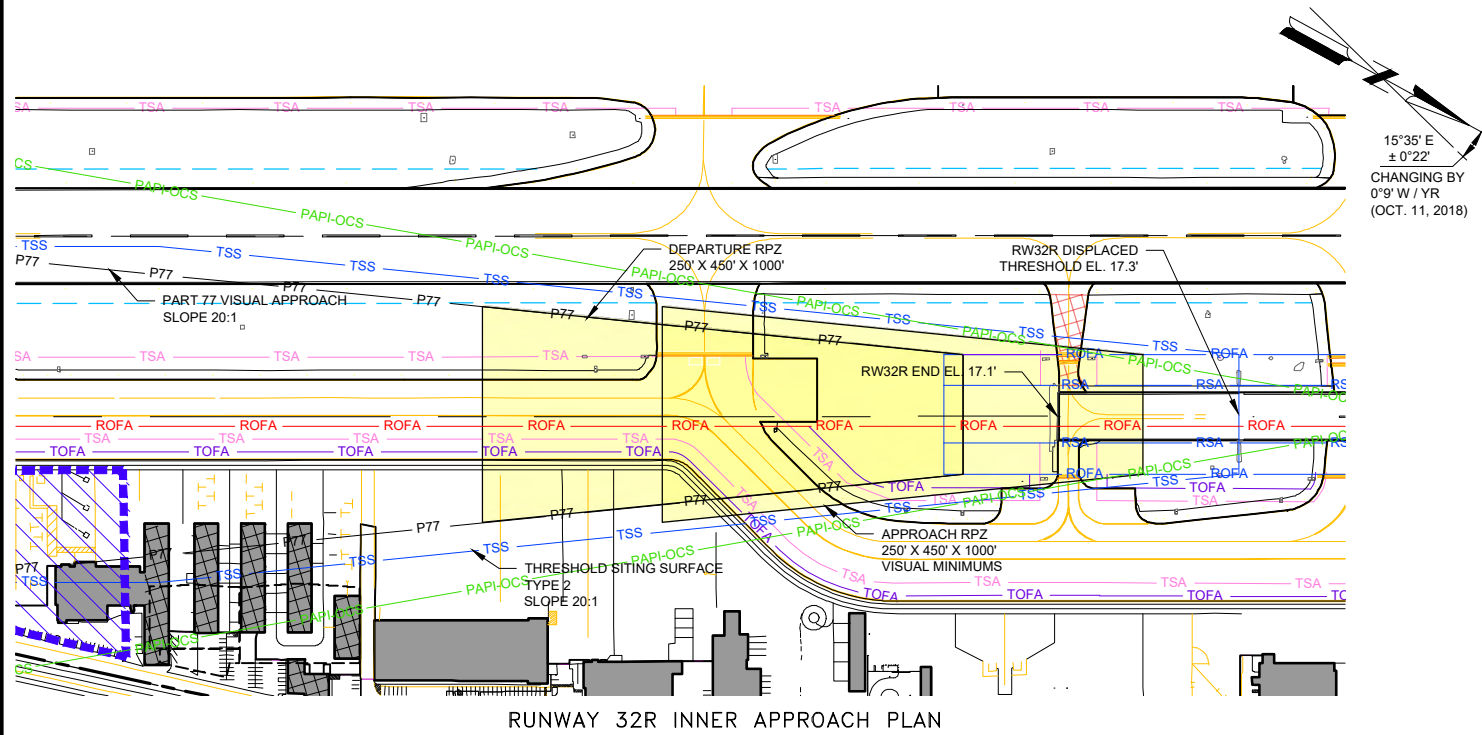
ISSUED

NOT FOR CONSTRUCTION

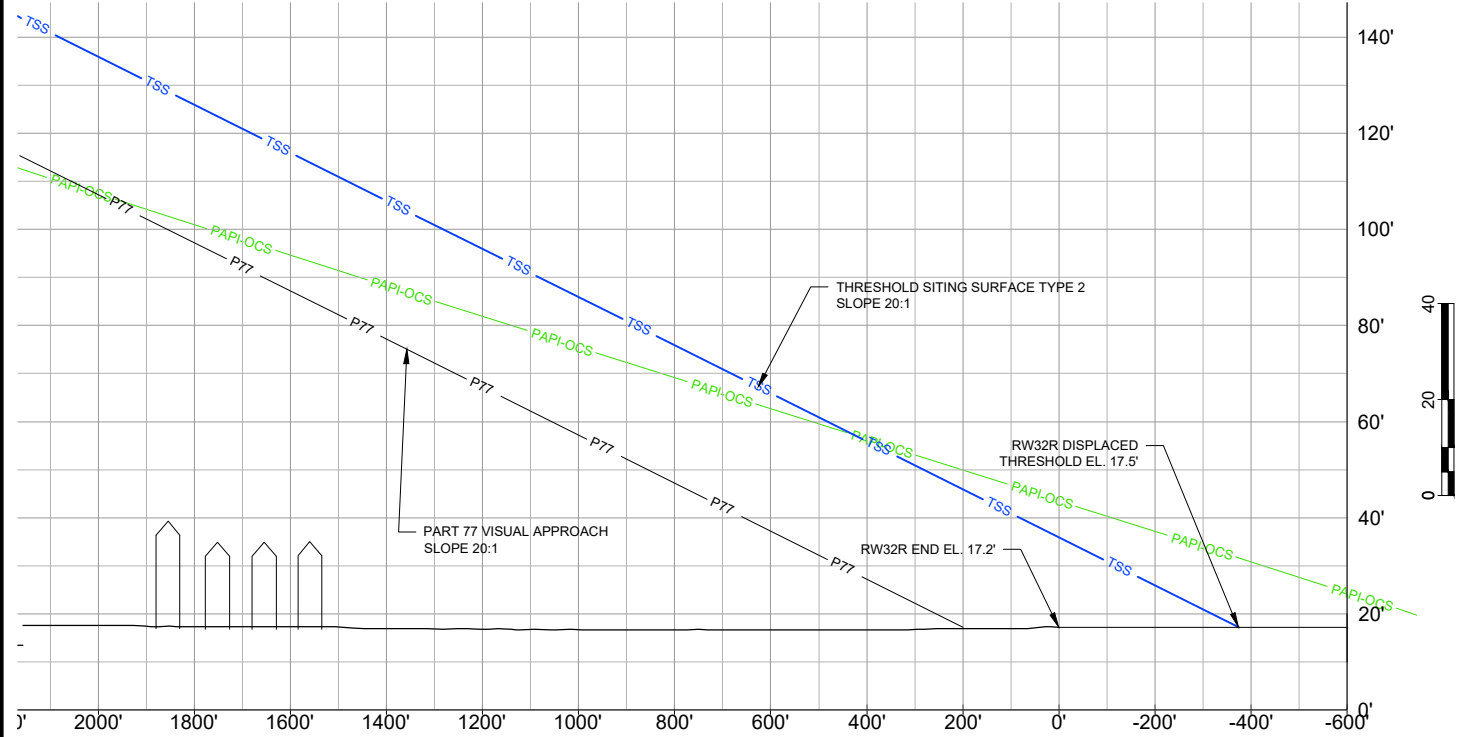
M&H NO: 3231200-162066.01
DATE: JANUARY 2021
DESIGNED BY: M&H
DRAWN BY: JWB
CHECKED BY: CDF
DO NOT SCALE DRAWINGS

Figure F11
Inner Portion
of Approach
Surface -
Runway 32L
Data Tables

\\CORP.MEADHUNT.COM\SHARED\FOLDERS\ENTP\323 1200162066.01\TECHCAD\AIRPORT\LAYOUT\PLAN\INNER APPROACH SURFACE - RW14L-32R.DWG
4/28/2021 8:14:21 AM



