

■ Appendix One
2015 BFI ACAIS Report

MASTER PLAN UPDATE



**King County
International Airport/
Boeing Field**

Mead
& Hunt

SOURCE: CY 2015 FAA

ENPLANEMENTS BY INDIVIDUAL CARRIERS FOR CALENDAR YEAR 2015

Boeing Field/King County International (BFI)

SEA

Randall Berg 7277 Perimeter Road South, Seattle, WA 98108-3812

BFI

SCHEDULE TYPE |----- ENPLANEMENTS -----|

CARRIER NAME (CARRIER CODE) SCHEDULED NONSCHEDULED TOTAL

ATCO - Nonscheduled/On-Demand Air Carriers, filing FAA Form 1800-31.

Aero Jet Services LLC (J7EA)	0	29	29
Aurora Aviation Inc (GLRA)	0	36	36
Crow Executive Air, Inc. (DRUA)	0	15	15
KaiserAir, Inc. (COZA)	0	6	6
Priester Aviation LLC (PRIA)	0	4	4
Rite Bros Aviation, Inc. (RTEA)	0	296	296
Skybird Aviation, Inc. (AAWA)	0	16	16
ATCO Total:	0	402	402

CAC - Commuters or Small Certificated Air Carriers, filing T-100.

Empire Airlines, Inc. (EM)	0	0	0
Kenmore Air Harbor, Inc. (KAH)	8,201	240	8,441
CAC Total:	8,201	240	8,441

CRAC - Large Certificated Air Carriers, filing T-100.

Air Transport International Limited Liability Co (8C)	0	0	0
Alaska Airlines, Inc. (AS)	0	840	840
Allegiant Air LLC (G4)	0	50	50
American Airlines, Inc. (AA)	0	537	537
Ameristar Air Cargo, Inc. (AMQ)	0	0	0
Atlas Air, Inc. (5Y)	0	123	123
Avjet Corporation (0WQ)	0	64	64
Caribbean Sun Airlines, Inc. D/B/A World Atlantic Airlines	0	106	106
Delta Air Lines, Inc. (DL)	0	219	219
Falcon Air Express (FCQ)	0	1,310	1,310
Federal Express Corp (FX)	0	0	0
Hawaiian Airlines, Inc. (HA)	0	129	129
Kaiserair, Inc. (1EQ)	0	58	58
Kalitta Air LLC (KAQ)	0	0	0
Kalitta Charters (KLQ)	0	0	0
Lynden Air Cargo LLC (L2)	0	0	0
Northern Air Cargo, Inc. (NC)	0	0	0
Sierra Pacific Airlines, Inc. (SI)	0	2,562	2,562
Sun Country Airlines (SY)	0	123	123
Swift Air, Llc (09Q)	0	3,100	3,100
TATONDUK OUTFITTERS LIMITED D/B/A EVERTS AIR	0	0	0
US Airways, Inc. (US)	0	127	127
United Air Lines, Inc. (UA)	0	180	180
United Parcel Service Co (5X)	0	0	0
Varig Logistica S/A (ABX)	0	0	0
Vision Airlines (0JQ)	0	75	75

SOURCE: CY 2015 FAA

ENPLANEMENTS BY INDIVIDUAL CARRIERS FOR CALENDAR YEAR 2015

Boeing Field/King County International (BFI)

SEA

Randall Berg 7277 Perimeter Road South, Seattle, WA 98108-3812

BFI

SCHEDULE TYPE	----- ENPLANEMENTS -----		
CARRIER NAME (CARRIER CODE)	SCHEDULED	NONSCHEDULED	TOTAL
CRAC - Large Certificated Air Carriers, filing T-100.			
CRAC Total:	0	9,603	9,603
FFC - Foreign Air Carriers, filing T-100(f).			
Air Canada (AC)	0	50	50
Air Georgian (ZX#)	0	9	9
Chartright Air Inc. (13Q)	0	2	2
Global Jet Luxembourg, Sa (SVW)	0	2	2
Jazz Aviation Lp (QK#)	76	0	76
London Air Services Limited (14Q)	0	267	267
Prince Edward Air Ltd (PEQ)	0	0	0
TAG Aviation (ORQ)	0	3	3
Vistajet Limited (VJT)	0	10	10
Westjet (WS)	80	0	80
FFC Total:	156	343	499
Site Total:	8,357	10,588	18,945

■ Appendix Two

FAA Forecast Approval Letter

MASTER PLAN UPDATE



**King County
International Airport/
Boeing Field**

Mead
& Hunt



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

Northwest Mountain Region
Seattle Airports District Office
2200 S. 216th Street
Des Moines, WA 98198

April 10, 2018

Mr. Michael Colmant, A.A.E
Interim Airport Director
King County International Airport/Boeing Field
7277 Perimeter Road South
Seattle, WA 98108

**King County International Airport/Boeing Field (BFI)
Aviation Forecast Approval**

Dear Mike:

The Federal Aviation Administration (FAA), Seattle Airports District Office has reviewed the aviation forecast for the King County International Airport/Boeing Field (BFI) Master Plan Update, submitted April 5, 2018. The FAA approves these forecasts for airport planning purposes, including for Airport Layout Plan (ALP) development. The FAA approval is based on the following:

1. The difference between the FAA Terminal Area Forecast (TAF) and BFI's forecast for passenger enplanements is not within the 10% and 15% allowances for the 5- and 10-year planning horizons for reasons contained within the forecast. We concur with these reasons and believe the differences have been resolved.
2. The difference between the TAF and BFI's forecasts for commercial operations, total operations, and based aircraft are within the 10% and 15% allowances for the 5- and 10-year planning horizons.
3. The forecast is based on reasonable planning assumptions, current data and appropriate forecasting methodologies.

Based on the approved forecast, the FAA also approves the existing and future critical aircraft typified by the Boeing 767 (RDC D-IV).

The approval of the forecast and critical aircraft does not automatically constitute a commitment on the part of the United States to participate in any development recommended in the master plan or shown on the ALP. All future development will need to be justified by current activity levels at the time of proposed implementation. Further, the approved forecasts may be subject to additional analysis or the FAA may request a sensitivity analysis if this data is to be used for environmental or Part 150 noise planning purposes.

If you have any questions about this forecast approval, please call me at (206) 231-4135.

Sincerely,

Jennifer I. Kandel
Planner, FAA Seattle Airports District Office

■ Appendix Three

*FAA ATC Waiver for Runway
Centerline Separation*

MASTER PLAN UPDATE



**King County
International Airport/
Boeing Field**

Mead
& Hunt

**Modification of Standards
Alternative Analysis**

February 2006



**King County
International Airport/
Boeing Field**

SEATTLE, WASHINGTON



Barnard Dunkelberg & Company

Cherry Street Building
1616 East 15th Street
Tulsa, Oklahoma 74120
Phone Number. 918 585 8844
FAX Number. 918 585 8857

Reid Middleton

Everett, Washington

AUG 21 '02 07:28 FR ANM 530

4252271534 TO 94252271650

P.02/03



U.S. Department
of Transportation
Federal Aviation
Administration

Memorandum

Fixed to Pam 8/20/02

Subject: **INFORMATION:** Waiver to FAA
Order 7110.65, Paragraph 3-8-3, for
BFI ATCT; Your Memo Dated 7/1/02

Date:

AUG 20 2002

From: Program Director for Air Traffic
Planning and Procedures, ATP-1

Reply to
Attn. of:

To: Manager, Air Traffic Division, ANM-500

Your above-referenced request for a waiver to Federal Aviation Administration (FAA) Order 7110.65, Air Traffic Control, Paragraph 3-8-3, Simultaneous Same Direction Operation, is approved.

This waiver authorizes Boeing Field (BFI) Airport Traffic Control Tower (ATCT) personnel to conduct simultaneous same direction operations to Runways 13R/13L and 31R/31L between Categories I and II aircraft with reduced runway centerline distance minima of 375 feet instead of 500 feet.

Attached waiver 02-T-08 has been assigned and is effective August 19, 2002, and is valid for 2 years. A request for renewal of this waiver should be made at least 120 days prior to the expiration date of August 18, 2004.

If you have any questions, please have a member of your staff contact Angela Nelson, ATP-120.1, at (202) 493-4129.



Michael A. Cirillo

Attachment

AUG 21 '02 07:29 FR ANM 530

4252271534 TO 94252271650

P.03/03

Waiver: 02-T-08

Date: August 19, 2002

update 8/6/04

**FEDERAL AVIATION ADMINISTRATION
AIR TRAFFIC DIRECTIVES
WAIVER/AUTHORIZATION**

ISSUED TO:

Manager, Air Traffic Division, ANM-500, for Boeing Field (BFI) Airport Traffic Control Tower (ATCT).

AFFECTED DIRECTIVES:

Federal Aviation Administration (FAA) Order 7110.65, Air Traffic Control, Paragraph 3-8-3, Simultaneous Same Direction Operations.

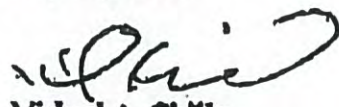
OPERATIONS AUTHORIZED:


This waiver authorizes BFI ATCT personnel to conduct simultaneous same direction operations to Runways 13R/13L and 31R/31L between Categories I and II aircraft with reduced runway centerline distance minima of 375 feet instead of 500 feet.

SPECIAL PROVISIONS, CONDITIONS, AND LIMITATIONS:

- a. This operation shall only be conducted between sunrise and sunset.
- b. The special procedures shall be appropriately advertised in a Letter to Airman and in the Notice to Airman publication.
- c. This waiver is issued on the basis that the published special procedures for the period of the waiver provide an equivalent level of safety.

This waiver is effective August 19, 2002, and is valid for 2 years. Any request for renewal of this waiver should be made at least 120 days prior to the expiration date of August 18, 2004.


Michael A. Cirillo
Program Director for Air Traffic
Planning and Procedures



JUL 11 '02 14:17 FR ANM 530

4252271534 TO 94252271650

P.01/05

U.S. Department
of TransportationDave Kohn
(530) ManagerFEDERAL AVIATION ADMINISTRATION
NORTHWEST MOUNTAIN REGION
AIR TRAFFIC DIVISIONANM-530 FAX SHEET
OPERATIONS BRANCH1601 LIND AVE SW
RENTON, WA 98055-4036OFFICE: (425) 227-2530
FAX: (425) 227-1534FACILITY: SEA ADO ATTN: CAYLAFROM: GREG MOORE ANM- 530.5 EXT: 2539DATE: 7/11/02RE: BFIPAGES: 4 (EXCLUDING COVER)

CC: _____

COMMENTS: CAYLA, SORRY FOR NOT RESPONDINGEARLIER - WAS OUT FOR HAND STRIKE TEAR. APPROPRIATEPARS, ARE 3-8-3, 3-9-6 + 3-9-7. THE LOANERREQUEST IS FOR 3-8-3/
3-8-8 C TBL 3-8-1 SPECIFICALLYTHE 500. I HAVE REQUESTED PAUL TO SEND
THE LOA REGARDING TPA MOVEMENT AREA LIMITATIONS.
THE BRIEFING SHEET MAY NOT BE READILY AVAILABLE
AS THEY ARE PREPARING IT FOR BRIEFING THE NEXT
MONTH.

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Section 8. Spacing and Sequencing

3-8-1. SEQUENCE/SPACING APPLICATION

Establish the sequence of arriving and departing aircraft by requiring them to adjust flight or ground operation, as necessary, to achieve proper spacing.

PHRASEOLOGY- CLEARED FOR TAKEOFF

CLEARED FOR TAKEOFF OR HOLD SHORT/HOLD IN POSITION/TAXI OFF THE RUNWAY (traffic).

EXTEND DOWNWIND.

MAKE SHORT APPROACH.

NUMBER (landing sequence number).

FOLLOW (description and location of traffic).

or if traffic is utilizing another runway.

TRAFFIC (description and location) LANDING RUNWAY (number of runway being used).

CIRCLE THE AIRPORT.

MAKE LEFT/RIGHT THREE-SIXTY/TWO SEVENTY.

GO AROUND.

CLEARED TO LAND.

CLEARED:

TOUCH-AND-GO,

or

STOP-AND-GO,

or

LOW APPROACH.

CLEARED FOR THE OPTION,

or

OPTION APPROVED,

or

UNABLE OPTION, (alternate instructions).

or

UNABLE (type of option), OTHER OPTIONS APPROVED.

NOTE-

1. The "Cleared for the Option" procedure will permit an instructor pilot/flight examiner/pilot the option to make a touch-and-go, low approach, missed approach, stop-and-go, or full stop landing. This procedure will only be used at those locations with an operational control tower and will be subject to ATC approval.

2. For proper helicopter spacing, speed adjustments may be more practical than course changes.

3. Read back of hold short instructions apply when hold instructions are issued to a pilot in lieu of a takeoff clearance.

REFERENCE-

FAAO 7110.65, Take and Ground Movement Operations, Para 3-7-2.

3-8-2. TOUCH-AND-GO OR STOP-AND-GO OR LOW APPROACH

Consider an aircraft cleared for touch-and-go, stop-and-go, or low approach as an arriving aircraft until it touches down (for touch-and-go), or makes a complete stop (for stop-and-go), or crosses the landing threshold (for low approach), and thereafter as a departing aircraft.

REFERENCE-

FAAO 7110.65, Wake Turbulence Separation for Intersection, Para 3-1-5.
FAAO 7110.65, Wake Turbulence Separation for Intersection, Para 3-5-7.

3-8-3. SIMULTANEOUS SAME DIRECTION OPERATION

Authorize simultaneous, same direction operations on parallel runways, on parallel landing strips, or on a runway and a parallel landing strip only when the following conditions are met:

a. Operations are conducted in VFR conditions unless visual separation is applied.

b. Two-way radio communication is maintained with the aircraft involved and pertinent traffic information is issued.

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c. The distance between the runways or landing strips is in accordance with the minima in TBL 3-8-1 (use the greater minimum if two categories are involved).

TBL 3-8-1

Same Direction Distance Minima

Aircraft category	Minimum distance (feet) between parallel	
	Runway centerlines	Edges of adjacent strips or runway and strip
Lightweight, single-engine, propeller driven	300	200
Twin-engine, propeller driven	500	400
All others	700	600

3-8-4. SIMULTANEOUS OPPOSITE DIRECTION OPERATION

Authorize simultaneous opposite direction operations on parallel runways, on parallel landing strips,

or on a runway and a parallel landing strip only when the following conditions are met:

a. Operations are conducted in VFR conditions.

b. Two-way radio communication is maintained with the aircraft involved and pertinent traffic information is issued.

PHRASEOLOGY-

TRAFFIC (description) ARRIVING/DEPARTING/LOW APPROACH, OPPOSITE DIRECTION ON PARALLEL RUNWAY/LANDING STRIP.

c. The distance between the runways or landing strips is in accordance with the minima in TBL 3-8-2.

TBL 3-8-2

Opposite Direction Distance Minima

Type of Operation	Minimum distance (feet) between parallel	
	Runway centerlines	Edges of adjacent strips or runway and strip
Between sunset and sunset	1,400	1,400
Between sunset and sunrise	2,800	Not authorized

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1. HOLD SHORT OF RUNWAY, or
2. HOLD IN POSITION.

1. USAF/USN. When issuing additional instructions or information to an aircraft holding in takeoff position, include instructions to continue holding or taxi off the runway, unless it is cleared for takeoff.

PHRASEOLOGY-
CONTINUE HOLDING,

or

TAXI OFF THE RUNWAY.

REFERENCE-

FAO 711.65, *Altitude Restricted Low Approach, Para 3-10-10.*

3-9-5. ANTICIPATING SEPARATION

Takeoff clearance needs not be withheld until prescribed separation exists if there is a reasonable assurance it will exist when the aircraft starts takeoff roll.

3-9-6. SAME RUNWAY SEPARATION

Separate a departing aircraft from a preceding departing or arriving aircraft using the same runway by ensuring that it does not begin takeoff roll until:

a. The other aircraft has departed and crossed the runway end or turned to avert any conflict. If you can determine distances by reference to suitable landmarks, the other aircraft needs only be airborne if the following minimum distance exists between aircraft: (See FIG 3-9-1 and FIG 3-9-2).

1. When only Category I aircraft are involved- 3,000 feet.
2. When a Category I aircraft is preceded by a Category II aircraft- 3,000 feet.
3. When either the succeeding or both are Category II aircraft- 4,500 feet.
4. When either is a Category III aircraft- 6,000 feet.
5. When the succeeding aircraft is a helicopter, visual separation may be applied in lieu of using distance minima.

FIG 3-9-1

Same Runway Separation
[View 1]

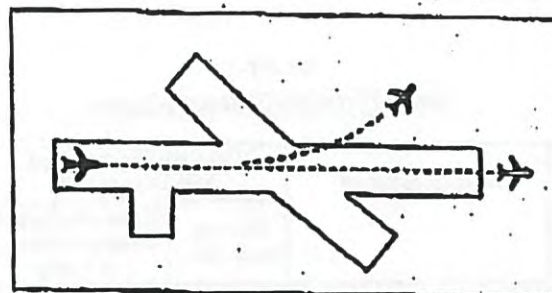
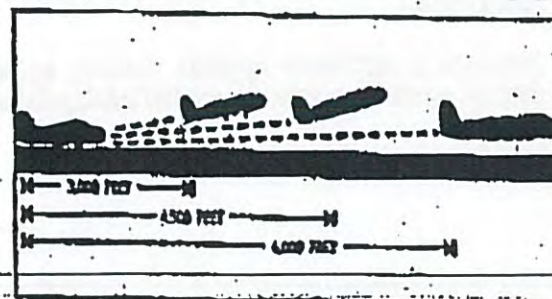


FIG 3-9-2

Same Runway Separation
[View 2]



NOTE-

Aircraft same runway separation (SRS) categories are specified in Appendices A, B, and C and based upon the following definitions:

CATEGORY I- small aircraft weighing 12,500 lbs. or less, with a single propeller driven engine, and all helicopters.

CATEGORY II- small aircraft weighing 12,500 lbs. or less, with propeller driven twin-engines.

CATEGORY III- all other aircraft.

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REFERENCE-

FAAO 7110.65, Wake Turbulence Separation for Intersection Departures, Para 3-9-7.

3-9-7. WAKE TURBULENCE SEPARATION FOR INTERSECTION DEPARTURES

a. Apply the following wake turbulence criteria for intersection departures:

1. Separate a small aircraft taking off from an intersection on the same runway (same or opposite direction takeoff) or a parallel runway separated by less than 2,500 feet with runway thresholds offset by 500 feet or more behind a preceding departing large aircraft by ensuring that the small aircraft does not start takeoff roll until at least 3 minutes after the large aircraft has taken off.

2. Separate any aircraft taking off from an intersection on the same runway (same or opposite direction takeoff), parallel runways separated by less than 2,500 feet, and parallel runways separated by less than 2,500 feet with runway thresholds offset by 500 feet or more, by ensuring that the aircraft does not start takeoff roll until at least 3 minutes after a heavy aircraft/B757 has taken off.

NOTE-

Parallel runways separated by less than 2,500 feet with runway thresholds offset by less than 500 feet shall apply para 3-9-6, Same Runway Separation, subpara f.

3. Separate a small aircraft weighing 12,500 lbs. or less taking off from an intersection on the same runway (same or opposite direction takeoff) behind a preceding small aircraft weighing more than 12,500 lbs. by ensuring the following small aircraft does not start takeoff roll until at least 3 minutes after the preceding aircraft has taken off.

4. Inform an aircraft when it is necessary to hold in order to provide the required 3-minute interval.

PHRASEOLOGY-

HOLD FOR WAKE TURBULENCE.

NOTE-

Aircraft conducting touch-and-go and stop-and-go operations are considered to be departing from an intersection.

REFERENCE-

FAAO 7110.65, Touch-and-Go or Stop-and-Go or Low Approach, Para 3-8-2.

b. The 3-minute interval is not required when:

1. A pilot has initiated a request to deviate from that interval unless the preceding departing aircraft is a heavy aircraft/B757.

NOTE-

A request for takeoff does not initiate a waiver request; the request for takeoff must be accomplished by a request to deviate from the 3-minute interval.

2. **USA NOT APPLICABLE.** The intersection is 500 feet or less from the departure point of the preceding aircraft and both aircraft are taking off in the same direction.

3. Successive touch-and-go and stop-and-go operations are conducted with a small aircraft following another small aircraft weighing more than 12,500 lbs. or a large aircraft in the pattern, or a small aircraft weighing more than 12,500 lbs. or a large aircraft departing the same runway, provided the pilot of the small aircraft is maintaining visual separation/spacing behind the preceding large aircraft. Issue a wake turbulence cautionary advisory and the position of the large aircraft.

EXAMPLE-

"Caution wake turbulence, DC-9 on base leg."

4. Successive touch-and-go and stop-and-go operations are conducted with any aircraft following a heavy aircraft/B757 in the pattern, or heavy aircraft/B757 departing the same runway, provided the pilot of the aircraft is maintaining visual separation/spacing behind the preceding heavy aircraft/B757. Issue a wake turbulence cautionary advisory and the position of the heavy aircraft/B757.

EXAMPLE-

"Caution wake turbulence, Heavy Lockheed C5A departing runway two three."

5. If action is initiated to reduce the separation between successive touch-and-go or stop-and-go operations, apply 3 minutes separation.

e. When applying the provision of subpara b:

1. Issue a wake turbulence advisory before clearing the aircraft for takeoff.

2. Do not clear the intersection departure for an immediate takeoff.

3. Issue a clearance to permit the trailing aircraft to deviate from course enough to avoid the flight path of the preceding large departure when applying subpara b1 or b2.

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Section 9. Departure Procedures and Separation

3-9-1. DEPARTURE INFORMATION

Provide current departure information, as appropriate, to departing aircraft.

a. Departure information contained in the ATIS broadcast may be omitted if the pilot states the appropriate ATIS code.

b. Issue departure information by including the following:

1. Runway in use. (May be omitted if pilot states "have the numbers.")

2. Surface wind from direct readout dial, LLWAS, or automated weather observing system information display. (May be omitted if pilot states "have the numbers.")

3. Altimeter setting. (May be omitted if pilot states "have the numbers.")

REFERENCE-

FAAO 7110.65, Current Settings, Para 2-7-1.

c. Time, when requested.

d. Issue the official ceiling and visibility, when available, to a departing aircraft before takeoff as follows:

1. To a VFR aircraft when weather is below VFR conditions.

2. To an IFR aircraft when weather is below VFR conditions or highest takeoff minima, whichever is greater.

NOTE-

Standard takeoff minimums are published in 14 CFR Section 91.175(f). Takeoff minima other than standard are prescribed for specific airports/runways and published in a tabular form supplement to the FAA instrument approach procedures charts and appropriate FAA Forms 8260.

e. Taxi information, as necessary. You need not issue taxi route information unless the pilot specifically requests it.

L USAF NOT APPLICABLE. An advisory to "check density altitude" when appropriate.

REFERENCE-

FAAO 7210.3, Broadcast Density Altitude Advisory, Para 2-10-6.

g. Issue braking action for the runway in use as received from pilots or the airport management when Braking Action Advisories are in effect.

REFERENCE-

FAAO 7110.65, Altimeter Setting Issuance Below Lowest Usable FL, Para 2-7-2.

FAAO 7110.65, Low Level Wind Shear Advisories, Para 3-1-8.

FAAO 7110.65, Braking Action Advisories, Para 3-3-5.

PCG Term - Braking Action Advisories.

3-9-2. DEPARTURE DELAY INFORMATION

USA/USAF/USN NOT APPLICABLE

When gate-hold procedures are in effect, issue the following departure delay information as appropriate:

REFERENCE-

FAAO 7210.3, Gate Hold Procedures, Para 10-4-3.

a. Advise departing aircraft the time at which the pilot can expect to receive engine startup advisory.

PHRASEOLOGY-

GATE HOLD PROCEDURES ARE IN EFFECT. ALL AIRCRAFT CONTACT (position) ON (frequency) FOR ENGINE START TIME. EXPECT ENGINE START/TAXI (time).

b. Advise departing aircraft when to start engines and/or to advise when ready to taxi.

PHRASEOLOGY-

START ENGINES, ADVISE WHEN READY TO TAXI,

or

ADVISE WHEN READY TO TAXI.

c. If the pilot requests to hold in a delay absorbing area, the request shall be approved if space and traffic conditions permit.

d. Advise all aircraft on GC/FD frequency upon termination of gate hold procedures.

PHRASEOLOGY-

GATE HOLD PROCEDURES NO LONGER IN EFFECT.

3-9-3. DEPARTURE CONTROL INSTRUCTIONS

Inform departing IFR, SVFR, VFR aircraft receiving radar service, and TRSA VFR aircraft of the following:

a. Before takeoff.

1. Issue the appropriate departure control frequency and beacon code. The departure control

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frequency may be omitted if a DP has been or will be assigned and the departure control frequency is published on the DP.

PHRASEOLOGY-

DEPARTURE FREQUENCY WILL BE (frequency), SQUAWK (code).

2. Inform all departing IFR military turboprop/turbojet aircraft (except transport and cargo types) to change to departure control frequency. If the local controller has departure frequency override, transmit urgent instructions on this frequency. If the override capability does not exist, transmit urgent instructions on the emergency frequency.

PHRASEOLOGY-

CHANGE TO DEPARTURE.

3. **USAF.** USAF control towers are authorized to inform all departing IFR military transport/cargo type aircraft operating in formation flight to change to departure control frequency before takeoff.

b. After takeoff.

1. When the aircraft is about 1/2 mile beyond the runway end, instruct civil aircraft, and military transport, and cargo types to contact departure control, provided further communication with you is not required.

2. Do not request departing military turboprop/turbojet aircraft (except transport and cargo types) to make radio frequency or radar beacon changes before the aircraft reaches 2,500 feet above the surface.

REFERENCE-

FAAO 7110.65, Visual Separation, Para 7-2-1.

3-9-4. TAXI INTO POSITION AND HOLD (TIPH)

a. The intent of TIPH is to position aircraft for an imminent departure. Authorize an aircraft to taxi into position and hold, except as restricted in subpara f, when takeoff clearance cannot be issued because of traffic. Issue traffic information to any aircraft so authorized. Traffic information may be omitted when the traffic is another aircraft which has landed on or is taking off the same runway and is clearly visible to the holding aircraft. Do not use conditional phrases such as "behind landing traffic" or "after the departing aircraft."

b. **USN NOT APPLICABLE.** First state the runway number followed by the taxi into position clearance when more than one runway is active.

PHRASEOLOGY-

RUNWAY (number), TAXI INTO POSITION AND HOLD.

Or, when only one runway is active:

TAXI INTO POSITION AND HOLD.

c. When an aircraft is authorized to taxi into takeoff position to hold, inform it of the closest traffic that is cleared to land, touch-and-go, stop-and-go, or unrestricted low approach on the same runway.

EXAMPLE-

"United Five, runway one eight, taxi into position and hold. Traffic a Boeing Seven Thirty Seven, six mile final."

Or, when only one runway is active:

"United Five, taxi into position and hold. Traffic a Boeing Seven Thirty Seven, six mile final."

d. **USAF.** When an aircraft is authorized to taxi into takeoff position to hold, inform it of the closest traffic within 6 miles on final approach to the same runway. If the approaching aircraft is on a different frequency, inform it of the aircraft taxiing into position.

e. Do not authorize an aircraft to taxi into position and hold when the departure point is not visible from the tower, unless the aircraft's position can be verified by ASDE or the runway is used for departures only.

f. Do not authorize an aircraft to taxi into position and hold at an intersection between sunset and sunrise or at anytime when the intersection is not visible from the tower.

g. **USN.** Do not authorize aircraft to taxi into takeoff position to hold simultaneously on intersecting runways.

PHRASEOLOGY-

CONTINUE HOLDING,

or

TAXI OFF THE RUNWAY.

REFERENCE-

FAAO 7110.65, Altitude Restricted Low Approach, Para 3-10-10.

h. When a local controller delivers or amends an ATC clearance to an aircraft awaiting departure and that aircraft is holding short of a runway or is holding in position on a runway, an additional clearance shall be issued to prevent the possibility of the aircraft inadvertently taxiing onto the runway and/or beginning takeoff roll. In such cases, append one of the following ATC instructions as appropriate:

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7110.65N

1. HOLD SHORT OF RUNWAY, or
2. HOLD IN POSITION.

1. **USAF/USN.** When issuing additional instructions or information to an aircraft holding in takeoff position, include instructions to continue holding or taxi off the runway, unless it is cleared for takeoff.

PHRASEOLOGY-
CONTINUE HOLDING,

or

TAXI OFF THE RUNWAY.

REFERENCE-

FAAO 7110.65, *Altitude Restricted Low Approach, Para 3-10-10.*

3-9-5. ANTICIPATING SEPARATION

Takeoff clearance needs not be withheld until prescribed separation exists if there is a reasonable assurance it will exist when the aircraft starts takeoff roll.

3-9-6. SAME RUNWAY SEPARATION

Separate a departing aircraft from a preceding departing or arriving aircraft using the same runway by ensuring that it does not begin takeoff roll until:

a. The other aircraft has departed and crossed the runway end or turned to avert any conflict. If you can determine distances by reference to suitable landmarks, the other aircraft needs only be airborne if the following minimum distance exists between aircraft: (See FIG 3-9-1 and FIG 3-9-2.)

1. When only Category I aircraft are involved- 3,000 feet.
2. When a Category I aircraft is preceded by a Category II aircraft- 3,000 feet.
3. When either the succeeding or both are Category II aircraft- 4,500 feet.
4. When either is a Category III aircraft- 6,000 feet.
5. When the succeeding aircraft is a helicopter, visual separation may be applied in lieu of using distance minima.

FIG 3-9-1

Same Runway Separation
[View 1]

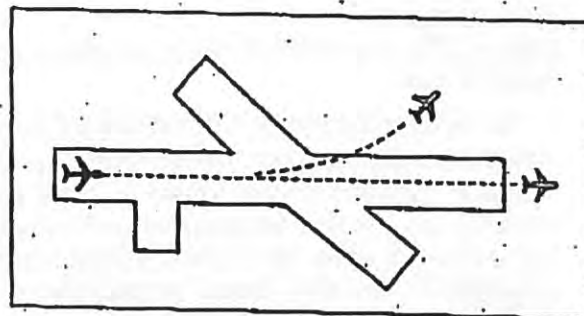
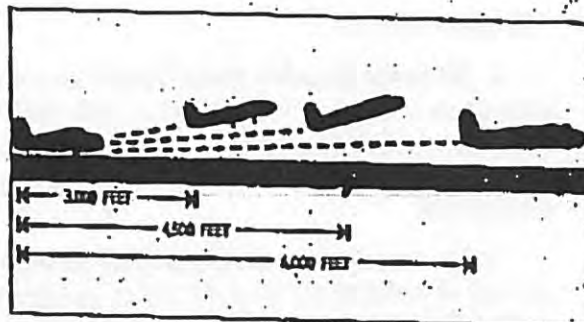


FIG 3-9-2

Same Runway Separation
[View 2]



NOTE-

Aircraft same runway separation (SRS) categories are specified in Appendices A, B, and C and based upon the following definitions:

CATEGORY I- small aircraft weighing 12,500 lbs. or less, with a single propeller driven engine, and all helicopters.

CATEGORY II- small aircraft weighing 12,500 lbs. or less, with propeller driven twin-engines.

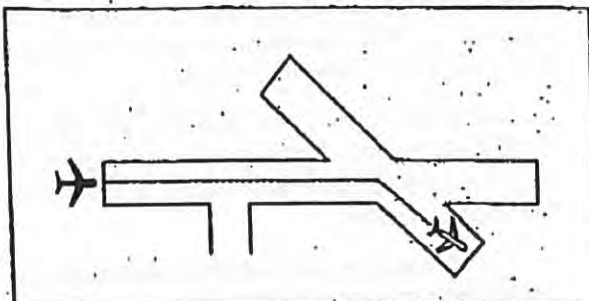
CATEGORY III- all other aircraft.