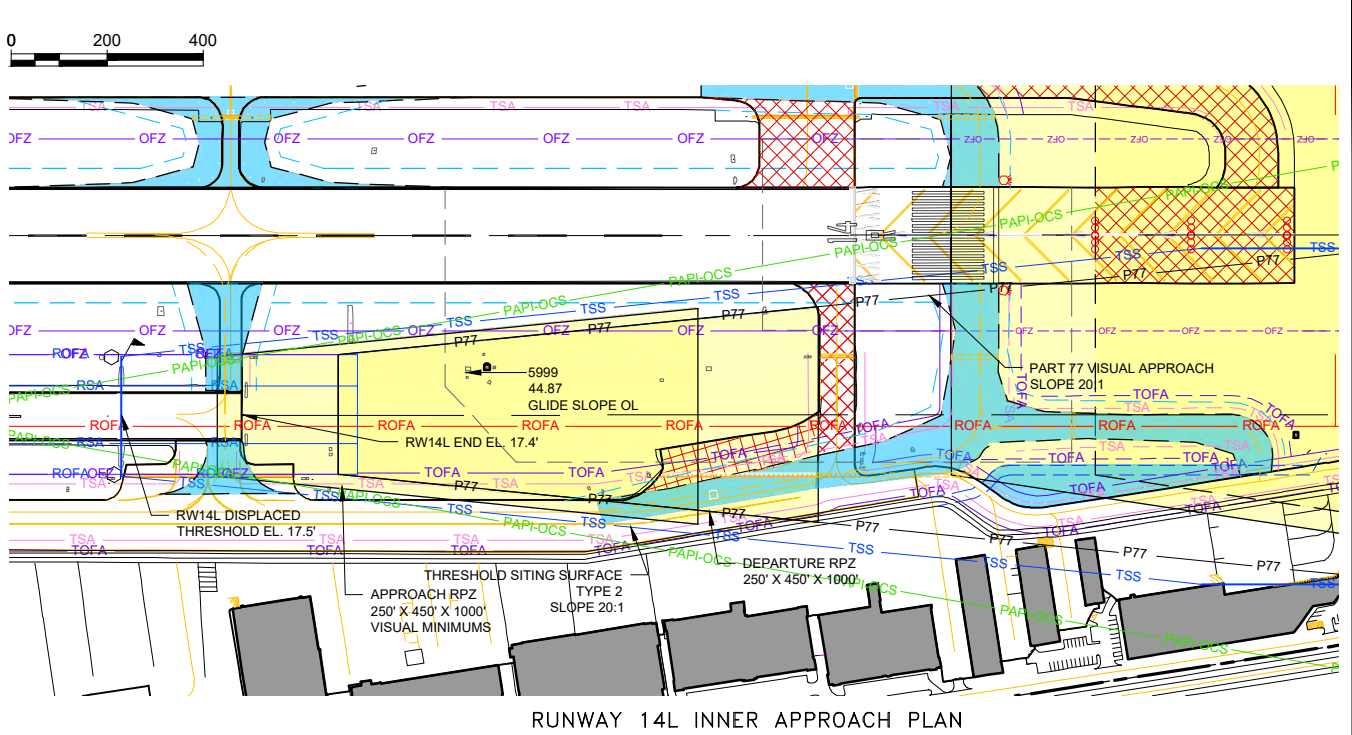
RUNWAY 32R INNER APPROACH PLAN



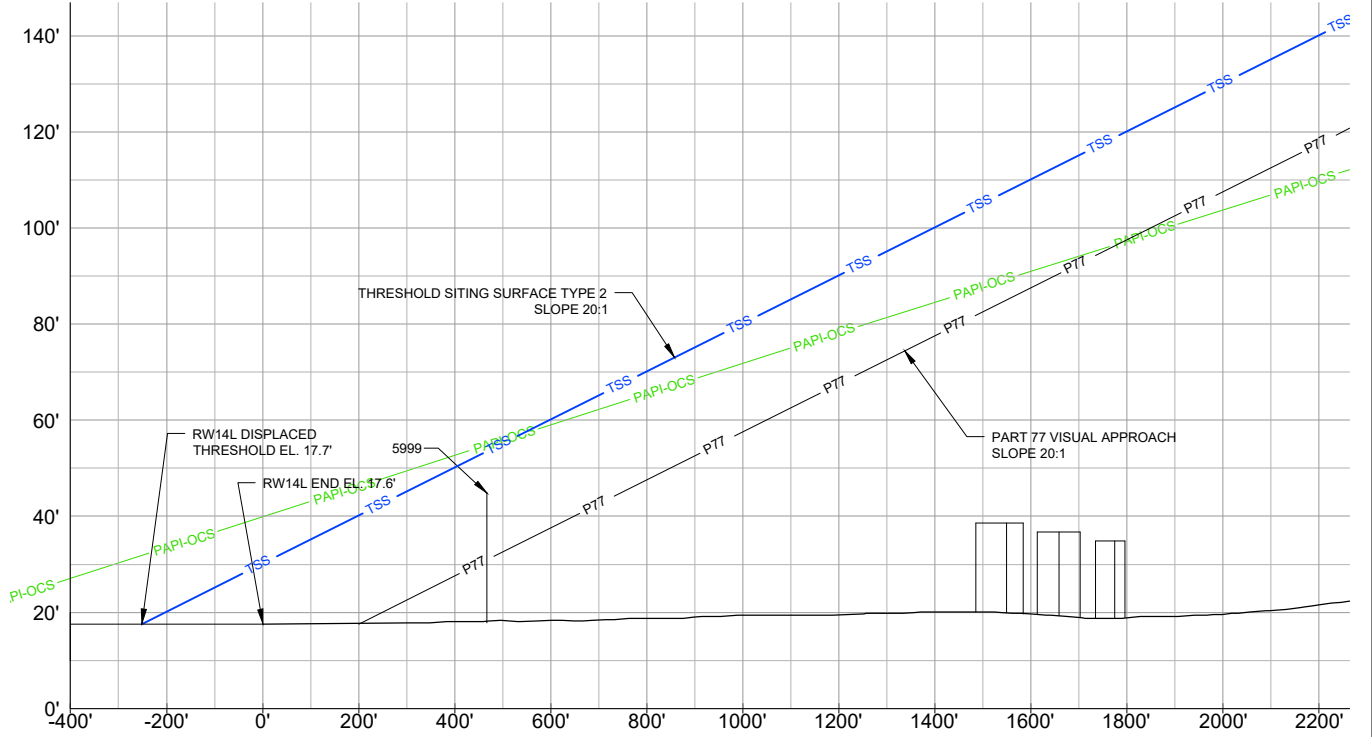
RUNWAY 32R INNER APPROACH PROFILE

PART 77 OBSTRUCTIONS	
NONE IDENTIFIED	
THRESHOLD SITING SURFACE OBSTRUCTIONS	
NONE IDENTIFIED	
PAPI OBSTACLE CLEARANCE SURFACE OBSTRUCTIONS	
NONE IDENTIFIED	

REVISIONS			
NO.	DATE	BY	DESCRIPTION



RUNWAY 14L INNER APPROACH PLAN



RUNWAY 14L INNER APPROACH PROFILE

PART 77 OBSTRUCTIONS						
POINT	DESCRIPTION	ELEVATION (TOP)	GROUND ELEVATION	SURFACE	PENETRATION	DISPOSITION
5999	GLIDE SLOPE OL	44.87	17	RW14L APP	14.03	OB LIGHTED
THRESHOLD SITING SURFACE OBSTRUCTIONS						
NONE IDENTIFIED						
PAPI OBSTACLE CLEARANCE SURFACE OBSTRUCTIONS						
NONE IDENTIFIED						

LAYOUT LEGEND		
ITEM	EXISTING	FUTURE
AIRPORT REFERENCE POINT (ARP)		N/A
RUNWAY SAFETY AREA		N/A
RUNWAY OBJECT FREE AREA		N/A
BUILDING RESTRICTION LINE (HEIGHT ABOVE R/W CL)		N/A
TAXIWAY SAFETY AREA		N/A
TAXIWAY OBJECT FREE AREA		N/A
ILS CRITICAL AREAS		N/A
PAPI OBSTACLE CLEARANCE SURFACE (OCS)		N/A
AIRPORT PROPERTY LINE		N/A
FENCE (6')		N/A
AIRFIELD PAVEMENT		N/A
AIRFIELD PAVEMENT REMOVED		N/A
RUNWAY PROTECTION ZONE/APPROACH SURFACE		N/A
PART 77 APPROACH SURFACE		N/A
RUNWAY PROTECTION ZONE/APPROACH SURFACE		N/A
BUILDINGS		N/A
ROADS		N/A
WINDSOCK		N/A
TAXIWAY HOLDLINES AND SIGNS		N/A
AIRPORT SUPPORT VEHICLE ACCESS LANES		N/A
RUNWAY END IDENTIFIER LIGHTS (REILS)		N/A

Mead & Hunt
Mead and Hunt, Inc.
Cherry Street Building
1616 East 15th Street
Tulsa, OK 74120
phone: 918-585-8844
meadhunt.com

These documents shall not be used for any purpose or project for which it is not intended. Mead & Hunt shall be indemnified by the client and hold harmless and released from all claims, damages, liabilities, losses, and expenses, including attorneys' fees and costs, arising out of such misuse or reuse of these documents. In addition, unauthorized reproduction of these documents, in part or as a whole, is prohibited.

KING COUNTY INT'L/BOEING FIELD
AIRPORT LAYOUT PLAN

7277 Perimeter Rd S
Seattle, WA 98108

ISSUED

NOT FOR CONSTRUCTION

M&H NO.: 3231200-162066.01
DATE: JANUARY 2021
DESIGNED BY: M&H
DRAWN BY: JWB
CHECKED BY: CF
DO NOT SCALE DRAWINGS

Figure F12
Inner Portion
of Approach
Surface -
Runway
14L/32R

Obstructions

Runway 14R. The obstructions identified in the AGIS survey for Runway 14R include some 71 objects penetrating the FAR Part 77 approach surface, consisting of trees (27), roadways (11), poles (18), towers (five), buildings (four), antenna (one), sign (one), light (one), railroad (one), fence (one), and smokestack (one). All but one is recommended to be further studied in individual airspace cases for a hazard/no hazard determination. One tree penetrates the Vertically Guided Approach Surface and is recommended for removal. There are no obstructions identified within the Runway 14R TSS, OFZ, or the PAPI OCS.

Runway 32L. The obstructions identified in the AGIS survey for Runway 32L include some 120 objects penetrating the FAR Part 77 approach surface, consisting of trees (72), roadways (eight), poles (17), towers (two), building (one), obstruction lights (two), railroad (14), NAVAID (one), power line (one), electrical system (one), and natural high point (one). All but six are recommended to be further studied in individual airspace cases for a hazard/no hazard determination. Six obstructions (four poles, one obstruction light on a building, and one NAVAID) penetrate the Runway 32L Inner Approach OFZ and are recommended for removal. There are no obstructions identified within the Runway 32L Vertically Guided Approach Surface, the TSS, or the PAPI OCS.