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b. A preceding landing aircraft is clear of the runway. (See FIG 3-9-3.)

FIG 3-9-3
Preceding Landing Aircraft Clear of Runway



REFERENCE-
PICG Term- Clear of the Runway.

WAKE TURBULENCE APPLICATION

e. Do not issue clearances which imply or indicate approval of rolling takeoffs by heavy jet aircraft except as provided in para 3-1-14, Ground Operations When Volcanic Ash is Present.

d. Do not issue clearances to a small aircraft to taxi into position and hold on the same runway behind a departing heavy jet aircraft to apply the necessary intervals.

REFERENCE-
AC 90-23, Aircraft Wake Turbulence.

e. The minima in para 5-5-4, Minima, may be applied in lieu of the 2 minute requirement in subpara f. When para 5-5-4, Minima, are applied, ensure that the appropriate radar separation exists at or prior to the time an aircraft becomes airborne when taking off behind a heavy jet/B757.

NOTE-

The pilot may request additional separation, i.e., 2 minutes vs. 4 miles, but should make this request before taxiing on the runway.

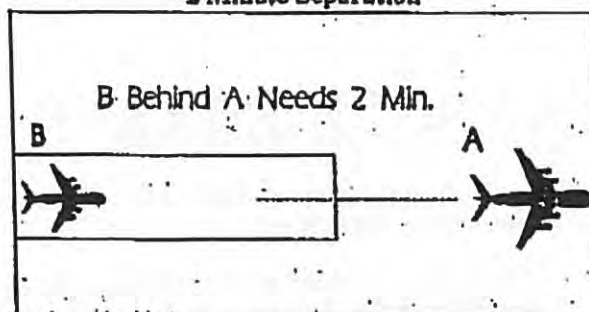
f. Separate IFR/VFR aircraft taking off behind a heavy jet/B757 departure by 2 minutes, when departing:

NOTE-

Takeoff clearance to the following aircraft should not be issued until 2 minutes after the heavy jet/B757 begins takeoff roll.

1. The same runway. (See FIG 3-9-4.)

FIG 3-9-4
2 Minute Separation



2. A parallel runway separated by less than 2,500 feet.

g. Separate an aircraft from a heavy jet/B757 when operating on a runway with a displaced landing threshold if projected flight paths will cross- 2 minutes when:

1. A departure follows a heavy jet/B757 arrival.
2. An arrival follows a heavy jet/B757 departure.

h. Air traffic controllers shall not approve pilot requests to deviate from the required wake turbulence time interval if the preceding aircraft is a heavy jet/B757.

i. Separate a small aircraft behind a large aircraft taking off or making a low/missed approach when utilizing opposite direction takeoffs on the same runway by 3 minutes unless a pilot has initiated a request to deviate from the 3-minute interval. In the latter case, issue a wake turbulence advisory before clearing the aircraft for takeoff.

NOTE-

1. A request for takeoff does not initiate a waiver request.
2. To initiate a waiver of the 3-minute rule, the request for takeoff must be accompanied by a request to deviate from the 3-minute rule.

REFERENCE-

FAAO 7110.65, Aircraft Information: Appendix A, Appendix B, and Appendix C.

j. Separate aircraft behind a heavy jet/B757 departing or making a low/missed approach when utilizing opposite direction takeoffs or landings on the same or parallel runways separated by less than 2,500 feet- 3 minutes.

k. Inform an aircraft when it is necessary to hold in order to provide the required 3-minute interval.

PHRASEOLOGY-

HOLD FOR WAKE TURBULENCE.

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REFERENCE-FAAO 7110.65, *Wake Turbulence Separation for Intersection Departures, Para 3-9-7.***3-9-7. WAKE TURBULENCE SEPARATION FOR INTERSECTION DEPARTURES**

a. Apply the following wake turbulence criteria for intersection departures:

1. Separate a small aircraft taking off from an intersection on the same runway (same or opposite direction takeoff) or a parallel runway separated by less than 2,500 feet with runway thresholds offset by 500 feet or more behind a preceding departing large aircraft by ensuring that the small aircraft does not start takeoff roll until at least 3 minutes after the large aircraft has taken off.

2. Separate any aircraft taking off from an intersection on the same runway (same or opposite direction takeoff), parallel runways separated by less than 2,500 feet, and parallel runways separated by less than 2,500 feet with runway thresholds offset by 500 feet or more, by ensuring that the aircraft does not start takeoff roll until at least 3 minutes after a heavy aircraft/B757 has taken off.

NOTE-

Parallel runways separated by less than 2,500 feet with runway thresholds offset by less than 500 feet shall apply para 3-9-6, *Same Runway Separation, subpara f.*

3. Separate a small aircraft weighing 12,500 lbs. or less taking off from an intersection on the same runway (same or opposite direction takeoff) behind a preceding small aircraft weighing more than 12,500 lbs. by ensuring the following small aircraft does not start takeoff roll until at least 3 minutes after the preceding aircraft has taken off.

4. Inform an aircraft when it is necessary to hold in order to provide the required 3-minute interval.

PHRASEOLOGY-

HOLD FOR WAKE TURBULENCE.

NOTE-

Aircraft conducting touch-and-go and stop-and-go operations are considered to be departing from an intersection.

REFERENCE-

FAAO 7110.65, *Touch-and-Go or Stop-and-Go or Low Approach, Para 3-8-2.*

b. The 3-minute interval is not required when:

1. A pilot has initiated a request to deviate from that interval unless the preceding departing aircraft is a heavy aircraft/B757.

NOTE-

A request for takeoff does not initiate a waiver request; the request for takeoff must be accomplished by a request to deviate from the 3-minute interval.

2. **USA NOT APPLICABLE.** The intersection is 500 feet or less from the departure point of the preceding aircraft and both aircraft are taking off in the same direction.

3. Successive touch-and-go and stop-and-go operations are conducted with a small aircraft following another small aircraft weighing more than 12,500 lbs. or a large aircraft in the pattern, or a small aircraft weighing more than 12,500 lbs. or a large aircraft departing the same runway, provided the pilot of the small aircraft is maintaining visual separation/spacing behind the preceding large aircraft. Issue a wake turbulence cautionary advisory and the position of the large aircraft.

EXAMPLE-

"Caution wake turbulence, DC-9 on base leg."

4. Successive touch-and-go and stop-and-go operations are conducted with any aircraft following a heavy aircraft/B757 in the pattern, or heavy aircraft/B757 departing the same runway, provided the pilot of the aircraft is maintaining visual separation/spacing behind the preceding heavy aircraft/B757. Issue a wake turbulence cautionary advisory and the position of the heavy aircraft/B757.

EXAMPLE-

"Caution wake turbulence, heavy Lockheed C5A departing runway two three."

5. If action is initiated to reduce the separation between successive touch-and-go or stop-and-go operations, apply 3 minutes separation.

c. When applying the provision of subpara b:

1. Issue a wake turbulence advisory before clearing the aircraft for takeoff.

2. Do not clear the intersection departure for an immediate takeoff.

3. Issue a clearance to permit the trailing aircraft to deviate from course enough to avoid the flight path of the preceding large departure when applying subpara b1 or b2.

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4. Separation requirements in accordance with para 3-9-6, Same Runway Separation, must also apply.

REFERENCE-
FAAO 7110.65, Same Runway Separation, Para 3-9-6.

3-9-8. INTERSECTING RUNWAY SEPARATION

Separate departing aircraft from an aircraft using an intersecting runway, or nonintersecting runways when the flight paths intersect, by ensuring that the departure does not begin takeoff roll until one of the following exists:

- The preceding aircraft has departed and passed the intersection, has crossed the departure runway, or is turning to avert any conflict. (See FIG 3-9-5 and FIG 3-9-6.)

FIG 3-9-5
Intersecting Runway Separation

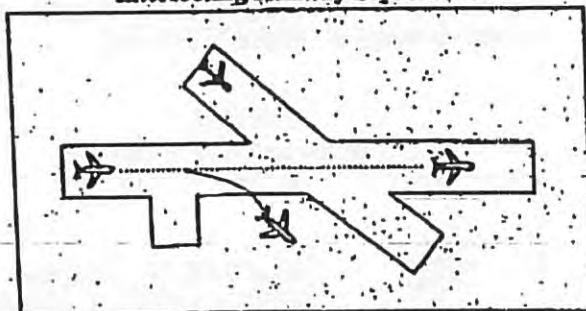
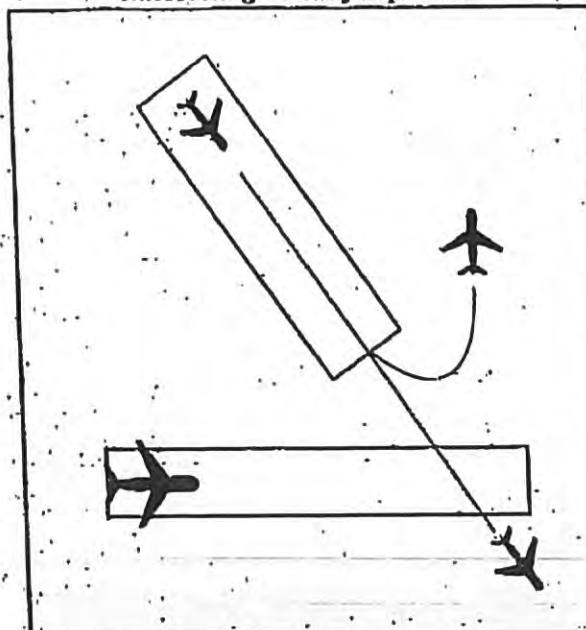


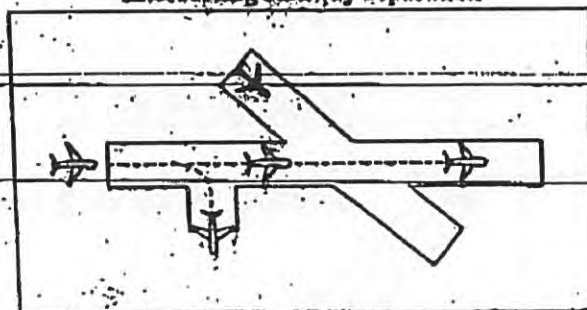
FIG 3-9-6
Intersecting Runway Separation



- A preceding arriving aircraft is clear of the landing runway, completed the landing roll and will hold short of the intersection, passed the intersection, or has crossed over the departure runway. (See FIG 3-9-7 and FIG 3-9-8.)

REFERENCE-
PICG Term- Clear of the Runway

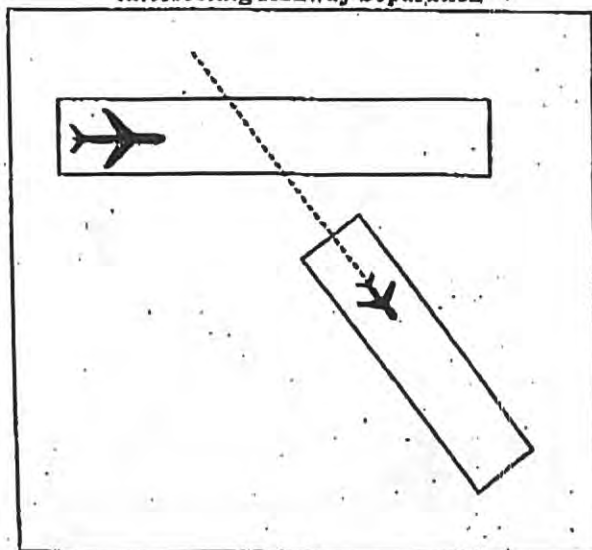
FIG 3-9-7
Intersecting Runway Separation



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FIG 3-9-8
Intersecting Runway Separation



WAKE TURBULENCE APPLICATION

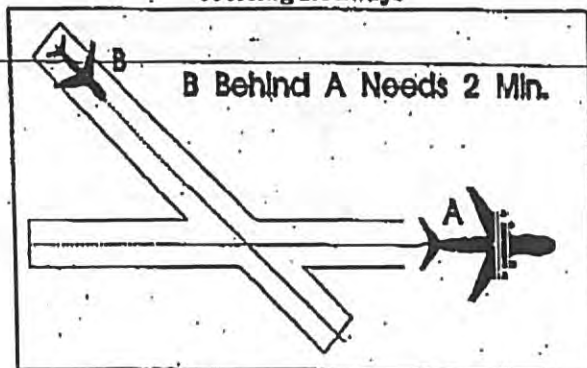
c. Separate IFR/VFR aircraft taking off behind a heavy jet/B757 departure by 2 minutes when departing:

NOTE-

Takeoff clearance to the following aircraft should not be issued until 2 minutes after the heavy jet/B757 begins takeoff roll.

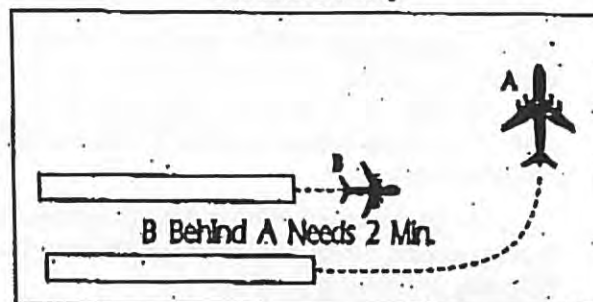
1. Crossing runways if projected flight paths will cross. (See FIG 3-9-9.)

FIG 3-9-9
Crossing Runways



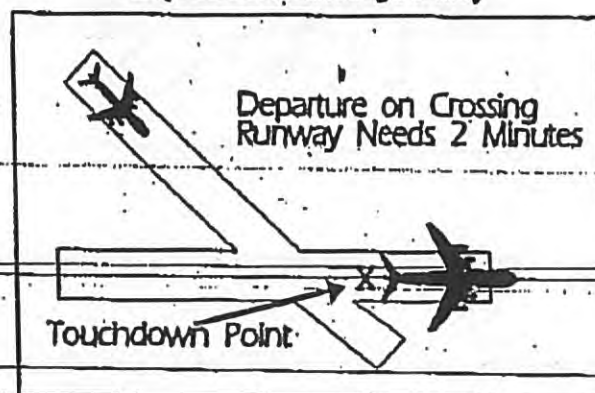
2. A parallel runway separated by 2,500 feet or more if projected flight paths will cross. (See FIG 3-9-10.)

FIG 3-9-10
Parallel Runway



d. Separate IFR/VFR aircraft departing behind a landing heavy jet/B757 on a crossing runway if the departure will fly through the airborne path of the arrival- 2 minutes. (See FIG 3-9-11.)

FIG 3-9-11
Departure on Crossing Runway



e. Air traffic controllers shall not approve pilot requests to deviate from the required wake turbulence time interval if the preceding aircraft is a heavy jet/B757.

REFERENCE-

FAAO 7110.65, Successive or Simultaneous Departures, Para 5-8-3.
FAAO 7110.65, Departures and Arrivals on Parallel or Nonintersecting Diverging Runways, Para 5-8-5.

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CHAPTER 7. LOCAL CONTROL

7-1. PROCEDURES AND RESPONSIBILITIES

a. Area of Jurisdiction

(1) LCW has jurisdiction of the following areas:

Local West

- (a) Runway 13R/31L.
- (b) Taxiways A2, A4, A7, and A8 between the runways.
- (c) The Boeing Class D Airspace, southwest of a line parallel to and midway between the runway centerlines, below 2,000 feet and below the Seattle Class B Airspace.

(2) LCB has jurisdiction of the following areas:

Local East

- (a) Runway 13L/31R.
- (b) Pad 1.
- (c) The Boeing Class D Airspace, northeast of a line parallel to and midway between the runway centerlines, below 2,000 feet and below the Seattle Class B Airspace.

b. Flight progress strips shall be posted as follows:

(1) LCW shall manage the IFR and SVFR departure strips from the time the aircraft has been taxied to the runway, until communications have been transferred to departure or the aircraft has exited BFI airspace, then FD may remove and file the strip.