Runway 14L. There is one obstruction (the glide slope antenna obstruction light) identified in the AGIS survey for Runway 14L that penetrates the FAR Part 77 approach surface. Since this object is currently lighted, no further disposition is recommended. There are no obstructions identified with the Runway 14L TSS or PAPI OCS.

Runway 32R. There are no obstructions identified in the AGIS survey that penetrate the Runway 32R FAR Part 77 approach surface, TSS, or PAPI OCS.

Departure Surface Drawings

Departure Surface Drawings have been developed to illustrate the dimensions and slope of the imaginary surface associated with the departure end of runways (DERs) providing instrument departure capability. FAA AC 150/5300-13A specifies that objects should not penetrate the departure surface, which begins at the elevation of the DER and has a slope of 40:1. Based upon a 200-foot per NM climb rate, a standard departure procedure is designed to provide a minimum of 48 feet per NM clearance above objects that do not penetrate the OCS. However, due to the size of the departure surface it is not uncommon to have obstacles penetrate the surface, and changes to the Terminal Instrument Procedures (TERPS) criteria in recent years have made the OCS more restrictive.

The FAA provides options for mitigation of departure surface obstructions by requiring non-standard climb rates and/or non-standard (i.e., higher) takeoff minimums be published for the airport or runway end. Because of the numerous obstacles, BFI has published non-standard takeoff minimums and procedures for all four runways, as described here:

Runway 14R. 500 feet AGL and 2 statute miles with minimum climb rate of 315 feet per NM to 700 feet AMSL, or standard minimums with minimum climb rate of 500 feet per NM to 600 feet AMSL, or 1,000 feet

AGL and 2-1/2 statute miles for Visual Climb Over the Airport (VCOA) departures.

Runway 32L. 400 feet AGL and 1-7/8 statute miles with minimum climb rate of 235 feet per NM to 800 feet AMSL, or standard minimums with minimum climb rate of 425 feet per NM to 500 feet AMSL, or 1,000 feet AGL and 2-1/2 statute miles for VCOA departures.

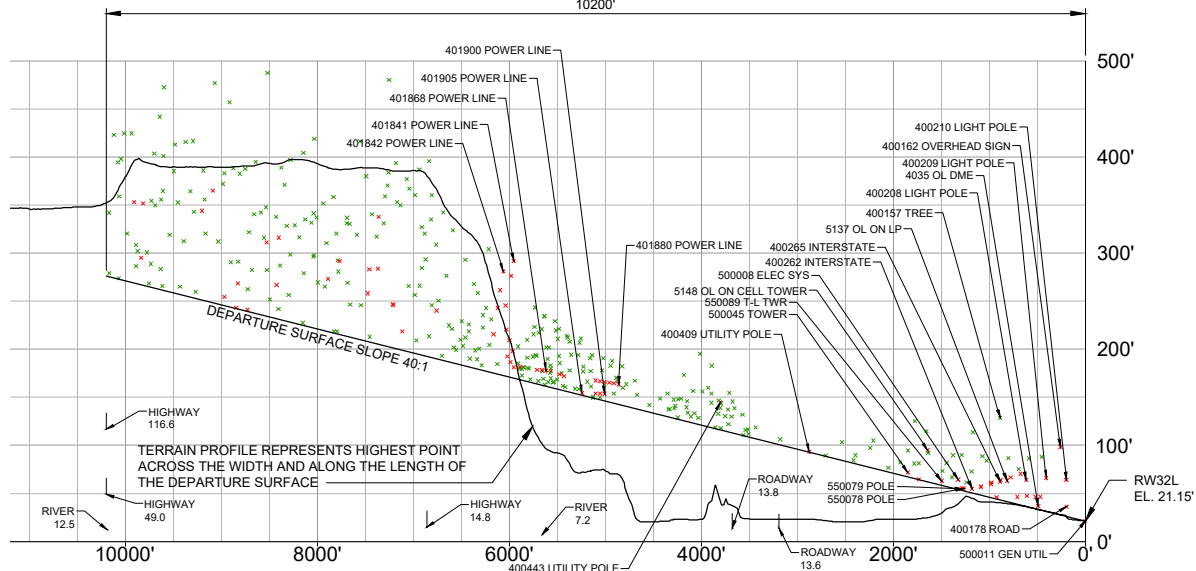
Runway 14L. 500 feet Above Ground Level (AGL) and 2-3/4 statute miles with a minimum climb rate of 270 feet per NM to 700 feet Above Mean Sea Level (AMSL), or standard minimums with a minimum climb rate of 708 feet per NM to 500 feet AMSL, or 1,000 feet AGL and 2-1/2 statute miles for VCOA procedures.

Runway 32R. 400 feet AGL and 2 statute miles with minimum climb rate of 230 feet per NM to 800 feet AMSL, or standard minimums with minimum climb rate of 345 feet per NM to 500 feet AMSL, or 1,000 feet AGL and 2-1/2 statute miles for VCOA departures.

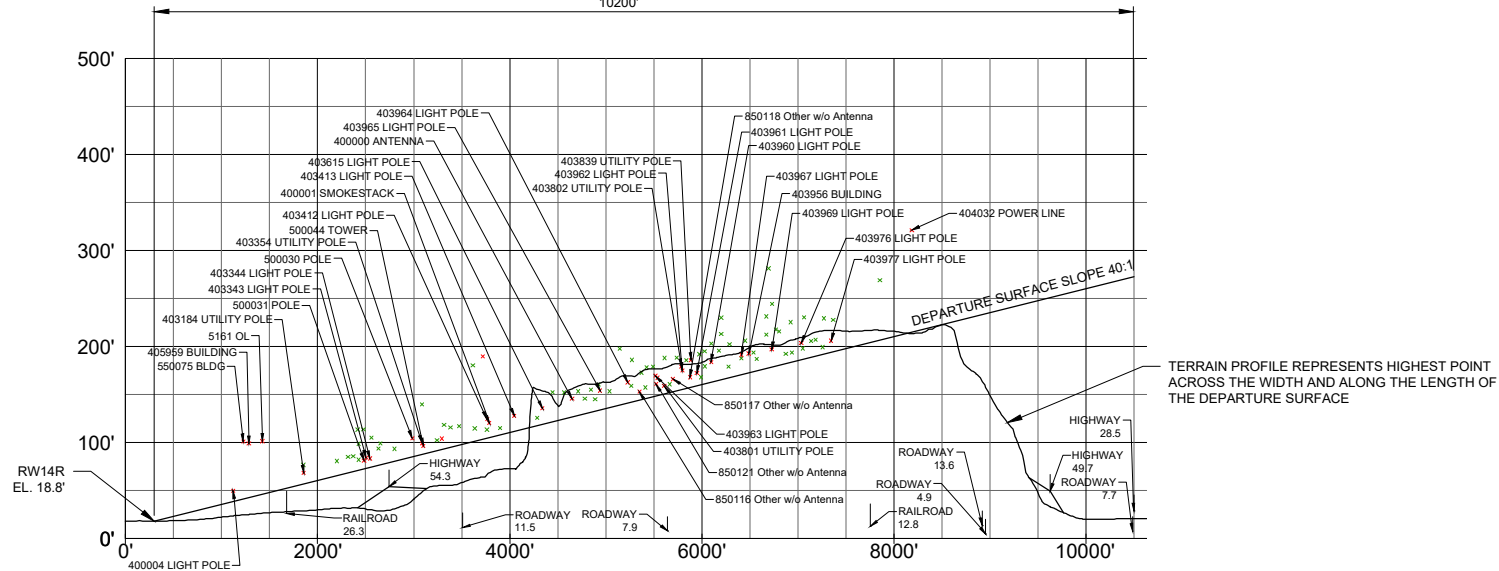
Figure F13 provides large-scale views with both plan and profile delineations that reflect the ultimate planned runway length, along with the ultimate planned departure surface extending from the DER for Runways 14R and 32L. Since Runways 14L and 32R do not provide instrument departure capability, the ALP set is not required to provide Departure Surface Drawings for the General Aviation (GA) runway. The updated AGIS survey generated a revised list of departure surface obstructions that will be reviewed by the FAA through the airspace review process (i.e., an aeronautical study) to reach a hazard/no hazard determination and final disposition for each obstruction.

Runway Centerline Profiles

Figure F14 depicts the runway centerline profiles and extends to the end of the Runway Safety Areas. In accordance with the runway line-of-sight standards contained in FAA AC 150/5300-13A, any two points located five feet above the centerline of a runway not served by a full-length parallel taxiway must be mutually visible for the entire length of the runway. If the runway has a full-length parallel taxiway, the visibility requirement is reduced to one-half the runway length. As presented in the drawing, both runways meet these requirements.