(2) LCW shall manage the arrival flight progress strips from the time the aircraft has been observed on the DBRITE, or coordinated inbound, until the aircraft exits all runways. After the aircraft exits all runways, FD may remove and file the strip.

(3) IFR departure strips that have been amended to VFR flight following may be discarded after communications have been transferred.

(4) Strips for VFR departures from other than the designated departure point may be discarded after takeoff.

c. When LC's are decombed, coordination and approval is required as follows:

When ever heavy is

(1) LCW shall coordinate and obtain approval from LCB for the following operations:

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LCB must coordinate

(a) To cross Runway 13L/31R.

(b) Heavy Jet or E1757 departures.

(c) All operations in LCB's area of jurisdiction, including:

- 1 Helicopter operations.
- 2 Pattern operations.
- 3 Visual approaches entering other than the normal approach gate.
- 4 Overflights.
- 5 Takeoff, landings, touch and goes, etc. on Runway 13L/31R.

(2) LCB shall coordinate and obtain approval from LCW for the following operations:

(a) To cross Runway 13R/31L.

(b) IFR departures on Runway 13L/31R.

(c) All operations in LCW's area of jurisdiction, including:

- 1 Helicopter operations.
- 2 Pattern operations.
- 3 Visual approaches entering other than the normal approach gate.

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Section 10. Arrival Procedures and Separation

3-10-1. LANDING INFORMATION

Provide current landing information, as appropriate, to arriving aircraft. Landing information contained in the ATIS broadcast may be omitted if the pilot states the appropriate ATIS code. Runway, wind, and altimeter may be omitted if a pilot uses the phrase "have numbers." Issue landing information by including the following:

NOTE-

Pilot use of "have numbers" does not indicate receipt of the ATIS broadcast.

- a. Specific traffic pattern information (may be omitted if the aircraft is to circle the airport to the left).

PHRASEOLOGY-

ENTER LEFT/RIGHT BASE.

STRAIGHT-IN.

MAKE STRAIGHT-IN.

STRAIGHT-IN APPROVED.

RIGHT TRAFFIC.

MAKE RIGHT TRAFFIC.

RIGHT TRAFFIC APPROVED. CONTINUE.

- b. Runway in use.

- c. Surface wind.

- d. Altimeter setting.

REFERENCE-

FAAO 7110.65, Current Settings, Para 2-7-1.

- e. Any supplementary information.

- f. Clearance to land.

- g. Requests for additional position reports. Use prominent geographical fixes which can be easily recognized from the air, preferably those depicted on sectional charts. This does not preclude the use of the legs of the traffic pattern as reporting points.

NOTE-

At some locations, VFR checkpoints are depicted on sectional aeronautical and terminal area charts. In selecting geographical fixes, depicted VFR checkpoints are preferred unless the pilot exhibits a familiarity with the local area.

- h. Ceiling and visibility if either is below basic VFR minima.

- i. Low level wind shear advisories when available.

REFERENCE-

FAAO 7110.65, Low Level Wind Shear Advisories, Para 3-1-8.

- j. Issue braking action for the runway in use as received from pilots or the airport management when Braking Action Advisories are in effect.

REFERENCE-

FAAO 7110.65, Braking Action Advisories, Para 3-3-5.

3-10-2. FORWARDING APPROACH INFORMATION BY NONAPPROACH CONTROL FACILITIES

- a. Forward the following, as appropriate, to the control facility having IFR jurisdiction in your area. You may eliminate those items that, because of local conditions or situations, are fully covered in a letter of agreement or a facility directive.

1. When you clear an arriving aircraft for a visual approach.

REFERENCE-

FAAO 7110.65, Visual Approach, Para 7-4-1.

2. Aircraft arrival time.

3. Cancellation of IFR flight plan.

4. Information on a missed approach, unreported, or overdue aircraft.

5. Runway in use.

6. Weather as required.

REFERENCE-

FAAO 7110.65, Reporting Weather Conditions, Para 2-6-6.

- b. When the weather is below 1,000 feet or 3 miles or the highest circling minimums, whichever is greater, issue current weather to aircraft executing an instrument approach if it changes from that on the ATIS or that previously forwarded to the center/approach control.

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3-10-3. SAME RUNWAY SEPARATION

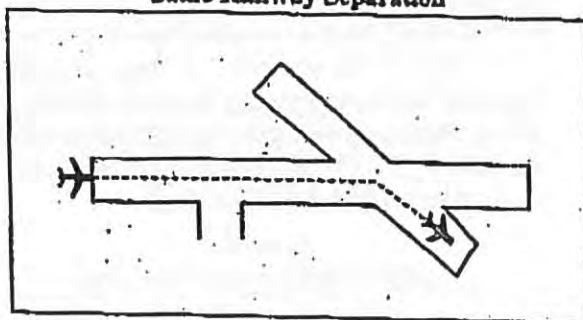
a. Separate an arriving aircraft from another aircraft using the same runway by ensuring that the arriving aircraft does not cross the landing threshold until one of the following conditions exists or unless authorized in para 3-10-10, Altitude Restricted Low Approach.

1. The other aircraft has landed and is clear of the runway. Between sunrise and sunset, if you can determine distances by reference to suitable landmarks and the other aircraft has landed, it need not be clear of the runway if the following minimum distance from the landing threshold exists: (See FIG 3-10-1.)

REFERENCE-

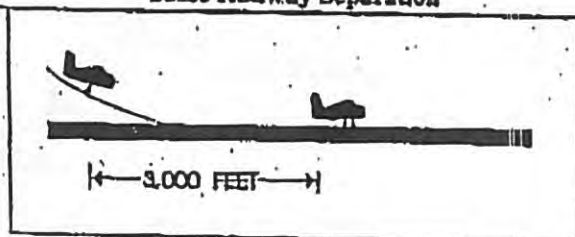
PICG Term - Clear of the Runway.

FIG 3-10-1
Same Runway Separation



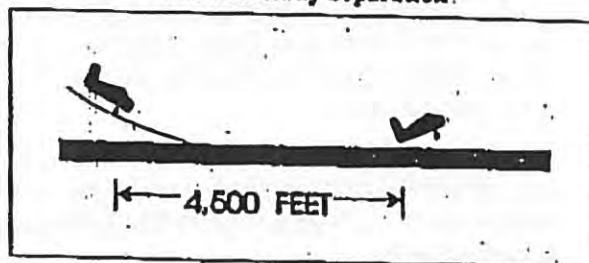
(a) When a Category I aircraft is landing behind a Category I or II- 3,000 feet. (See FIG 3-10-2.)

FIG 3-10-2
Same Runway Separation



(b) When a Category II aircraft is landing behind a Category I or II- 4,500 feet. (See FIG 3-10-3.)

FIG 3-10-3
Same Runway Separation.



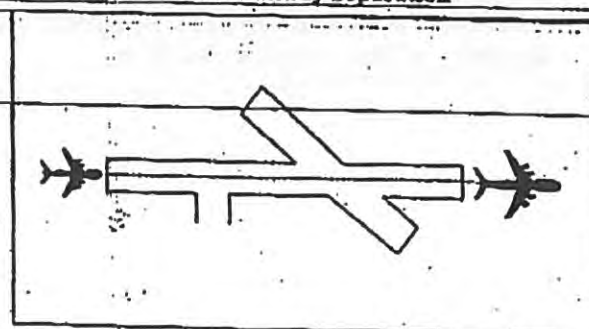
2. The other aircraft has departed and crossed the runway end. If you can determine distances by reference to suitable landmarks and the other aircraft is airborne, it need not have crossed the runway end if the following minimum distance from the landing threshold exists:

(a) Category I aircraft landing behind Category I or II- 3,000 feet.

(b) Category II aircraft landing behind Category I or II- 4,500 feet.

(c) When either is a category III aircraft- 6,000 feet. (See FIG 3-10-4 and FIG 3-10-5.)

FIG 3-10-4
Same Runway Separation



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4. Issue the measured distance from the landing threshold to the hold short point rounded "down" to the nearest 50-foot increment if requested by either aircraft.

EXAMPLE-

"Five thousand fifty feet available."

5. The conditions in subparas b2, 3, and 4 shall be met in sufficient time for the pilots to take other action, if desired, and no later than the time landing clearance is issued.

6. Land and Hold Short runways must be free of any contamination as described in the current LAHSO directive, with no reports that braking action is less than good.

7. There is no tailwind for the landing aircraft restricted to hold short of the intersection. The wind may be described as "calm" when appropriate.

REFERENCE-

FAAO 7110.65, *Calm Wind Conditions*, Para 2-6-5.

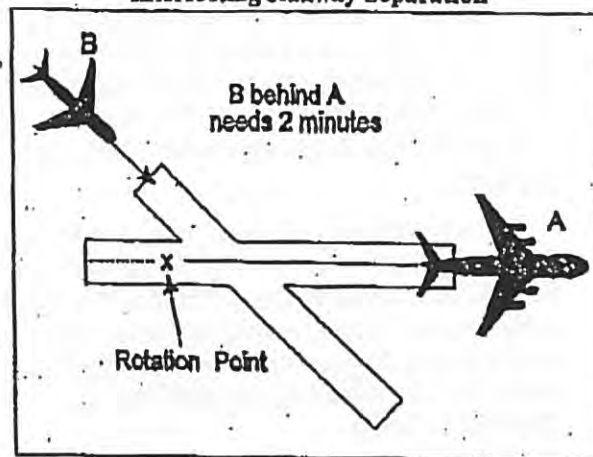
8. The aircraft required landing distances are listed in the current LAHSO directive.

9. STOL aircraft operations are in accordance with a letter of agreement with the aircraft operator/pilot or the pilot confirms that it is a STOL aircraft.

WAKE TURBULENCE APPLICATION

c. Separate IFR/VFR aircraft landing behind a departing heavy jet/B757 on a crossing runway if the arrival will fly through the airborne path of the departure- 2 minutes or the appropriate radar separation minima. (See FIG 3-10-10.)

FIG 3-10-10
Intersecting Runway Separation



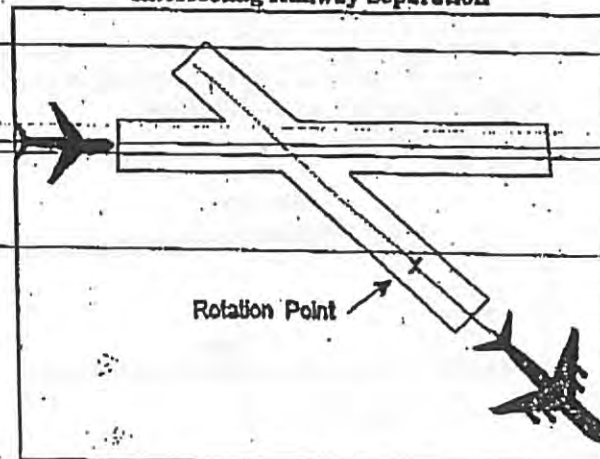
d. Issue wake turbulence cautionary advisories, the position, altitude if known, and direction of flight of the heavy jet/B757 to:

REFERENCE-

AC 90-23, *Aircraft Wake Turbulence, Pilot Responsibility*, Para 12.

1. IFR/VFR aircraft landing on crossing runways behind a departing heavy jet/B757; if the arrival flight path will cross the takeoff path behind the heavy jet/B757 and behind the heavy jet/B757 rotation point. (See FIG 3-10-11.)

FIG 3-10-11
Intersecting Runway Separation

**EXAMPLE-**

"Runway nine cleared to land. Caution wake turbulence, heavy C-One Forty One departing runway one five."

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Section 5. Radar Separation

5-5-1. APPLICATION

a. Radar separation shall be applied to all RNAV aircraft operating on a random (Impromptu) route at or below FL 450.

b. Radar separation may be applied between:

1. Radar identified aircraft.

2. An aircraft taking off and another radar identified aircraft when the aircraft taking off will be radar-identified within 1 mile of the runway end.

3. A radar-identified aircraft and one not radar-identified when either is cleared to climb/descend through the altitude of the other provided:

(a) The performance of the radar system is adequate and, as a minimum, primary radar targets or ASR-9/Full Digital Radar Primary Symbol targets are being displayed on the display being used within the airspace within which radar separation is being applied; and

(b) Flight data on the aircraft not radar-identified indicate it is a type which can be expected to give adequate primary/ASR-9/Full Digital Radar Primary Symbol return in the area where separation is applied; and

(c) The airspace within which radar separation is applied is not less than the following number of miles from the edge of the radar display:

(1) When less than 40 miles from the antenna- 6 miles;

(2) When 40 miles or more from the antenna- 10 miles;

(3) Narrowband radar operations- 10 miles; and

(d) Radar separation is maintained between the radar-identified aircraft and all observed primary, ASR-9/Full Digital Radar Primary Symbol, and secondary radar targets until nonradar separation is established from the aircraft not radar identified; and

(e) When the aircraft involved are on the same relative heading, the radar-identified aircraft is vectored a sufficient distance from the route of the aircraft not radar identified to assure the targets are

not superimposed prior to issuing the clearance to climb/descend.

REFERENCE-

FAAO 7110.65, Exceptions, Para 4-1-2.

FAAO 7110.65, Route Use, Para 4-4-1.

FAAO 7110.65, Application, Para 5-3-1.

FAAO 7110.65, Additional Separation for Formation Flights, Para 5-5-2.

FAAO 7110.65, Approach Separation Responsibility, Para 5-9-5.

5-5-2. TARGET SEPARATION

a. Apply radar separation:

1. Between the centers of primary radar targets; however, do not allow a primary target to touch another primary target or a beacon control slash.

2. Between the ends of beacon control slashes.

NOTE-

At TPX-42 sites, the bracket video feature must be activated to display the beacon control slash.

3. Between the end of a beacon control slash and the center of a primary target.

4. All-digital displays: Between the centers of digitized targets. Do not allow digitized targets to touch.

REFERENCE-

FAAO 7110.65, Simultaneous Independent ILS/MLS Approaches-Dual & Triple, Para 5-9-7.

5-5-3. TARGET RESOLUTION

a. A process to ensure that correlated radar targets or digitized targets do not touch.

b. Mandatory traffic advisories and safety alerts shall be issued when this procedure is used.

NOTE-

This procedure shall not be provided utilizing mosaic radar systems.

c. Target resolution shall be applied as follows:

1. Between the edges of two primary targets or the edges of primary digitized targets.

2. Between the end of the beacon control slash and the edge of a primary target or primary digitized target.

3. Between the ends of two beacon control slashes.

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5-5-4. MINIMA

Separate aircraft by the following minima:

NOTE-

Wake turbulence procedures specify increased separation minima required for certain classes of aircraft because of the possible effects of wake turbulence.

a. Broadband Radar System or Full Digital Terminal Radar System:

NOTE-

1. Includes single sensor long range radar mode.

2. When less than 40 miles from the antenna- 3 miles.

3. When 40 miles or more from the antenna- 5 miles.

EN ROUTE

b. Stage A/DARC, M-EARTS Mosaic Mode, Terminal Mosaic Mode:

NOTE-

Mosaic Mode combines radar input from 2 to 16 sites into a single picture utilizing a mosaic grid composed of radar sort boxes.

1. Below FL 600- 5 miles.

2. At or above FL 600- 10 miles.

3. For areas meeting all of the following conditions:

(a) Radar site adaptation is set to single sensor.

(b) Significant operational advantages can be obtained.

(c) Within 40 miles of the antenna.

(d) Below FL 180.

(e) Facility directives specifically define the area where the separation can be applied. Facility directives may specify 3 miles.

REFERENCE-

FAAO 7210.3, Single Site Coverage Stage A Operations, Para 8-2-1.
FAAO 7210.3, Single Site Coverage ATIS Operations, Para 11-8-15.

4. When transitioning from terminal to en route control, 3 miles increasing to 5 miles or greater, provided:

(a) The aircraft are on diverging routes/courses, and/or

(b) The leading aircraft is and will remain faster than the following aircraft; and

(c) Separation constantly increasing and the first center controller will establish 5 NM or other appropriate form of separation prior to the aircraft departing the first center sector; and

(d) The procedure is covered by a letter of agreement between the facilities involved and limited to specified routes and/or sectors/positions.

c. M-EARTS Sensor Mode:

NOTE-

1. Sensor Mode displays information from the radar input of a single site.

2. Procedures to convert M-EARTS Mosaic Mode to M-EARTS Sensor Mode at each PVD/MDM will be established by facility directive.