[illegible]

RW14R DEPARTURE SURFACE OBSTRUCTIONS											
OB#	DESC	ELEV	SURFACE	PEN	DISP	OB#	DESC	ELEV	SURFACE	PEN	DISP
4035	OL DME	36.9	RW14R DEP	3.3	TBS*	40184	POWER LINE	291.95	RW14R DEP	121.3	TBS*
5137	OL CLN	63.11	RW14R DEP	2.1	TBS*	40184	POWER LINE	291.95	RW14R DEP	121.3	TBS*
5148	OL CLN CELL TOWER	98.48	RW14R DEP	32.7	TBS*	40185	POWER LINE	277.77	RW14R DEP	16.3	TBS*
400157	TREE	128.8	RW14R DEP	85.4	TBS*	401880	POWER LINE	163.51	RW14R DEP	20.7	TBS*
400162	OVERHEAD SIGN	98.21	RW14R DEP	70.8	TBS*	401900	POWER LINE	153.54	RW14R DEP	7.1	TBS*
400178	ROAD	66.42	RW14R DEP	9.1	TBS*	401905	POWER LINE	154.89	RW14R DEP	0.2	TBS*
400208	LIGHT POLE	64.21	RW14R DEP	38	TBS*	500009	ELEC DYS	64.42	RW14R DEP	8.7	TBS*
400209	LIGHT POLE	68.1	RW14R DEP	34.9	TBS*	500011	GEN UTIL	21.45	RW14R DEP	0.2	TBS*
400210	LIGHT POLE	64.13	RW14R DEP	38	TBS*	500045	TOWER	71.91	RW14R DEP	4.5	TBS*
400262	INTERSTATE	54.88	RW14R DEP	4	TBS*	500078	POLE	55	RW14R DEP	2	REMOVE
400265	INTERSTATE	62.38	RW14R DEP	19	TBS*	500079	POLE	55	RW14R DEP	1.9	REMOVE
400429	UTILITY POLE	93.51	RW14R DEP	0.4	TBS*	500089	T & L TWR	63	RW14R DEP	4.3	TBS*
400443	UTILITY POLE	144.46	RW14R DEP	29.2	TBS*						



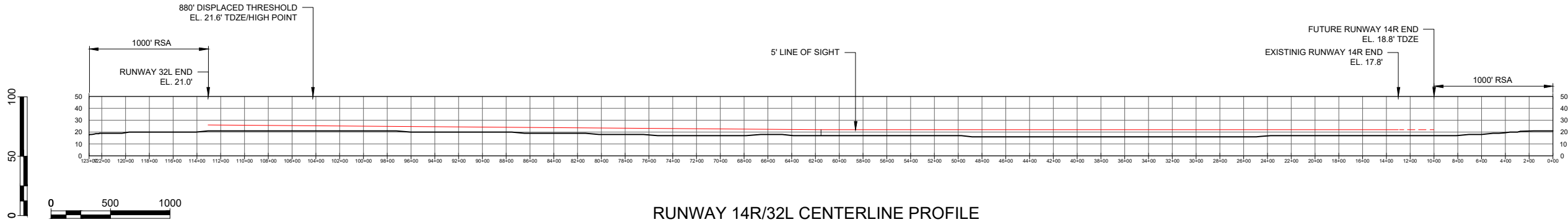
RW32L DEPARTURE SURFACE OBSTRUCTIONS											
OB#	DESC	ELEV	SURFACE	PEN	DISP	OB#	DESC	ELEV	SURFACE	PEN	DISP
5191	OL	101.34	RW32L DEP	55.3	TBS*	403963	LIGHT POLE	169.07	RW32L DEP	21.5	TBS*
400003	ANTENNA	124.87	RW32L DEP	12.8	TBS*	403964	LIGHT POLE	162.72	RW32L DEP	21.8	TBS*
400001	SMOKESTACK	120.25	RW32L DEP	15	TBS*	403965	LIGHT POLE	166.50	RW32L DEP	20.2	TBS*
400004	LIGHT POLE	48.77	RW32L DEP	11.4	TBS*	403967	LIGHT POLE	191.24	RW32L DEP	20.6	TBS*
403184	UTILITY POLE	68.35	RW32L DEP	11.9	TBS*	403969	LIGHT POLE	196.79	RW32L DEP	18.7	TBS*
403343	LIGHT POLE	84.23	RW32L DEP	11.3	TBS*	403970	LIGHT POLE	203.63	RW32L DEP	17.1	TBS*
403344	LIGHT POLE	83.45	RW32L DEP	11.3	TBS*	403971	LIGHT POLE	204.04	RW32L DEP	11.5	TBS*
403054	POWER LINE	99.29	RW32L DEP	11.6	TBS*	404002	POWER LINE	121.15	RW32L DEP	106.3	TBS*
403412	LIGHT POLE	124.3	RW32L DEP	20.4	TBS*	405059	BUILDING	98.94	RW32L DEP	55.4	TBS*
403413	LIGHT POLE	127.69	RW32L DEP	16.8	TBS*	500030	POLE	104.56	RW32L DEP	18.7	TBS*
403414	LIGHT POLE	125.48	RW32L DEP	16.8	TBS*	500031	POLE	81.96	RW32L DEP	8.7	TBS*
403001	UTILITY POLE	158.94	RW32L DEP	8.1	TBS*	500044	BUILDING	96.42	RW32L DEP	8.7	TBS*
403802	UTILITY POLE	179.23	RW32L DEP	24.2	TBS*	550075	TOWER	101	RW32L DEP	59.6	TBS*
403639	UTILITY POLE	185.71	RW32L DEP	28.2	TBS*	850116	Other w/o Antenna	153	RW32L DEP	9.1	TBS*
403956	BUILDING	192.77	RW32L DEP	20.6	TBS*	850117	Other w/o Antenna	166	RW32L DEP	9.1	TBS*
403960	LIGHT POLE	183.6	RW32L DEP	21	TBS*	850118	Other w/o Antenna	198	RW32L DEP	10.8	TBS*
403961	LIGHT POLE	172.22	RW32L DEP	13.1	TBS*	850121	Other w/o Antenna	181	RW32L DEP	12.8	TBS*
403962	LIGHT POLE	174.97	RW32L DEP	19	TBS*						

REVISIONS				
NO.	DATE.	BY	DESCRIPTION	PROJECT ENGR/ARCH
				DESIGNER
				DRAWN BY
				DATE
				CHECKED BY
				APPROVED BY

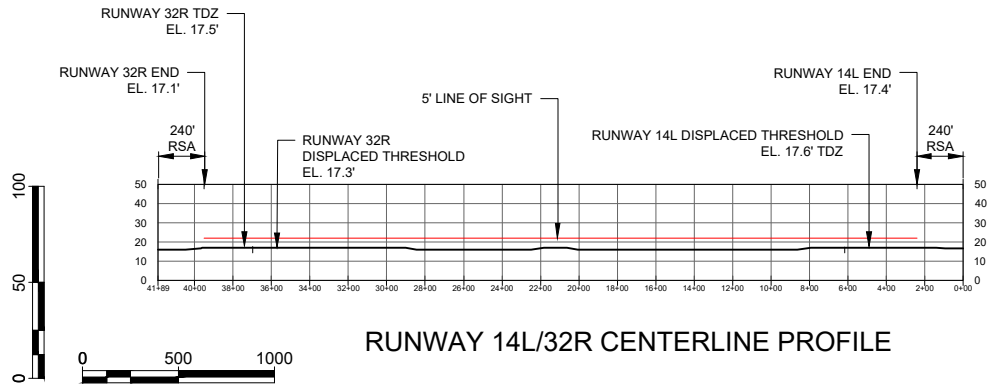
LAYOUT LEGEND		
ITEM		
AIRPORT PROPERTY LINE		
DEPARTURE SURFACE CONTOUR LINE		
TERRAIN OBSTRUCTING AREA INCLUDING TREES		
TREE OBSTRUCTING AREA		
PART 77 OBSTRUCTIONS		
PART 77 OBSTRUCTIONS - TREES		
PART 77 ROADWAY OBSTRUCTIONS		
PART 77 RAIL OBSTRUCTIONS		
PART 77 OVERHEAD LINE OBSTRUCTIONS		
PART 77 FENCE OBSTRUCTIONS		

F.22

\\CORP\MEADHUNT\COM\SHARED\FOLDERS\NTP\323\200162066.01\TECH\CAD\AIRPORT\LA\OUTPLAN\RUNWAY CENTERLINE PROFILES.DWG
4/28/2021 8:35:51 AM



RUNWAY 14R/32L CENTERLINE PROFILE



RUNWAY 14L/32R CENTERLINE PROFILE

REVISIONS			
NO.	DATE	BY	DESCRIPTION

NOTES	
1. This drawing reflects planning standards applicable to KCIA/Boeing Field to the greatest extent possible.	
2. Coordinate data is NAD83. Elevation data is NAVD88. Survey dated 02/02/15.	
3. Existing Runway 14R/32L Prior Permission Required Pavement (PPRP) only available for south departures with Airport Staff approval. PPRP to be decommissioned following extension of runway.	
4. Runway elevations from Woolpert, Inc. survey dated 02/02/15.	

LAYOUT LEGEND		
ITEM	EXISTING	FUTURE
RUNWAY LINE OF SIGHT		

KING COUNTY INT'L/BOEING FIELD
AIRPORT LAYOUT PLAN

Mead & Hunt
Mead and Hunt, Inc.
Cherry Street Building
1616 East 15th Street
Tulsa, OK 74120
phone: 918-585-8844
meadhunt.com

These documents shall not be used for any purpose or project for which it is not intended. Mead & Hunt shall be indemnified by the client and hold harmless and released from all claims, damages, liabilities, losses, and expenses, including attorneys' fees and costs, arising out of such misuse or reuse of the documents. In addition, unauthorized reproduction of these documents, in part or as a whole, is prohibited.

7277 Perimeter Rd S
Seattle, WA 98108

ISSUED

NOT FOR CONSTRUCTION

M&H NO.: 3231200-162066.01
DATE: JANUARY 2021
DESIGNED BY: M&H
DRAWN BY: JWB
CHECKED BY: CDF
DO NOT SCALE DRAWINGS

Figure F14

Runway
Centerline
Profiles

Landside Development Area Plans (Planning Addendum)

After careful consideration and based on input received from the Airport Working Group, airport stakeholders, BFI Staff, and the FAA, King County has selected an overall landside development concept for BFI formulated from the alternative concepts presented in the previous chapter. The key components of this landside plan, as well as site-specific area plans, are described in the following narrative and identified on **Figures F15, F16, and F17**. The drawings are intended to provide detailed views of areas with significant landside facility improvements and development. They include dimensional data for apron sizes, layout of aircraft parking spaces, clearance distances between runways, taxiways, and taxiway centerlines with buildings, hangars, aircraft parking areas, fences, and other objects. **Based upon comments received during the review of the MP Update Draft Final Report, revisions in the form of a planning addendum were made to several future development boundaries and their associated labels located on the west side of the Airport. These revisions are reflected on the ALP Drawing sheet (see Figure F2) and are presented in the Terminal Area Plan – Area Plan South section below (in bold text) and Figure F16.**

Terminal Area Plan

Improvements identified on **Figure F15** include expansion of the Terminal Area Courtyard Apron, reconfiguration of the Terminal Entrance, realignment of the terminal access roadway, and reduced auto parking, as summarized here:

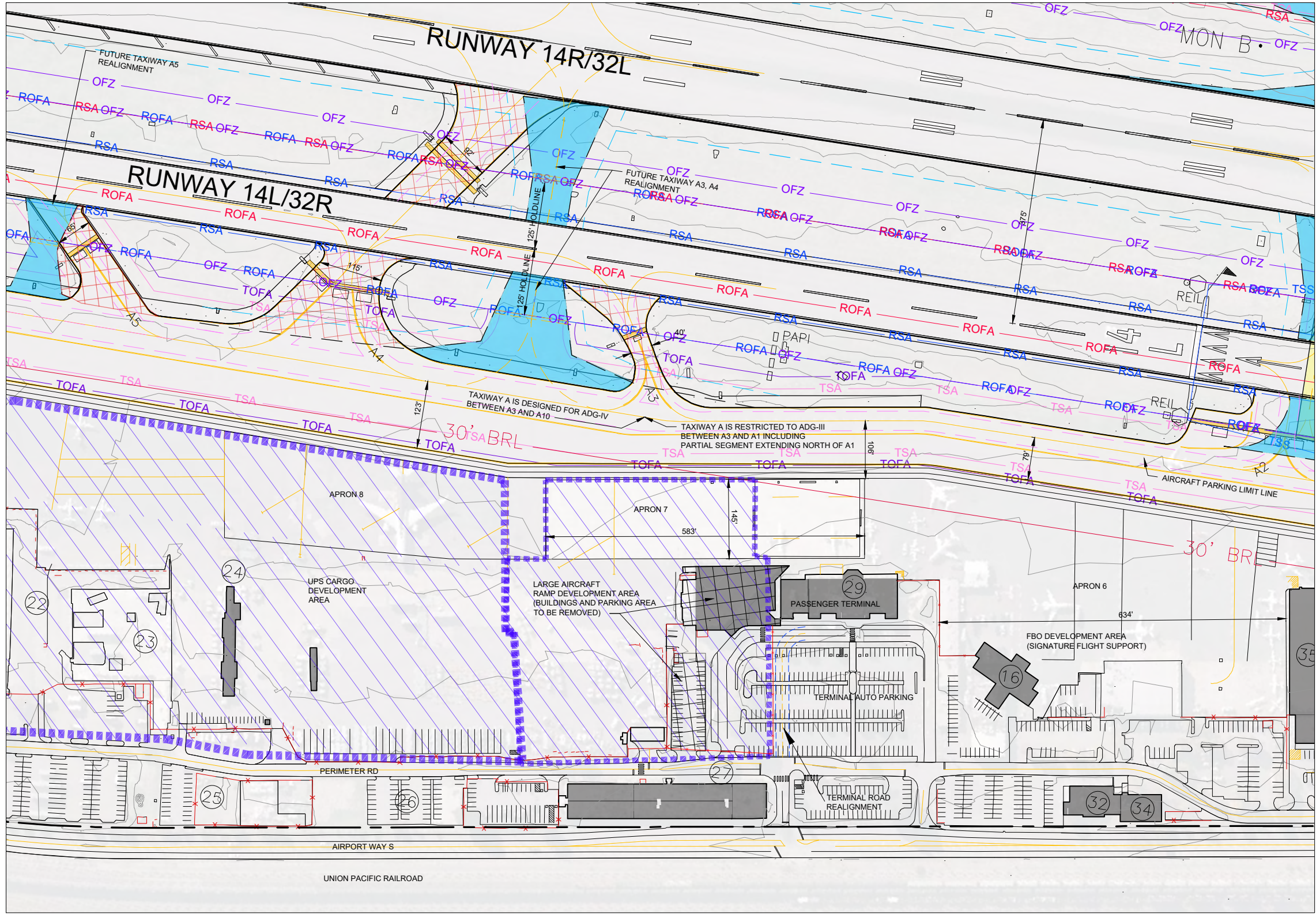
- Expands Terminal Area Courtyard Apron to approximately 6.0 acres to accommodate larger passenger charter aircraft and provide flex space for overflow cargo aircraft parking
- Realigns outbound segment of the Terminal looped roadway with Othello Street
- Removes the South Arrivals building and adjacent auto parking
- Widens Orchard Street to accommodate two-way auto traffic
- Relocates the existing traffic light at the Othello Street/Airport Way South intersection to the existing Orchard Street
- Reserves approximately 10.4 acres of landside development area improvements for UPS cargo processing, storage, and auto parking
- Closes a segment of Perimeter Road South to public access and installs a traffic signal at the Airport Way S. and Portland Street intersection

Terminal Area Plan – Area Plan South (Planning Addendum)

Identified improvements on **Figure F16** include redevelopment and expansion of GA facilities, acquisition of additional property for development of new cargo facilities, and acquisition of additional property for relocation of the existing fuel storage facilities and Airport Traffic Control Tower (ATCT), as summarized here:

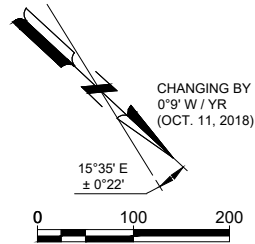
- Removes the existing T-hangars and tie-down apron in the southeast corner of the Airport and develops Modern Aviation Fixed Based Office (FBO) facilities
- Redevelops the Kenmore Aero Services FBO facilities in the southeast corner of the Airport
- **Maintains the existing Museum of Flight “Through-the-Fence” agreement with access corridor and aircraft tiedowns**
- **Proposes acquiring approximately 3.6 acres of the Woods Meadows property located west of**

\\CORP\MEADHUNT\COM\SHARED\FOLDERS\INT\323\200162066.01\TECH\CAD\AIRPORT\LA\OUT\PLAN\TERMINAL AREA PLAN.DWG
4/27/2021 4:42:49 PM



BUILDING LEGEND					
#	DESCRIPTION	ADDRESS	ELEVATION*	#	DESCRIPTION
16	SIGNATURE FBO		31' EST.	29	AIRPORT TERMINAL
22	VACANT	7607 PERIMETER ROAD SOUTH		30	REMOVED
23	UPS	7585 PERIMETER ROAD SOUTH	38.3'	31	REMOVED
24	UPS SORT SHACK	75XX PERIMETER ROAD SOUTH	34.9'	32	AVIATION STORE
25	UPS	7500 PERIMETER ROAD SOUTH		33	REMOVED
26	UPS	7440 PERIMETER ROAD SOUTH		34	AVIATION TRAINING CENTER
27	K.C. AGENCIES (TBR)	7300 PERIMETER ROAD SOUTH		35	7023 PERIMETER ROAD, LLC
28	QUAD 7 DEVELOPMENT, LLC		59.8'		
(TBR) TO BE REMOVED			* TOP ELEVATIONS FROM AGIS SURVEY BY WOOLPERT, INC. (AUGUST 2016)		

REVISIONS			
NO.	DATE	BY	DESCRIPTION



LAYOUT LEGEND		
ITEM	EXISTING	FUTURE
AIRPORT REFERENCE POINT (ARP)		
RUNWAY SAFETY AREA		
RUNWAY OBJECT FREE AREA		
BUILDING RESTRICTION LINE (HEIGHT ABOVE R/W CL)		N/A
TAXIWAY SAFETY AREA		
TAXIWAY OBJECT FREE AREA		
ILS CRITICAL AREAS		N/A
AIRPORT PROPERTY LINE		
AIRFIELD PAVEMENT		
AIRFIELD SHOULDER PAVEMENT		
AIRFIELD PAVEMENT REMOVED	N/A	
RUNWAY PROTECTION ZONE		
PART 77 APPROACH SURFACE		
THRESHOLD SITING SURFACE		
BUILDINGS		
BUILDINGS TO BE REMOVED	N/A	
ROADS		
FUEL STORAGE		
BEACON		N/A
WINDSOCK		N/A
PRECISION APPROACH PATH INDICATOR (PAPI)		N/A
TAXIWAY HOLDLINES AND SIGNS		
SURVEY MONUMENTS		N/A
AIRPORT SUPPORT VEHICLE ACCESS LANES		N/A
RUNWAY END IDENTIFIER LIGHTS (REILS)		
ACCESS CORRIDORS (THROUGH-THE-FENCE)		
FUTURE DEVELOPMENT AREAS		

Mead & Hunt
Mead and Hunt, Inc.
Cherry Street Building
1616 East 15th Street
Tulsa, OK 74120
phone: 918-585-8844
meadhunt.com

These documents shall not be used for any purpose or project for which it is not intended. Mead & Hunt shall be indemnified by the client and hold harmless and released from all claims, damages, liabilities, losses, and expenses, including attorneys' fees and costs, arising out of such misuse or reuse of the documents. In addition, unauthorized reproduction of these documents, in part or as a whole, is prohibited.