1. When less than 40 miles from the antenna- 3 miles.

2. When 40 miles or more from the antenna- 5 miles.

WAKE TURBULENCE APPLICATION

d. Separate aircraft operating directly behind, or directly behind and less than 1,000 feet below, or following an aircraft conducting an instrument approach by:

NOTE-

Consider parallel runways less than 2,500 feet apart as a single runway because of the possible effects of wake turbulence.

1. Heavy behind heavy- 4 miles.

2. Large/heavy behind B757- 4 miles.

3. Small behind B757- 5 miles.

4. Small/large behind heavy - 5 miles.

WAKE TURBULENCE APPLICATION

e. **TERMINAL.** In addition to subpara d, separate an aircraft landing behind another aircraft on the same runway, or one making a touch-and-go, stop-and-go, or low approach by ensuring the following minima will exist at the time the preceding aircraft is over the landing threshold:

NOTE-

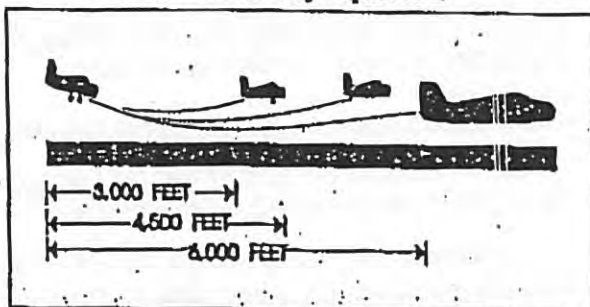
Consider parallel runways less than 2,500 feet apart as a single runway because of the possible effects of wake turbulence.

1. Small behind large- 4 miles.

2/21/02

7110.65N

FIG 3-10-5
Same Runway Separation



3. When the succeeding aircraft is a helicopter, visual separation may be applied in lieu of using distance minima.

WAKE TURBULENCE APPLICATION

b. Issue wake turbulence advisories, and the position, altitude if known, and the direction of flight of:

1. The heavy jet/B757 to aircraft landing behind a departing/arriving heavy jet/B757 on the same or parallel runways separated by less than 2,500 feet.

2. The large aircraft to a small aircraft landing behind a departing/arriving large aircraft on the same or parallel runways separated by less than 2,500 feet.

REFERENCE-

AC 90-23, Aircraft Wake Turbulence, Pilot Responsibility, Para 12.

FAAO 7110.65, Altitude Restricted Low Approach, Para 3-10-10.

EXAMPLE-

1. "Runway two seven left cleared to land, caution wake turbulence, heavy Boeing 747 departing runway two seven right."

2. "Number two follow Boeing 757 on two-mile final. Caution wake turbulence."

3-10-4. INTERSECTING RUNWAY SEPARATION

a. Separate an arriving aircraft using one runway from another aircraft using an intersecting runway or a nonintersecting runway when the flight paths

intersect by ensuring that the arriving aircraft does not cross the landing threshold or flight path of the other aircraft until one of the following conditions exists:

1. The preceding aircraft has departed and passed the intersection/flight path or is airborne and turning to avert any conflict.
(See FIG 3-10-6 and FIG 3-10-7.)

FIG 3-10-6
Intersecting Runway Separation

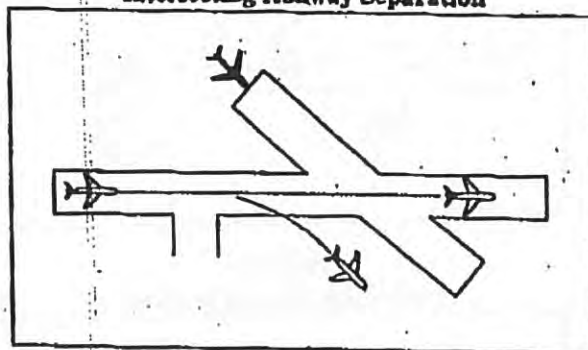
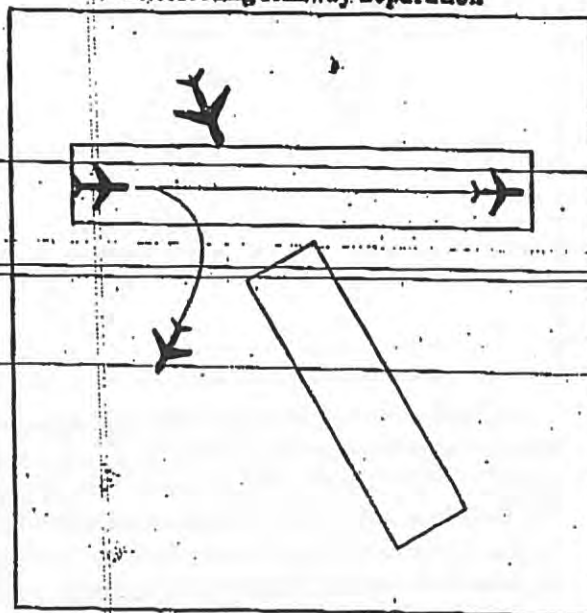


FIG 3-10-7
Intersecting Runway Separation



7110.65N

2/21/02

2. A preceding arriving aircraft is clear of the landing runway, completed landing roll and will hold short of the intersection/flight path, or has passed the intersection/flight path.
(See FIG 3-10-8 and FIG 3-10-9.)

FIG 3-10-8
Intersection Runway Separation

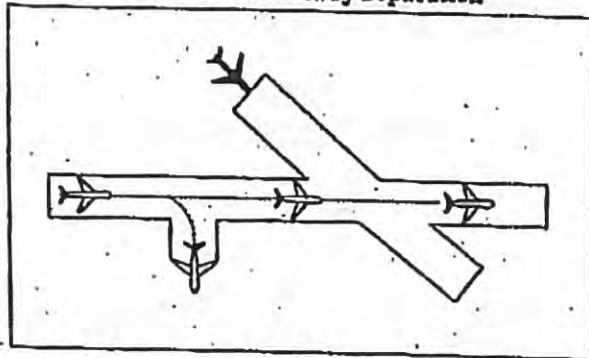
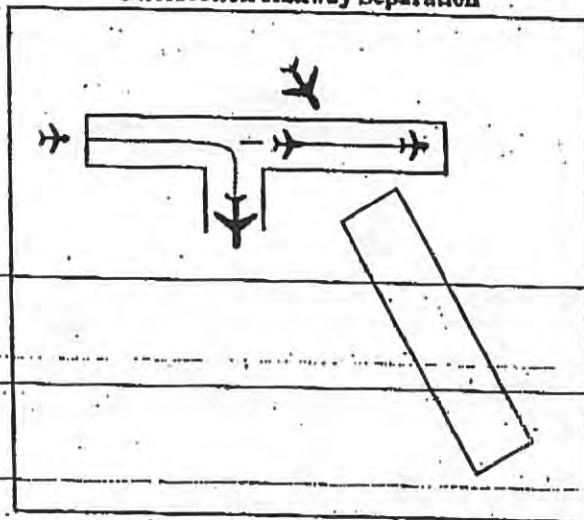


FIG 3-10-9
Intersection Runway Separation



b. USAF must secure major command approval prior to conducting Land and Hold Short Operations (LAHSO). "USN NOT APPLICABLE." An aircraft may be authorized to takeoff from one runway while another aircraft lands simultaneously on an intersecting runway or an aircraft lands on one runway while another aircraft lands simultaneously on an intersecting runway, or an aircraft lands to hold short of an intersecting taxiway or some other predetermined point such as an approach/departure flight path using procedures specified in the current LAHSO directive. The procedure shall be approved by the air traffic manager and be in accordance with a facility directive. The following conditions apply:

NOTE-

Application of these procedures does not relieve controllers from the responsibility of providing other appropriate separation contained in this order.

REFERENCE-

FAAO 7210.3, Land and Hold Short Operations (LAHSO), Para 10-3-7.

1. A simultaneous takeoff and landing operation shall only be conducted in VFR conditions.

2. Instruct the landing aircraft to hold short of the intersecting runway being used by the aircraft taking off. In the case of simultaneous landings and no operational benefit is lost, restrict the aircraft of the lesser weight category (if known). LAHSO clearances shall only be issued to aircraft that are listed in the current LAHSO directive, whose Available Landing Distance (ALD) does not exceed the landing distance requirement for the runway condition.

PHRASEOLOGY-

HOLD SHORT OF RUNWAY (runway number), (traffic, type aircraft or other information).

NOTE-

Pilots who prefer to use the full length of the runway or a runway different from that specified are expected to advise ATC prior to landing.

3. Issue traffic information to both aircraft involved and obtain an acknowledgment from each. Request a read back of hold short instructions when they are not received from the pilot of the restricted aircraft.

EXAMPLE-

1. "Runway one eight cleared to land, hold short of runway one four left, traffic, (type aircraft) landing runway one four left."

(When pilot of restricted aircraft responds with only acknowledgment):

"Runway one four left cleared to land, traffic, (type aircraft) landing runway one eight will hold short of the intersection."

"Read back hold short instructions."

2. "Runway three six cleared to land, hold short of runway three three, traffic, (type aircraft) departing runway three three."

"Traffic, (type aircraft) landing runway three six will hold short of the intersection, runway three three cleared for takeoff."

■ Appendix Four

*Boeing 767-300 Aircraft Planning
Manual F.A.R. Takeoff and
Landing Length Charts*

MASTER PLAN UPDATE



**King County
International Airport/
Boeing Field**

Mead
& Hunt

CHARACTERISTICS	UNITS	767-300 FREIGHTER (1)					
		CF6-80C2F		PW 4000		RB211-524	
MAX DESIGN	POUNDS	409,000	413,000	409,000	413,000	409,000	413,000
TAXI WEIGHT	KILOGRAMS	185,519	187,334	185,519	187,334	185,519	187,334
MAX DESIGN	POUNDS	408,000	412,000	408,000	412,000	408,000	412,000
TAKEOFF WEIGHT	KILOGRAMS	185,066	186,880	185,066	186,880	185,066	186,880
MAX DESIGN	POUNDS	326,000	326,000	326,000	326,000	326,000	326,000
LANDING WEIGHT	KILOGRAMS	147,871	147,871	147,871	147,871	147,871	147,871
MAX DESIGN ZERO	POUNDS	309,000	309,000	309,000	309,000	309,000	309,000
FUEL WEIGHT	KILOGRAMS	140,160	140,160	140,160	140,160	140,160	140,160
SPEC OPERATING	POUNDS	188,000	188,000	188,100	188,100	190,000	190,000
EMPTY WEIGHT (2)	KILOGRAMS	85,275	85,275	85,321	85,321	86,183	86,183
MAX STRUCTURAL	POUNDS	121,000	121,000	120,900	120,900	119,000	119,000
PAYLOAD	KILOGRAMS	54,885	54,885	54,839	54,839	53,978	53,978
MAX CARGO	(3) UP TO 24 TYPE A PALLETS AND 2 SPECIAL CONTOURED PALLETS						
- MAIN DECK	(4) UP TO 14 M-1 PALLETS AND 2 SPECIAL CONTOURED PALLETS						
MAX CARGO	CUBIC FEET	4,030	4,030	4,030	4,030	4,030	4,030
- LOWER DECK	CUBIC METERS	114.1	114.1	114.1	114.1	114.1	114.1
USABLE FUEL	US GALLONS	24,140	24,140	24,140	24,140	24,140	24,140
	LITERS	91,380	91,380	91,380	91,380	91,380	91,380
	POUNDS	161,740	161,740	161,740	161,740	161,740	161,740
	KILOGRAMS	73,364	73,364	73,364	73,364	73,364	73,364

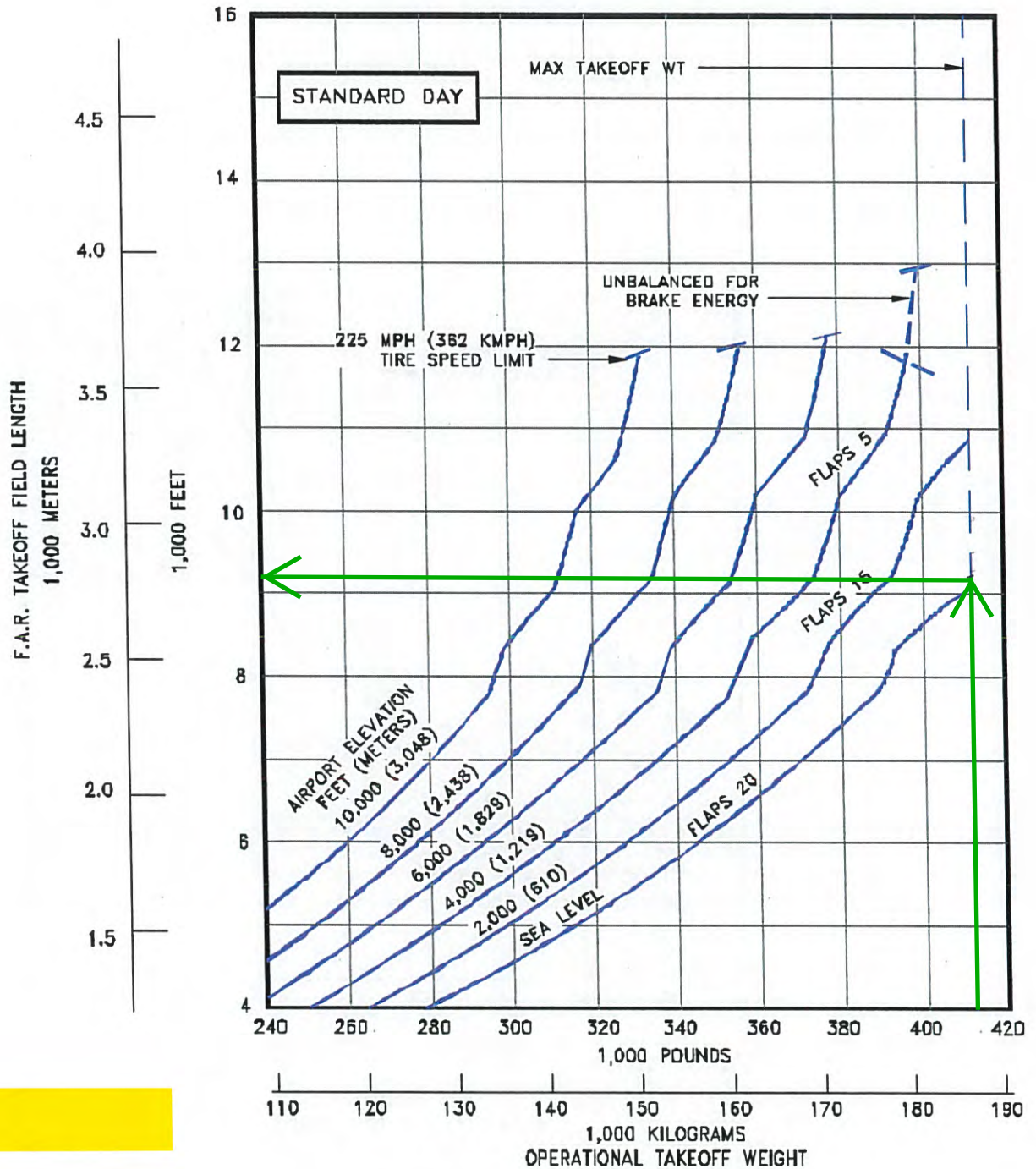
- NOTES: (1) SPEC WEIGHT FOR TYPICAL ENGINE/WEIGHT CONFIGURATION SHOWN
SEE TABLE 1.3.1 FOR COMBINATIONS AVAILABLE. CONSULT WITH AIRLINE FOR SPECIFIC WEIGHTS AND CONFIGURATIONS.
- (2) TYPICAL OPERATING EMPTY WEIGHT SHOWN. ACTUAL WEIGHT WILL
DEPEND ON SPECIFIC AIRLINE CONFIGURATION.
- (3) 767-300 FREIGHTER - SEE SEC 2.4.6 FOR PALLET DETAILS.
- (4) 767-300 GENERAL MARKET FREIGHTER - SEE SEC 2.4.6 FOR PALLET DETAILS