KING COUNTY INT'L/BOEING FIELD
AIRPORT LAYOUT PLAN

7277 Perimeter Rd S
Seattle, WA 98108

ISSUED

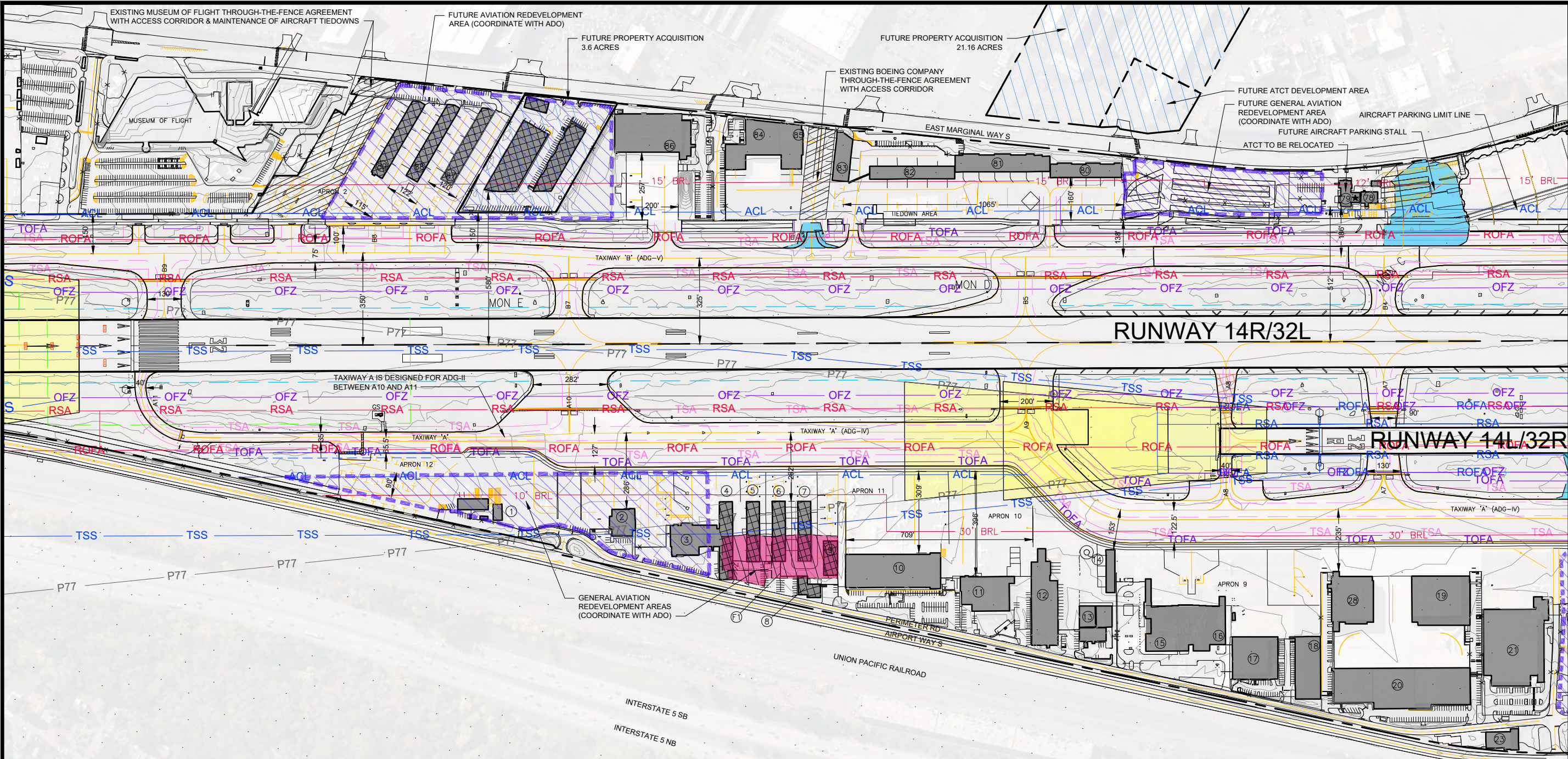
NOT FOR CONSTRUCTION

M&H NO.: 3231200-162066.01
DATE: JANUARY 2021
DESIGNED BY: M&H
DRAWN BY: JWB
CHECKED BY: CDF
DO NOT SCALE DRAWINGS

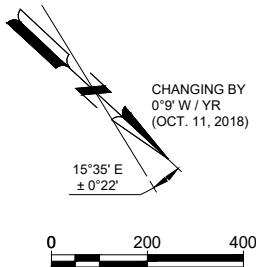
Figure F15

Terminal
Area Plan

\\CORP\MEADHUNT\COM\SHARED\FOLDERS\TP323\2001\62066.01\TECH\CAD\AIRPORT\LAYOUT\PLAN\TERMINAL AREA PLAN.DWG 4/27/2024 4:43:36 PM



REVISIONS			
NO.	DATE	BY	DESCRIPTION



BUILDING LEGEND									
#	DESCRIPTION	ADDRESS	ELEVATION*	#	DESCRIPTION	ADDRESS	ELEVATION*	#	DESCRIPTION
1	VACANT	8600 PERIMETER ROAD SOUTH	40.5'	15	MENTE	8075 PERIMETER ROAD SOUTH	52' EST.	84	REMOVED
2	KENMORE AERO SERVICES	8555 PERIMETER ROAD SOUTH	40.2'	16	SIGNATURE FBO		31' EST.	85	VACANT (TBR-'10)
3	KENMORE AERO SERVICES	8535 PERIMETER ROAD SOUTH	44.3'	17	NORDSTROMS, INC.	7979 PERIMETER ROAD SOUTH	45.6'	86	VARIOUS (TBR-'17)
4	HANGAR II, LLC T-HANGAR (TBR)	8500 PERIMETER ROAD SOUTH	39.0'	18	NORDSTROMS, INC.	7xxx PERIMETER ROAD SOUTH	49.8'	87	HANGAR "E" (TBR-'15)
5	HANGAR II, LLC T-HANGAR (TBR)	8490 PERIMETER ROAD SOUTH	35.3'	19	QUAD 7 DEVELOPMENT, LLC	7777 PERIMETER ROAD SOUTH	59.3'	88	HANGAR "D" (TBR-'15)
6	HANGAR II, LLC T-HANGAR (TBR)	84xx PERIMETER ROAD SOUTH	35.1'	20	QUAD 7 DEVELOPMENT, LLC	7827 PERIMETER ROAD SOUTH	53.6'	89	HANGAR "C" (TBR-'15)
7	HANGAR II, LLC T-HANGAR (TBR)	8467 PERIMETER ROAD SOUTH	34.6'	21	HANGAR HOLDINGS	7675 PERIMETER ROAD SOUTH	90.3'	F1	MODERN AVIATION
8	HANGAR II, LLC (TBR)	8465 PERIMETER ROAD SOUTH	36.9'	28	QUAD 7 DEVELOPMENT, LLC		59.8'		
9	HANGAR II, LLC T-HANGAR (TBR)	8453 PERIMETER ROAD SOUTH	36.4'	78	ARFF BUILDING	8190 EAST MARGINAL WAY	38.3'		
10	MODERN AVIATION	8403 PERIMETER ROAD SOUTH	60.7'	79	ATCT (TBR-'27)	8200 EAST MARGINAL WAY	85.1'		
11	MODERN AVIATION	8285 PERIMETER ROAD SOUTH	47.7'	80	T-HANGAR (TBR-'27)	8700 A EAST MARGINAL WAY	37.4'		
12	VACANT	8201 PERIMETER ROAD SOUTH	37.2'	81	T-HANGAR (TBR-'27)	8700 B EAST MARGINAL WAY	41.5'		
13	KENMORE AIR HARBOR	8167 & 8187 PERIMETER ROAD SOUTH	39.6'	82	T-HANGAR (TBR-'27)	8700 C EAST MARGINAL WAY	36.3'		
14	KENMORE AIR HARBOR	8185 PERIMETER ROAD SOUTH	35.2'	83	T-HANGAR (TBR-'27)	8700 D EAST MARGINAL WAY	35.8'		

(TBR) TO BE REMOVED

* TOP ELEVATIONS FROM AGIS SURVEY BY WOOLPERT, INC. (AUGUST 2016)