2.1.5 GENERAL CHARACTERISTICS

MODEL 767-300 FREIGHTER

NOTES:

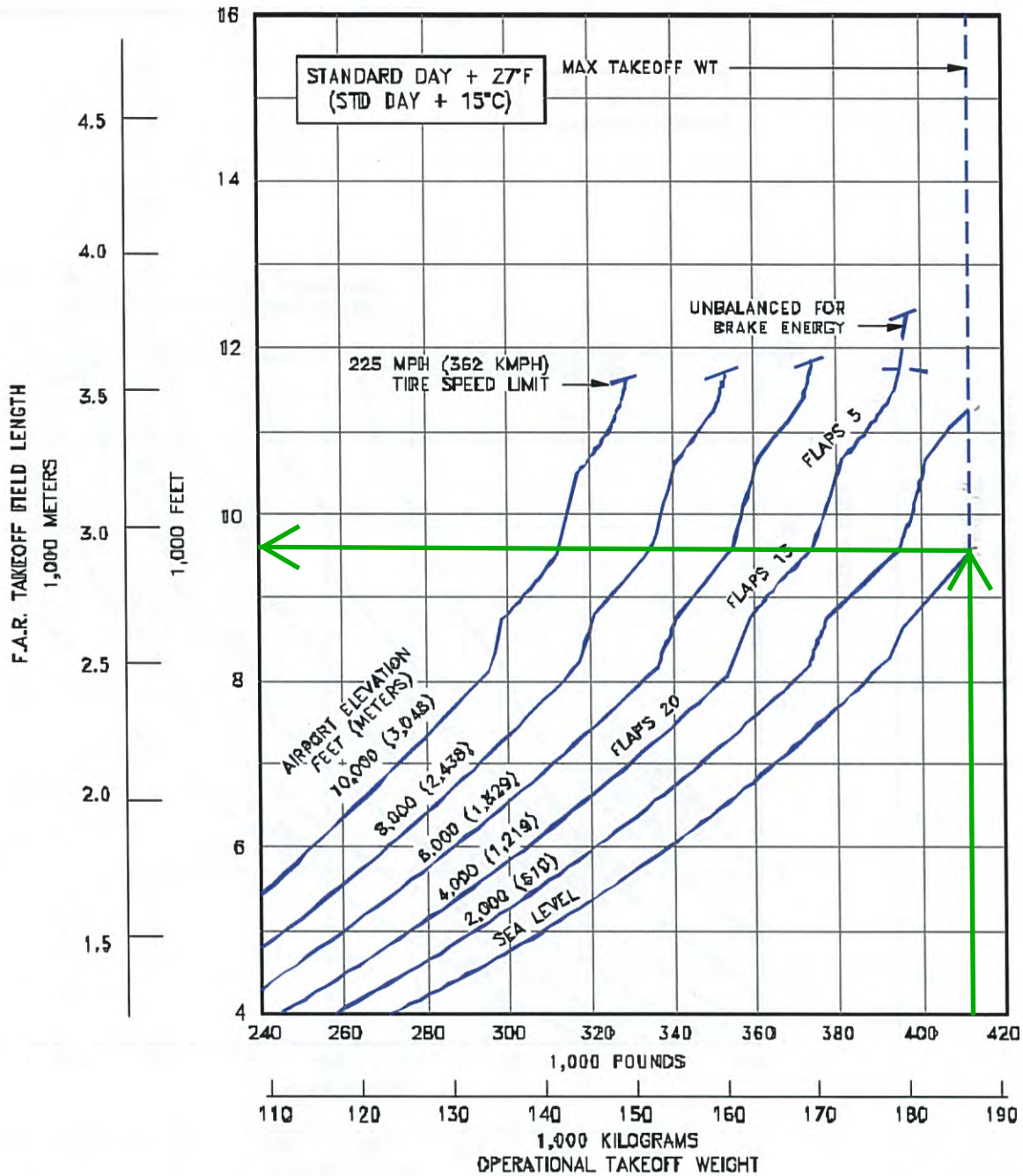
- CF6-80C2B6, PW4060, RB211-524H ENGINES
- ZERO RUNWAY GRADIENT
- ZERO WIND
- AIR CONDITIONING OFF
- CONSULT USING AIRLINE FOR SPECIFIC OPERATING PROCEDURE PRIOR TO FACILITY DESIGN



3.3.15 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS - STANDARD DAY
 MODEL 767-300ER, -300 FREIGHTER (CF6-80C2B64, PW4060, RB211-524H ENGINES)

NOTES:

- CF6-80C2B6, PW4060, RB211-524H ENGINES
- ZERO RUNWAY GRADIENT
- ZERO WIND
- AIR CONDITIONING OFF
- CONSULT USING AIRLINE FOR SPECIFIC OPERATING PROCEDURE PRIOR TO FACILITY DESIGN



3.3.16 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS

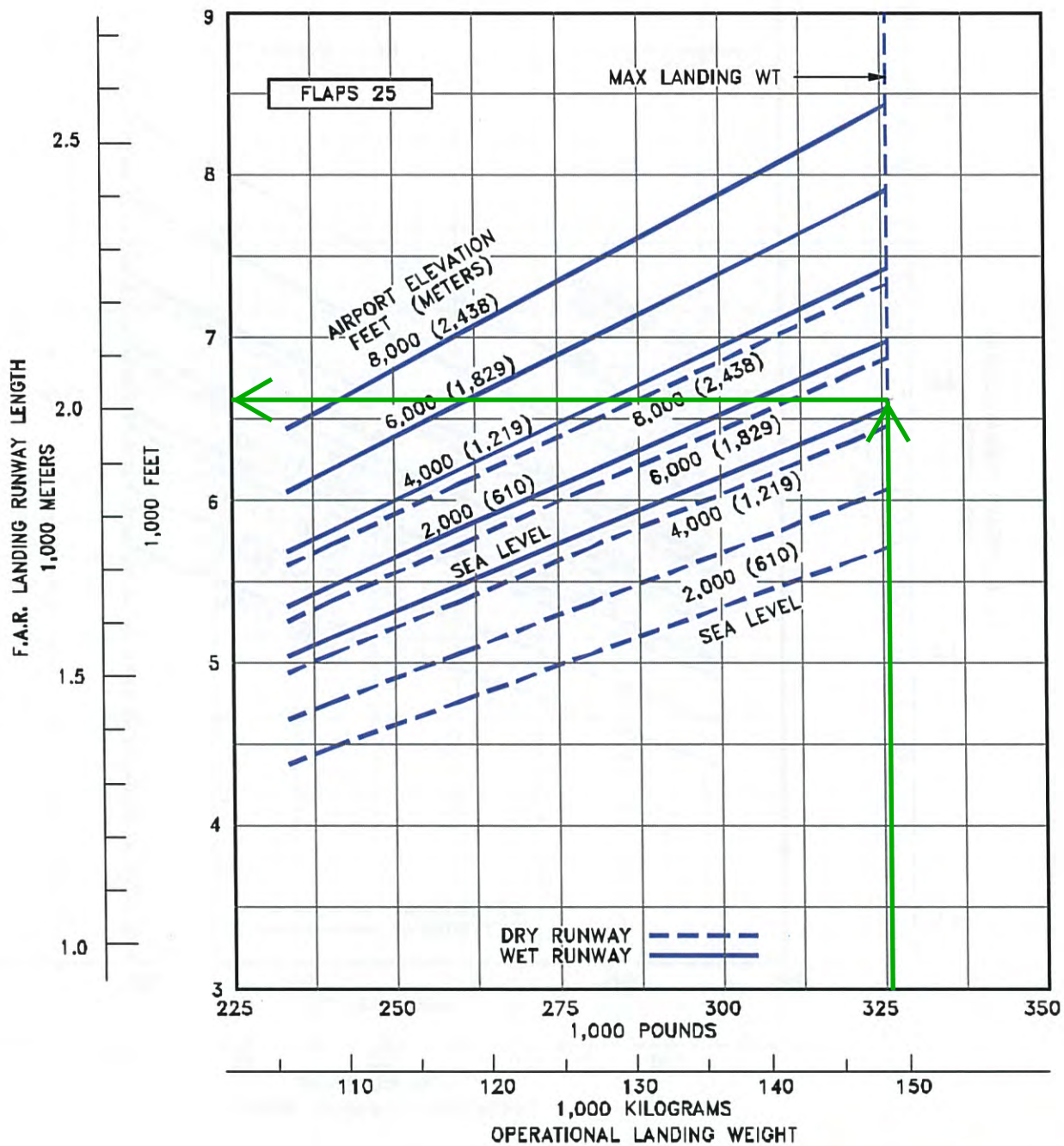
STANDARD DAY + 27°F (STD + 15°C)

MODEL 767-300ER, -300 FREIGHTER (CF6-80C2B6, PW4060, RB211-524H ENGINES)

D6-58328

NOTES:

- NO REVERSE THRUST
- ANTI-SKID ON
- AUTO SPEED BRAKES
- ZERO WIND, ZERO RUNWAY SLOPE
- CONSULT USING AIRLINE FOR SPECIFIC OPERATING PROCEDURE PRIOR TO FACILITY DESIGN



3.4.7 FAA LANDING RUNWAY LENGTH REQUIREMENTS - FLAPS 25
 MODEL 767-300 FREIGHTER

■ Appendix Five

*AC 150/5325-4B Runway
Length Curves*

MASTER PLAN UPDATE



**King County
International Airport/
Boeing Field**

Mead
& Hunt

Figure 2-1. Small Airplanes with Fewer than 10 Passenger Seats
(Excludes Pilot and Co-pilot)

Example:

Temperature (mean day max hot month): 59° F (15° C)
Airport Elevation: Mean Sea Level

Note: Dashed lines shown in the table are mid values of adjacent solid lines.

Recommended Runway Length:

For 95% = 2,700 feet (823 m)
For 100% = 3,200 feet (975 m)

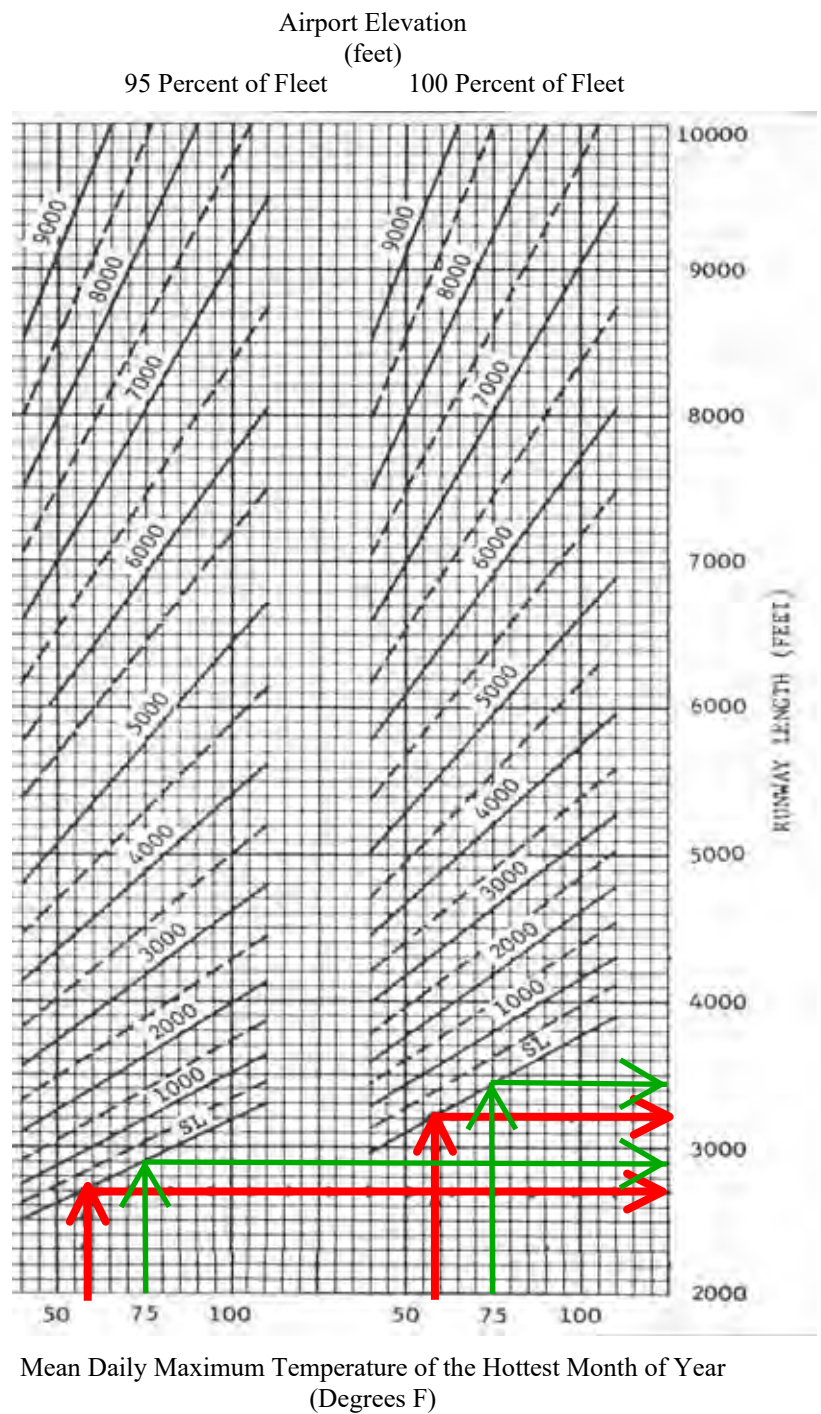
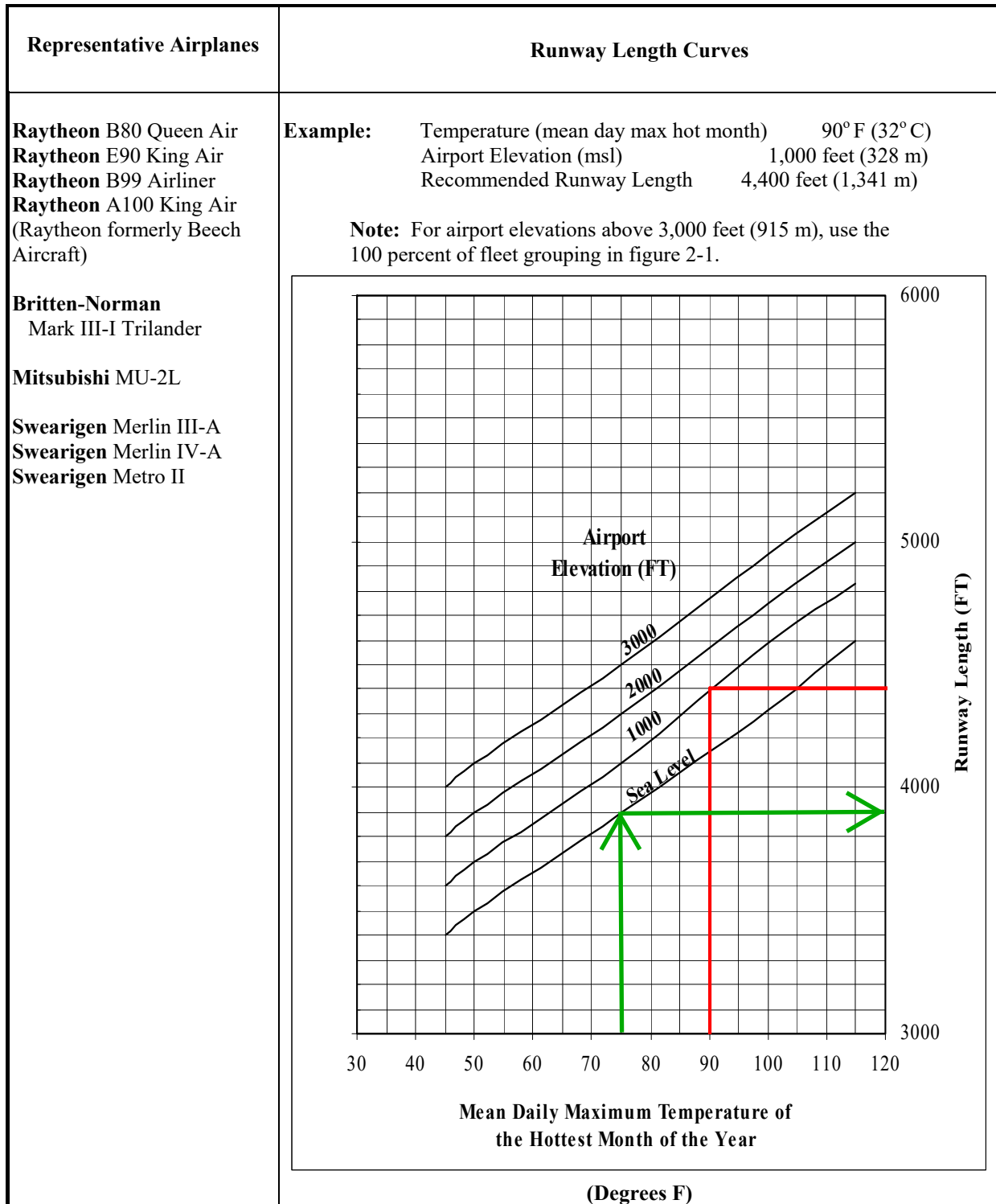


Figure 2-2. Small Airplanes Having 10 or More Passenger Seats
(Excludes Pilot and Co-pilot)



■ Appendix Six

*Noise Technical Report for the
Master Plan Update*

MASTER PLAN UPDATE



**King County
International Airport/
Boeing Field**

Mead
& Hunt



King County International Airport/Boeing Field Noise Technical Report for the Master Plan Update

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Prepared by:

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FINAL | August 4, 2020



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1.0 Introduction

This Noise Technical Report summarizes the aircraft noise analysis in support of Boeing Field (BFI) Master Plan Update. The objective of this study is to analyze existing conditions (year 2018) and three future year scenarios for 2023 and 2035 to determine the noise exposure levels related to the proposed Master Plan.

For the purposes of this analysis, the aircraft-related noise exposure is described using noise contours prepared with the Federal Aviation Administration's (FAA) Aviation Environmental Design Tool (AEDT) Version 3b, in compliance with 14 CFR Part 150 *Airport Noise Compatibility Planning*, FAA Order 1050.1F and FAA Order 5050.4B the *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, 42 U.S.C. 4332(2)(c), 49 U.S.C. 303, 23 U.S.C. 138, and the Council on Environmental Quality (CEQ) guidelines.

2.0 Noise and Effects on People

The following section provides basic information on noise and its characteristics, and the effects of noise on people.

2.1 Characteristics of Sound

Sound can be described in terms of amplitude (loudness), frequency (pitch), and duration (time). The standard unit of measurement of the loudness of sound is the decibel (dB). Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes.

The human hearing system is not equally sensitive to sound at all frequencies. Sound waves below 16 Hz are not heard at all but are "felt" as a vibration. Similarly, while people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz. Since the human ear is not equally sensitive to sound at all frequencies, a frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear. Community noise levels are measured in terms of the A-weighted decibel abbreviated dBA or dB.

2.2 Propagation of Noise

Outdoor sound levels decrease as a result of several factors, including distance from the sound source, atmospheric absorption (characteristics in the atmosphere that absorb sound), and ground attenuation (characteristics on the ground that absorb sound). If sound is radiated from a source in a homogeneous and undisturbed manner, the sound travels in spherical waves. As the sound wave travels away from the source, the sound energy is spread over a greater area dispersing the sound power of the wave.

Temperature and humidity of the atmosphere also influence the sound levels received by the observer. The influence of the atmosphere and the resultant fluctuations increase with distance and become particularly important at distances greater than 1,000 feet. The degree of absorption depends on frequency of the sound as well as the humidity and air temperature. For example, when the air is cold and humid, and therefore denser, atmospheric absorption is lowest. Higher frequencies are more readily absorbed than the lower frequencies. Over large distances, lower frequency sounds become dominant as the higher frequencies are attenuated.

2.3 Noise Metrics

The analysis and reporting of community noise levels around communities has to account for the complexity of human response to noise and the variety of noise metrics that have been developed for describing noise impacts. Each of these metrics attempts to quantify noise levels with respect to community response.

Noise metrics can be divided into two categories: single event and cumulative. Single event metrics describe the noise levels from an individual event such as an aircraft flyover. Cumulative metrics average the total noise over a specific time period, which is typically from one to 24-hours for community noise levels. This study presents both single event and cumulative noise modeling results.

Maximum Noise Level (L_{max}) is the peak sound level during an aircraft noise event. The metric only accounts for the instantaneous peak intensity of the sound, and not for the duration of the event. As an aircraft passes by an observer, the sound level increases to a maximum level and then decreases. Typical single event noise levels range from over 90 dBA close to the airport to 50-60 dBA at more distant locations.

Sound Exposure Level (SEL) is calculated by summing the decibel levels during a noise event and compressing that noise into one second. The SEL value is the integration of all the acoustic energy contained within the noise event (for example, an aircraft overflight or automobile pass-by). This metric considers both the maximum noise level of the event and the duration of the event. For aircraft flyovers, the SEL value is approximately 10 dB higher than the maximum noise level.

Day-Night Average Sound Level (DNL) is a measure of twenty-four hours and applies a weighting factor which places greater significance on noise events occurring during the night hours. DNL is a 24-hour, time-weighted average noise level based on the A-weighted decibel. Time-weighted refers to the fact that noise which occurs during certain sensitive time periods is penalized for occurring at these times. The night time period (10 p.m. to 7 a.m.) is penalized by 10 dB. This penalty was selected to attempt to account for increased human sensitivity to noise during the quieter period of a day, where sleep is the most common activity. DNL levels near airports range from DNL 75 dB on airport property to below DNL 45 dB at more distant locations.

3.0 Noise Regulations and Policies

The noise analysis was conducted in compliance with 14 CFR Part 150 *Airport Noise Compatibility Planning*, FAA Order 1050.1F, and FAA Order 5050.4B. The thresholds for significant aircraft noise impact are defined using the DNL metric. According to the Land Use Guidance Table in 14 CFR Part 150, DNL 65 dB is the threshold to determine land use compatibility for noise-sensitive land uses (e.g., residences, schools, places of worship, etc.). In general, commercial, industrial, and outdoor recreation land uses are compatible with aircraft noise.

4.0 Existing and Future Noise Conditions

The existing aircraft noise environment at BFI was evaluated based upon the modeling of the aircraft operations in 2018. This section of the report provides a description of the data and assumptions used to develop the noise exposure map for 2018 existing conditions and future year 2023 and 2035 conditions. For this analysis, data from multiple sources were used, including:

- FAA System Wide Information Management (SWIM) radar data (January 2018 - December 2018)
- FAA Traffic Flow Management System Counts (TFMSC) operations and fleet mix data
- FAA Operations and Performance Data (OPSNET) tower counts
- FAA Terminal Area Forecast (TAF) data
- Airport Master Plan Update Forecasts

Runway utilization and day/night distribution were estimated based upon an analysis of annual aircraft operational data and radar tracks collected through the FAA data sources listed above.

The AEDT requires a variety of operational data to model the noise environment around an airport. These data include the following information, which are discussed in detail in the following paragraphs:

- Aircraft activity levels
- Aircraft fleet mix
- Time of day
- Stage length
- Runway utilization
- Flight paths and utilization

4.1 Existing Conditions Aircraft Activity

Activity levels for 2018 Existing Conditions at BFI were derived from the sources listed above in Section 4.0. The specific data for aircraft types, time of day, runway use, and flight tracks for 2018 existing conditions are discussed in this section.

4.1.1 Aircraft Operations

As shown below in **Table 1**, there were 183,402 operations at the Airport in 2018 (an average of 502 operations per day). An operation is one takeoff or one landing. As indicated by the table, the largest number of operations was conducted by single engine piston aircraft mostly conducted by training aircraft (i.e., touch and go operations) that accounted for 108,170 operations, or 59% of operations. Of note, commercial scheduled operations are those by Kenmore Air, which utilize a Cessna Caravan, a turbo propeller aircraft; unscheduled operations are operated by turbojet and turbo propeller aircraft, including JSX (Jet SuiteX) that operate Embraer turbojet aircraft.

The Boeing Company has a manufacturing facility at BFI with associated aircraft testing activities; aircraft activity related to this manufacturing facility account for 4,281 flights in 2018, or approximately 12 daily flights. There is also a robust corporate jet component at BFI, representing 29,482 flights in 2018, or approximately 80 daily flights.

Table 1 – Operations by Aircraft Category, 2018 Existing Conditions

Category	Annual Operations
Commercial (Scheduled and Non-Scheduled)	3,718
Boeing Jets	4,281
Air Cargo	13,664
Business Jets	29,482
Air Taxi	22,893
Piston Prop	108,170
Military	1,194
Grand Total	183,402

Source: Master Plan, 2019

4.1.2 Fleet Mix

Table 2 presents the operational data for 2018 used to develop this study's AEDT inputs. It includes the detailed fleet mix and operations by time of day for each type of aircraft used in the AEDT noise model during 2018. As shown, this table lists the specific aircraft in the 2018 fleet mix as well as identifies the AEDT category for each aircraft type.

There are several aircraft operating in the BFI fleet that are unique to this airport. For example, cargo operators based at BFI operate several models of older narrow body aircraft that have been largely retired elsewhere. The existing operations (and the forecast for 2023 and 2035) include Boeing B-727 and DC-9 aircraft; the operators of these narrow body air cargo fleets at BFI do not have plans for replacement because the relatively low "sill height" of these aircraft is very important to them for cargo loading/unloading operations at the airport. The majority of the cargo operations are conducted by UPS with Boeing B-757 and B-767 aircraft, as well as Airpac Airlines with Cessna Caravan aircraft.

In addition to aircraft type, the time of day an operation occurs can affect the DNL contours due to the nighttime 10-dB penalty applied from 10:00pm to 7:00am. In this study, the approximate percentage of flights occurring during nighttime hours throughout the year was 8%. For a given aircraft category, this percentage varies, as commercial and cargo jet operations occur more than 8% at night and general aviation and piston aircraft operations occur less than 8% at night annually.

Table 2 – Fleet Mix for 2018 Existing Conditions

Category	AEDT ID	AEDT Description	2018 Operations
Commercial Service			
Kenmore Air	CNA208	Cessna 208 Caravan	1,857
Scheduled [Total]			1,857
Commercial Service	A319-131	Airbus A319-100 Series	95
Non-Scheduled	A320-211	Airbus A320-200 Series	58
	A321-232	Airbus A321-200 Series	22
	A330-301	Airbus A330-200 Series	37
	737300	Boeing 737-300 Series	251
	737400	Boeing 737-400 Series	609
	MD83	Boeing MD-83	126
	CL600	Bombardier CRJ-100	16
	CL600	Bombardier CRJ-200-LR	42
	CRJ9-LR	Bombardier CRJ-700-LR	123
	DHC830	Bombardier de Havilland Dash 8 Q400	134
	EMB145	Embraer ERJ145	123
	EMB170	Embraer ERJ170-LR	37
	EMB175	Embraer ERJ175	43
	EMB175	Embraer ERJ175-LR	9
	EMB190	Embraer ERJ190	135
Non-Scheduled [Total]			1,861
Boeing Operations	737MAX8	Boeing 737 MAX 7	92
	737MAX8	Boeing 737 MAX 8	353
	737700	Boeing 737-700 Series	216
	737800	Boeing 737-800 Series	2,681
	737800	Boeing 737-900-ER	356
	767CF6	Boeing 767-200 Series	506
	767CF6	Boeing 777-200-ER	11
	777200	Boeing 777-200-LR	25
	7773ER	Boeing 777-300 ER	4
	777300	Boeing 777-300 Series	4
	7878R	Boeing 787-8 Dreamliner	9
	7878R	Boeing 787-9 Dreamliner	25
Boeing [Total]			4,281
Air Cargo	A300-622R	Airbus A300F4-600 Series	97
	74720B	Antonov 124 Ruslan	2
	727EM2	Boeing 727-200 Series	31
	747400	Boeing 747-400 Series	12
	747400	Boeing 747-400 Series Freighter	2
	7478	Boeing 747-800 Series	8
	757RR	Boeing 757-200 Series	1,705
	767300	Boeing 767-300 Series	2,931
	DC910	Boeing DC-9-10 Series	44
	MD11PW	Boeing MD-11	320
	DHC6	C-26A	344
	CNA208	Cessna 208 Caravan	3,578
	CNA441	Cessna 441 Conquest II	147
	CVR580	Convair CV-580	13
	EMB120	Embraer EMB120 Brasilia	2,688
	DHC6	Fairchild SA-227-AC Metro III	1,632
	DHC6	Mitsubishi MU-2	110
Air Cargo [Total]			13,664
Air Taxi	(All)	(All)	
Air Taxi [Total]			24,339
General Aviation	(All)	(All)	
Corporate Jet			
Corporate [Total]			28,036
General Aviation	(All)	(All)	
Recreational/Training			
Recreational/Training [Total]			108,170
Military	737800	BOEING 737-800 Poseidon	161
	CH47D	Boeing CH-46 Sea Knight	13
	F-18	Boeing F/A-18 Hornet	79
	A37	Cessna T-37 Tweet	158
	C130	Lockheed C-130 Hercules	38
	CNA208	North American T-6 Texan II (FAS)	590
	F5AB	Northrop F-5E/F Tiger II	9
	T-38A	T-38 Talon	147
Military [Total]			1,194
Grand Total			183,402

Source: BridgeNet International, 2020; Master Plan, 2019

Note: Totals are subject to rounding +/- 1 operation. Air taxi and general aviation are shown only as subtotals to save space.

4.1.3 Departure Stage Length

Aircraft departures were grouped within the following five stage length categories:

- Departure stage length 1: 0 to 500 nautical miles (great circle distance¹)
- Departure stage length 2: 501 to 1,000 nautical miles
- Departure stage length 3: 1,001 to 1,500 nautical miles
- Departure stage length 4: 1,501 miles to 2,500 nautical miles
- Departure stage length 5: 2,501 nautical miles or greater

An aircraft with a short stage length is assumed to be carrying less fuel, passengers, and cargo than an aircraft with a long stage length. Aircraft with longer stage lengths are assumed to be heavier, with longer stage lengths requiring more fuel. Stage length impacts noise levels because weight affects aircraft performance and resulting noise levels.

4.1.4 Runway Use

An additional consideration in developing the noise exposure contours is the percentage of time each runway is utilized. The speed and direction of the wind and other operational factors dictate the runway direction that is utilized by an aircraft. From a safety standpoint it is desirable, and usually necessary, to arrive and depart an aircraft into the wind. When the wind direction changes, the operations are shifted to the runway end that favors the wind direction.

Table 3 shows the runway use percentage as based on the runway use compiled from the above-referenced FAA data sources. As a part of the noise analysis, runway use assumptions were confirmed with a spatial analysis of the radar track geometry for each category of aircraft. The annual 2018 runway use was assessed using the full year of radar track data.

¹ Great circle distance is the shortest distance between any two points on the surface of the earth.