LAYOUT LEGEND		
ITEM	EXISTING	FUTURE
AIRPORT REFERENCE POINT (ARP)		
RUNWAY SAFETY AREA		
RUNWAY OBJECT FREE AREA		
BUILDING RESTRICTION LINE (HEIGHT ABOVE R/W CL)		N/A
TAXIWAY SAFETY AREA		
TAXIWAY OBJECT FREE AREA		
ILS CRITICAL AREAS		N/A
AIRPORT PROPERTY LINE		
FENCE (8')		
AIRFIELD PAVEMENT		
AIRFIELD SHOULDER PAVEMENT		
AIRFIELD PAVEMENT REMOVED	N/A	
RUNWAY PROTECTION ZONE		
PART 77 APPROACH SURFACE		
THRESHOLD SITING SURFACE		
BUILDINGS		
BUILDINGS TO BE REMOVED	N/A	
ROADS		
FUEL STORAGE		
BEACON		N/A
WINDSOCK		N/A
PRECISION APPROACH PATH INDICATOR (PAPI)		N/A
TAXIWAY HOLDLINES AND SIGNS		
SURVEY MONUMENTS		N/A
AIRPORT SUPPORT VEHICLE ACCESS LANES		N/A
RUNWAY END IDENTIFIER LIGHTS (REILS)		
ACCESS CORRIDORS (THROUGH-THE-FENCE)		
FUTURE DEVELOPMENT AREAS		

KING COUNTY INT'L/BOEING FIELD
AIRPORT LAYOUT PLAN

7277 Perimeter Rd S
Seattle, WA 98108

These documents shall not be used for any purpose or project for which it is not intended. Mead & Hunt shall be indemnified by the client and hold harmless and released from all claims, damages, liabilities, losses, and expenses, including attorneys' fees and costs, arising out of such misuse or reuse of these documents. In addition, unauthorized reproduction of these documents, in part or as a whole, is prohibited.

NOT FOR CONSTRUCTION

M&H NO.: 3231200-162066.01
DATE: JANUARY 2021
DESIGNED BY: M&H
DRAWN BY: JWB
CHECKED BY: CDF
DO NOT SCALE DRAWINGS

Figure F16

Area Plan
South

- Taxiway B and south of the corporate hangars, and combined with the removal of the existing T-hangars and tie-down apron, reserves approximately 10.25 acres of property for future aviation redevelopment
- Proposes acquiring approximately 20.58 acres west of East Marginal Way S. for potential relocation of the ATCT and the fuel storage facility, among other facilities
- Designates approximately 2.96 acres located south of the existing ATCT for future General Aviation Redevelopment to accommodate aircraft tiedowns
- Provides additional Boeing aircraft parking apron north of the existing ATCT

Terminal Area Plan – Area Plan North

Identified improvements on **Figure F17** include decommissioning of existing GA apron facilities, relocation of the existing fuel storage facility, acquisition of additional property, and redevelopment of airport maintenance and administration facilities, as summarized here:

- Proposes decommissioning of the existing northeast GA apron tiedown area that is located within the Runway 14R RPZ
- Relocates the existing fuel storage facility
- Relocates the existing airport maintenance building
- Modifies approximately 9.3 acres of existing National Guard leasehold property and redevelops with airport maintenance and administration facilities

Airport Land Use Plan

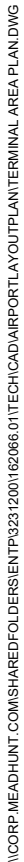
Figure F18 is a depiction of the existing and recommended use of all land within and near BFI's ultimate airport property. The purpose of the on-airport land use designations is to provide King County with a guide for leasing potential revenue-producing areas on the Airport. All existing and future development must be compatible with the primary purpose and function of BFI and lease revenue generated must be used to support airport operations. Additionally, in accomplishing King County's development goals to maximize and diversify the revenue generating capabilities of existing airport property that is not well-suited to accommodate direct aviation uses requires adherence to the protocols specified in FAA Order 5190.6b, entitled *Airport Compliance Manual*. This document specifies the process airport sponsors must undertake to develop airport property for aviation-related/non-aviation purposes.

The off-airport land use designations provide guidance to local authorities for establishing appropriate land use zoning and development decisions near BFI. FAA Grant Assurance #21, entitled Compatible Land Use, states, "The Airport Sponsor will take appropriate action, to the extent reasonable including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft". As identified on the drawing, , the City of Seattle has established airport overlay zoning regulations (i.e., see Chapter 23.54 - Airport Height Overlay District) that limit the height of objects near the Airport (applies to both Airport property and adjacent property) to promote safe and unobstructed takeoff and landing approach paths. The Airport Height Overlay District is represented by five overlay areas, which will need to be revised at the north end of the Airport in conjunction with the proposed Runway 14R threshold shift/extension project.

These documents shall not be used for any purpose or project for which it is not intended. Mead & Hunt shall be indemnified by the client and held harmless and defended from all claims, damages, liabilities, losses, and expenses, including attorneys' fees and costs, arising out of such misuse or reuse of the documents. In addition, unauthorized reproduction of these documents, in part or as a whole, is prohibited.

17277 Pellmeier Rd S
Seattle, WA 98108

SUED



NOT FOR CONSTRUCTION

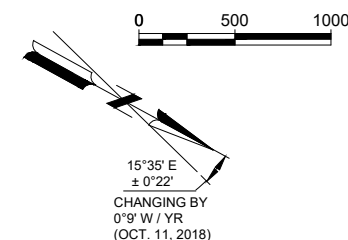
M&H NO.: 3231200-162066.01
DATE: JANUARY 2021
DESIGNED BY: M&H
DRAWN BY: JWB
CHECKED BY: CDF
DO NOT SCALE DRAWINGS

Figure F17

**Area Plan
North**

7277 Perimeter Rd S
Seattle, WA 98108

ISSUED

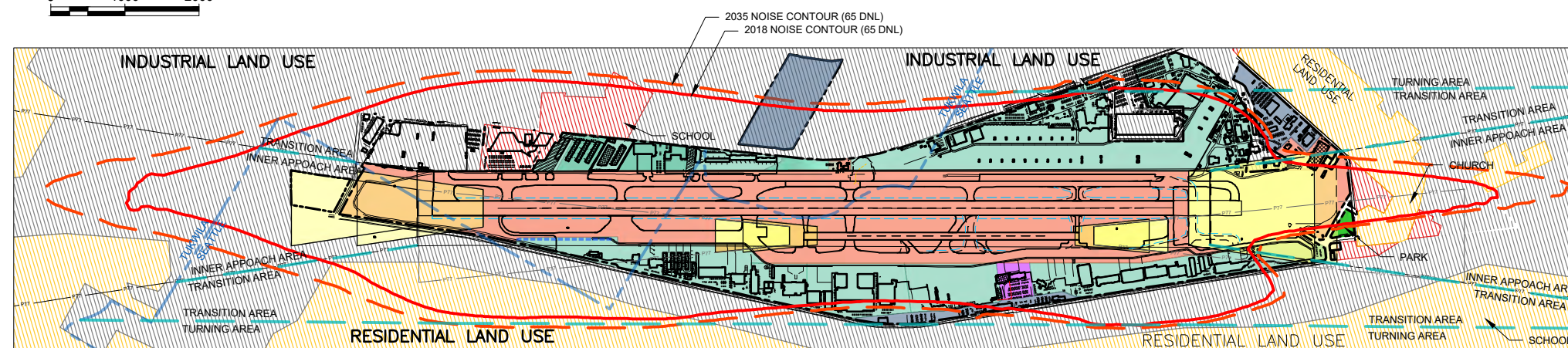


REVISIONS			
NO.	DATE	BY	DESCRIPTION

 COMMERCIAL
 INDUSTRIAL
 GENERAL AVIATION FACILITIES
 CITY LIMIT BOUNDARIES
 CITY OF SEATTLE - AIRPORT HEIGHT OVERLAY DISTRICT
 2018 NOISE CONTOUR (65 DNL)
 2035 NOISE CONTOUR (65 DNL)

- PASSENGER TERMINAL
- AIRFIELD OPERATIONS
- AVIATION FACILITIES
- RUNWAY PROTECTION ZONES
- AVIATION RELATED
- PARK/OPEN SPACE

ITEM	EXISTING	FUTURE
AIRPORT REFERENCE POINT (ARP)		
RUNWAY SAFETY AREA	RUNWAY 14R/32L RUSA RUSA	--- RUSA --- --- RUSA ---
RUNWAY OBJECT FREE AREA	RUNWAY 14R/32L RDOFA RDOFA	--- RDOFA --- --- RDOFA ---
BUILDING RESTRICTION LINE (HEIGHT ABOVE R/W CL)	35' BRU	N/A
TAXIWAY SAFETY AREA	--- TOSA --- --- TOSA ---	--- TOSA --- --- TOSA ---
TAXIWAY OBJECT FREE AREA	--- TOFA --- --- TOFA ---	--- TOFA --- --- TOFA ---
ILS CRITICAL AREAS	---	N/A
AIRPORT PROPERTY LINE	---	---
FENCE (8')	---	---
AIRFIELD PAVEMENT	---	---
AIRFIELD PAVEMENT REMOVED	N/A	---
RUNWAY PROTECTION ZONE	---	---
PART 77 APPROACH SURFACE	---	---
THRESHOLD SITING SURFACE	---	---
BUILDINGS	---	---
BUILDINGS TO BE REMOVED	N/A	---
ROADS	---	---
FUEL STORAGE	Ⓕ	Ⓕ
BEACON	★	N/A
WINDSOCK	↑	N/A
PRECISION APPROACH PATH INDICATOR (PAPI)	↑	N/A
TAXIWAY HOLDLINES AND SIGNS	MON. A	N/A
SURVEY MONUMENTS	○	α
AIRPORT SUPPORT VEHICLE ACCESS LANES	---	N/A
RUNWAY END IDENTIFIER LIGHTS (REILS)	---	---
ACCESS CORRIDORS (THROUGH-THE-FENCE)	---	---



NOT FOR CONSTRUCTION

M&H NO.: 3231200-162066.01
DATE: JANUARY 2021
DESIGNED BY: M&H
DRAWN BY: JWb
CHECKED BY: CDF

Figure F18

Airport Land Use Plan

Airport Property Map – ‘Exhibit A’

Figure F19 indicates how the various tracts of land within airport property were acquired (e.g., federal funds, surplus property, local funds, and so forth), the dates of acquisition, the grantor of the parcel, and the airport sponsor’s interest in the parcel. The purpose is to provide documentation of the current and future aeronautical use of land acquired with federal funds and to identify parcels recommended for future property or easement acquisition, or release. According to existing property records, there are a total of approximately 773.56 acres of fee simple property designated as airport property owned by King County. Additionally, an ultimate 32.69 acres of property are recommended for fee simple acquisition.

These documents shall not be used for any purpose other than that for which they were prepared, and the user shall be indemnified by the client and held harmless and defended from all claims, damages, liabilities, losses and expenses, including attorneys' fees and costs, arising out of such misuse or reuse of the documents. In addition, unauthorized reproduction of these documents, in part or as a whole, is prohibited.

7277 Perimeter Rd S
Seattle, WA 98108

ISSUED

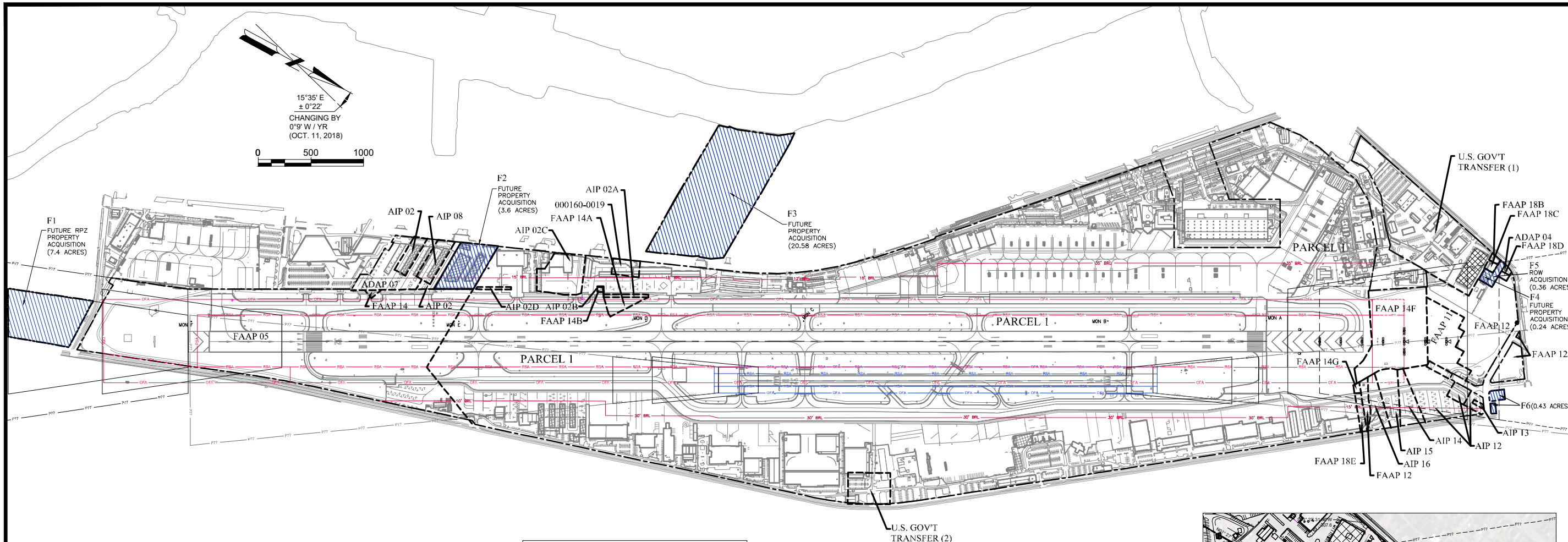
NOT FOR CONSTRUCTION

M&H NO.: 3231200-162066.01
DATE: JANUARY 2021
DESIGNED BY: M&H
DRAWN BY: JWB
CHECKED BY: CF
DO NOT SCALE DRAWINGS

Figure F19

Airport Property Map - 'Exhibit A'

F.31



NOTES

1. This drawing reflects planning standards applicable to KCIA/Boeing Field to the greatest extent possible.
2. Coordinate data is NAD83. Elevation data is NAVD88. Survey dated 02/02/15.
3. Prior Permission Required (PPR) Special Use Pavement only available for south departures with airport approval.
4. Runway elevations from Woolpert, Inc. survey dated 02/02/15.
5. Roadway, interstate, and railroad spot elevations within approach surfaces include traverseway adjustment per P77.

MONUMENT DATA

ID	NORTHING	EASTING	ELEVATION
MON A	200583.24490	1275193.96709	15.03'
MON B	199146.84255	1275980.90980	12.66'
MON C	196765.08879	1277284.97755	14.35'
MON D	195472.65682	1277992.66081	16.42'
MON E	193940.83455	1278831.39276	16.14'
MON F	191668.97132	1280075.33067	18.54'

NAD 83 STATE PLANE WASHINGTON NORTH, NAVD 88

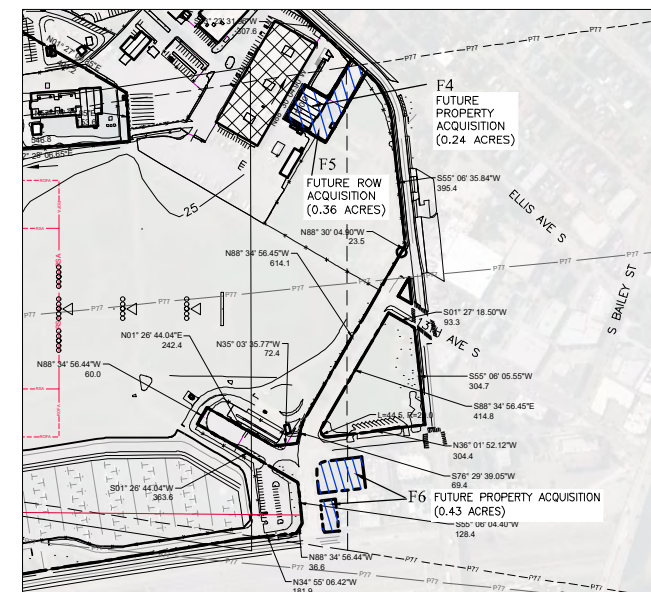
PARCEL DATA

[illegible]

FUTURE PARCEL DATA

DRAWING REFERENCE	PARCEL TAX #	GRANTOR	GRANTEE	INTEREST	CONVEYANCE INSTRUMENT	PURPOSE	ACRES	BOOK & PAGE/RECEPTION NO.	DATE OF RECORDING	FAA GRANT NO.
F1	0323049024	PROLOGIS	KING COUNTY AIRPORT	FEE SIMPLE	**	AIRPORT/RP2	7.4	**	FUTURE	**
F2	5422600150	WOODS MEADOWS	KING COUNTY AIRPORT	FEE SIMPLE	**	AIRPORT	3.68	**	FUTURE	**
F3	0001600023	JORGENSEN FORGE	KING COUNTY AIRPORT	FEE SIMPLE	**	AIRPORT	20.58	**	FUTURE	**
F4	2308900105	TROLL MOTORS	KING COUNTY AIRPORT	FEE SIMPLE	**	AIRPORT	0.24	**	FUTURE	**
F5	STREET RIGHT OF WAY	CITY OF SEATTLE	KING COUNTY AIRPORT	FEE SIMPLE	**	AIRPORT	0.36	**	FUTURE	**
F6	7006200580, 600, 602, 604	VARIOUS	KING COUNTY AIRPORT	FEE SIMPLE	**	AIRPORT	0.43	**	FUTURE	**

** INFORMATION TO BE INCLUDED IN FOLLOW-UP AS-BUILD PLANNING EFFORT



PARCEL F4, F5 & F6 DETAIL
1" = 300'

LAYOUT LEGEND

ITEM	EXISTING	FUTURE
AIRPORT REFERENCE POINT (ARP)		N/A
RUNWAY SAFETY AREA		N/A
RUNWAY OBJECT FREE AREA		N/A
BUILDING RESTRICTION LINE (HEIGHT ABOVE R/W CL)		N/A
PART 77 APPROACH SURFACES		N/A
AIRPORT PROPERTY LINE		N/A
FENCE (8')		N/A
AIRFIELD PAVEMENT		
AIRFIELD PAVEMENT REMOVED	N/A	
RUNWAY PROTECTION ZONE/APPROACH SURFACE		
BUILDINGS		
BUILDINGS TO BE REMOVED	N/A	
ROADS		
SURVEY MONUMENTS	MON. A	N/A

REVISIONS

NO.	DATE	BY	DESCRIPTION