Table 3 – Runway Utilization, Existing Conditions 2018

ARRIVALS							
Category	14L	14R	32L	32R	H1	H2	Total
Kenmore Air	5.9%	65.0%	29.1%				100%
Non-Scheduled	1.9%	79.2%	18.0%	1.0%			100%
Boeing		70.9%	29.1%				100%
Air Cargo	1.5%	68.4%	29.8%	0.2%			100%
Air Taxi	1.1%	73.7%	25.2%				100%
Corporate	0.7%	69.9%	29.3%				100%
Recreational/Training	2.2%	59.1%	35.6%	0.4%	2.4%	0.3%	100%
Military		74.6%	24.5%			0.9%	100%
All Arrivals	1.5%	66.4%	30.8%	0.2%	0.9%	0.1%	100%
DEPARTURES							
Category	14L	14R	32L	32R	H1	H2	Total
Kenmore Air	3.2%	66.6%	27.8%	2.4%			100%
Non-Scheduled	3.7%	68.1%	26.4%	1.8%			100%
Boeing		75.3%	24.7%				100%
Air Cargo	1.5%	70.9%	26.2%	1.4%			100%
Air Taxi	1.1%	70.7%	27.4%	0.8%			100%
Corporate	0.9%	73.3%	25.2%	0.6%			100%
Recreational/Training	2.4%	54.6%	34.3%	3.5%	4.9%	0.3%	100%
Military	1.4%	80.4%	15.9%	0.9%	1.4%		100%
All Departures	1.6%	65.0%	29.3%	1.9%	2.0%	0.1%	100%

Source: BridgeNet International, 2020

Note: Totals and percentages are subject to rounding of +/- 0.1%. Blank cell indicates 0%.

4.1.5 Flight Paths and Flight Path Utilization

The identification of the location and use of the flight tracks was based upon radar data provided by the airport. Radar tracks from October 2017 to September 2018 were used in the development of the AEDT flight paths. A sample of over 22,000 flight tracks was derived from all of the flight paths flown throughout the year.

4.2 Existing Conditions Noise Exposure

The compiled data as described in the preceding sections was used as input to the FAA's AEDT computer model for the calculation of noise in the airport environs. The DNL contours do not represent the noise levels present on any specific day; rather, they represent the daily energy-average of all 365 days of operation during the year. The noise contour pattern extends from the Airport, from the runway ends, reflective of the flight tracks used. The relative distance of the contours from the Airport along each route is a function of the frequency of use of each runway for total arrivals and departures, time of day, and the type of aircraft assigned to it.

Based upon the operational conditions presented previously DNL contours were developed. The existing conditions noise exposure contours are presented in **Figure 1**. This figure presents the DNL 55, 60, and

65 dB noise exposure contours. **Table 4** summarizes noise exposure for 2018 Existing Conditions. As shown, there are 214 persons located within the DNL 65 dB and higher noise contour; however, there are no persons located in areas with a DNL greater than 70 dB.

Table 4 – Summary of Noise Exposure 2018 Existing Conditions

Category	Noise Level Range (DNL)				
	>55 dB	>60 dB	>65 dB	>70 dB	>75 dB
Population Count (persons)	18,365	3,588	214	0	0
Land Area (acres)	6,717	2,456	937	409	218

Sources: AEDT version 3b, 2020; U.S. Census 2010

4.3 Future Year Noise Conditions – Year 2023 and 2035

The future noise environment for BFI was analyzed based upon year 2023 and 2035 operational conditions as compared to existing conditions in 2018. The aircraft operational levels and fleet mix were from the approved aviation forecast from the ongoing Master Plan Update. **Table 5** shows a summary of the forecast data and **Table 6** shows the detailed fleet mix data for the two future years.

Table 5 – Forecast Operations by Aircraft Category

Category	Annual Operations			
	2023 Operations Forecast	2023 Change from 2018	2035 Operations Forecast	2035 Change from 2018
Commercial (Scheduled and Non-Scheduled)	4,159	+ 441	5,178	+ 1,460
Boeing Jets	5,747	+ 1,466	6,819	+ 2,538
Air Cargo	13,296	– 368	15,052	+ 1,388
Business Jets	30,537	+ 1,055	39,208	+ 9,726
Air Taxi	24,918	+ 2,025	34,076	+ 11,183
Piston Prop	75,881	– 32,289	68,756	– 39,414
Military	1,701	+ 507	1,867	+ 673
Grand Total	156,239	– 27,163	170,955	– 12,447

Source: Master Plan, 2019

Note: Subject to rounding of +/- 1 operation.

Table 6 – Forecast Fleet Mix for Years 2023 and 2035

Category	AEDT ID	AEDT Description	2023 Operations	2035 Operations
Commercial Service				
Kenmore Air	CNA208	Cessna 208 Caravan	1,932	2,100
Scheduled [Total]			1,932	2,100
Commercial Service	A319-131	Airbus A319-100 Series	114	157
Non-Scheduled	A320-211	Airbus A320-200 Series	69	95
	A321-232	Airbus A321-200 Series	27	37
	A330-301	Airbus A330-200 Series	44	61
	737300	Boeing 737-300 Series	301	416
	737400	Boeing 737-400 Series	729	1,008
	MD83	Boeing MD-83	150	208
	CL600	Bombardier CRJ-100	20	27
	CL600	Bombardier CRJ-200-LR	50	69
	CRJ9-LR	Bombardier CRJ-700-LR	148	204
	DHC830	Bombardier de Havilland Dash 8 Q400	161	222
	EMB145	Embraer ERJ145	148	204
	EMB170	Embraer ERJ170-LR	44	61
	EMB175	Embraer ERJ175	52	71
	EMB175	Embraer ERJ175-LR	10	14
	EMB190	Embraer ERJ190	161	223
Non-Scheduled [Total]			2,227	3,078
Boeing Operations	737MAX8	Boeing 737 MAX 7	124	147
	737MAX8	Boeing 737 MAX 8	474	562
	737700	Boeing 737-700 Series	290	344
	737800	Boeing 737-800 Series	3,600	4,271
	737800	Boeing 737-900-ER	478	567
	767CF6	Boeing 767-200 Series	679	805
	767CF6	Boeing 777-200-ER	14	17
	777200	Boeing 777-200-LR	33	39
	7773ER	Boeing 777-300 ER	5	6
	777300	Boeing 777-300 Series	6	7
	7878R	Boeing 787-8 Dreamliner	12	14
	7878R	Boeing 787-9 Dreamliner	33	39
Boeing [Total]			5,747	6,819
Air Cargo	A300-622R	Airbus A300F4-600 Series	95	107
	747208	Antonov 124 Ruslan	0	0
	727EM2	Boeing 727-200 Series	30	34
	747400	Boeing 747-400 Series	11	13
	747400	Boeing 747-400 Series Freighter	2	3
	7478	Boeing 747-800 Series	9	11
	757RR	Boeing 757-200 Series	1,659	1,878
	767300	Boeing 767-300 Series	2,852	3,228
	DC910	Boeing DC-9-10 Series	43	49
	MD11PW	Boeing MD-11	311	352
	DHC6	C-26A	335	379
	CNA208	Cessna 208 Caravan	3,482	3,941
	CNA441	Cessna 441 Conquest II	143	162
	CVR580	Convair CV-580	13	15
	EMB120	Embraer EMB120 Brasilia	2,615	2,961
	DHC6	Fairchild SA-227-AC Metro III	1,588	1,798
	DHC6	Mitsubishi MU-2	107	121
Air Cargo [Total]			13,296	15,052
Air Taxi	(All)	(All)		
Air Taxi [Total]			24,918	34,076
General Aviation	(All)	(All)		
Corporate Jet				
Corporate [Total]			30,537	39,208
General Aviation	(All)	(All)		
Recreational/Training				
Recreational/Training [Total]			75,881	68,756
Military	737800	BOEING 737-800 Poseidon	229	251
	CH47D	Boeing CH-46 Sea Knight	18	20
	F-18	Boeing F/A-18 Hornet	113	124
	A37	Cessna T-37 Tweet	224	246
	C130	Lockheed C-130 Hercules	54	59
	CNA208	North American T-6 Texan II (FAS)	841	923
	F5AB	Northrop F-5E/F Tiger II	13	14
	T-38A	T-38 Talon	209	229
Military [Total]			1,701	1,867
Grand Total			156,239	170,955

Source: BridgeNet International, 2020; Master Plan, 2019

Note: Totals are subject to rounding +/- 1 operation. Air taxi and general aviation are shown only as subtotals to save space.

These forecast data show that for year 2023, a total of 156,239 operations are anticipated to occur at BFI. This equates to an average of 428 operations per day. For future year 2035, a total of 170,955 operations are anticipated to occur, or an average of 468 operations per day. The future year 2023 and 2035 forecasts both include an *overall reduction* of operations from existing year operations. This reflects a reduction in general aviation training operations. However, there is an *increase of all other* aircraft categories, including air cargo and other jet operations which primarily comprise the noise levels surrounding the airport. The noise modeling inputs for runway utilization, flight tracks, and flight track use were kept the same as the existing conditions for each future year.

Subsequent to the original noise analysis for existing and future year conditions conducted in 2019, a second future year scenario was added and analyzed in July 2020. This scenario includes extending Runway 14R by 300 feet to the north. The same noise model and version (AEDT version 3b) was used for this scenario.

The future year operations assumptions remain the same for the runway extension scenario; the only change was to the departure and arrival points on Runway 14R. All the flight tracks modeled were from radar, which tracks an aircraft position every four seconds and each track is usually made of approximately 150 points. That information is then used to create flight tracks used to model the future year scenarios. For the Runway 14R extension, the first of these points for each departure was moved to the new runway end. And for arrivals, the last point in the track was moved to reflect the new landing point. No displaced thresholds were modeled for the runway extension.

Based upon the forecast operational conditions, the future year DNL contours were developed. The year 2018, 2023 and 2035 noise exposure contours (without runway extension) are presented in **Figure 1**. This figure presents DNL 55, 60, and 65 dB noise exposure contours. **Figure 2** shows the DNL 55, 60, and 65 dB noise exposure contours for 2018 and 2035 (with and without the runway extension).

Table 7 summarizes the noise exposure effects for 2023 and 2035 future year conditions. In 2023, the population exposed to 65-70 DNL increases by 13 persons as a result of the future year operations. And in 2035, the population exposed increases 157 persons compared to existing conditions. There are also increases in the population between 60-65 DNL in both years.

Of note, the population and overall land area affected by DNL 65 dB and greater noise levels would change in the future in comparison to 2018 noise exposure due to the forecast increase in jet operations each year (despite the lower overall total operations).

Table 7 – Noise Exposure Summary for Years 2023 and 2035

Year 2023					
Category	Noise Level Range (DNL)				
	>55 dB	>60 dB	>65 dB	>70 dB	>75 dB
Population Count (persons)	18,019	3,662	227	0	0
Land Area (acres)	6,674	2,484	959	422	229
Change from Existing 2018:					
Population Count (persons)	-346	+74	+13	0	0
Land Area (acres)	-43	+28	+22	+12	+11
Year 2035					
Category	Noise Level Range (DNL)				
	>55 dB	>60 dB	>65 dB	>70 dB	>75 dB
Population Count (persons)	21,853	4,397	371	0	0
Land Area (acres)	7,577	2,829	1,085	457	244
Change from Existing 2018:					
Population Count (persons)	+3,488	+809	+157	0	0
Land Area (acres)	+859	+373	+148	+48	+26
Year 2035 with Runway Extension					
Category	Noise Level Range (DNL)				
	>55 dB	>60 dB	>65 dB	>70 dB	>75 dB
Population Count (persons)	21,836	4,403	356	0	0
Land Area (acres)	7,565	2,815	1,085	464	249
Change from Existing 2018:					
Population Count (persons)	+3,471	+815	+142	0	0
Land Area (acres)	+848	+359	+148	+55	+31

Sources: AEDT version 3b, 2020; U.S. Census, 2010

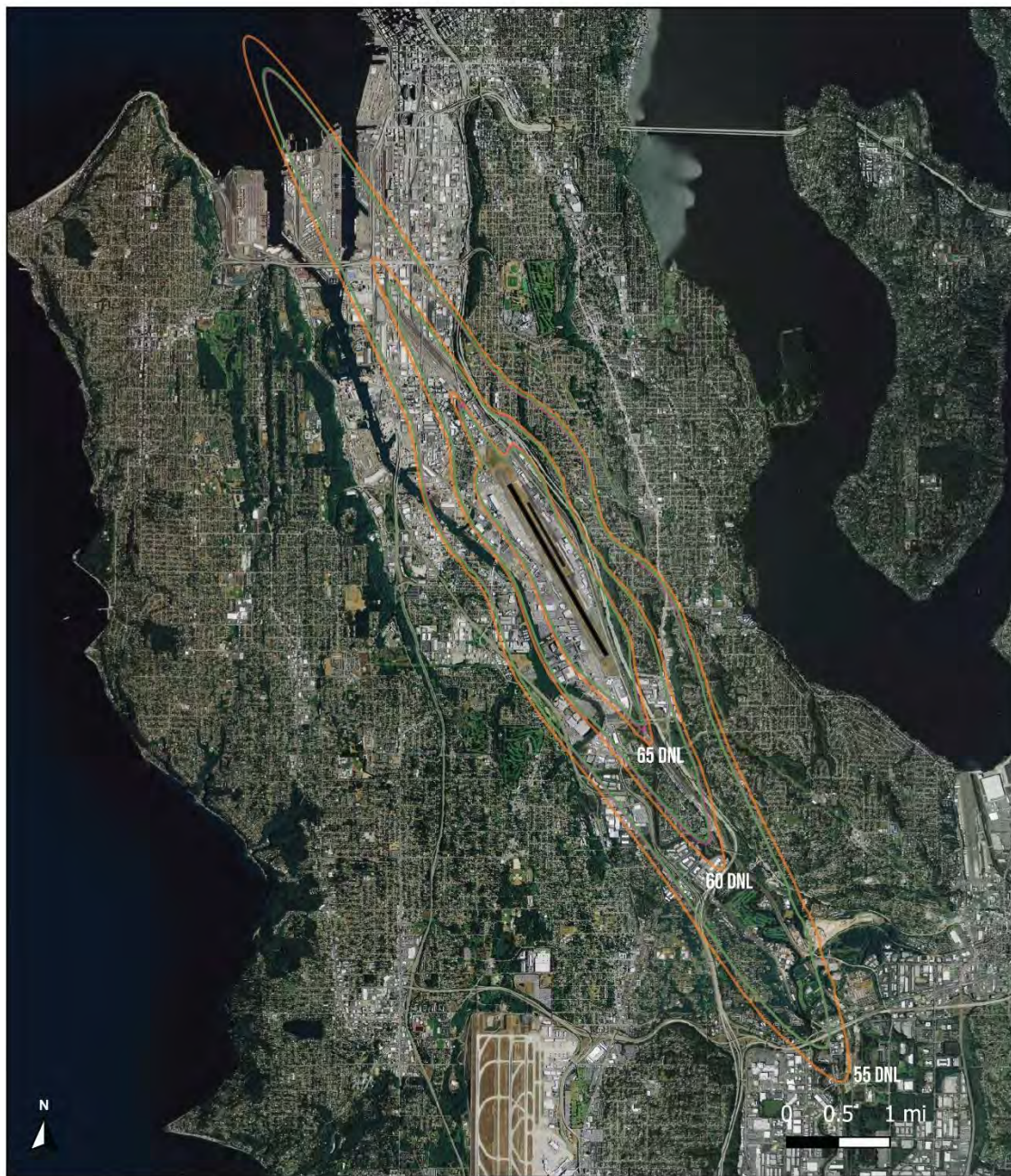
Note: Totals and difference calculations subject to rounding of +/- 1 acre or +/- 1 population count.

5.0 Summary

This analysis considered the noise exposure levels due to aircraft sources, for existing conditions in 2018 and future forecast scenarios in 2023 and 2035. The existing conditions aircraft noise contours encompass residences near the airport, and some are within the 65 DNL contour. In both future scenarios, the area affected by the 65 DNL noise contour would increase compared to existing conditions. The increase in DNL from existing to future conditions is due to the growth in jet aircraft operations projected for 2023 and 2035 (with and without the runway extension), despite the decrease in total operations. The future year aircraft activity increases the number of persons exposed to aircraft noise between DNL 65 and 70 dB as compared to the existing conditions. According to the Land Use Guidance Table in 14 CFR Part 150, DNL 65 dB is the threshold to determine land use compatibility for noise-sensitive land uses (e.g., residences, schools, places of worship, etc.). In general, commercial, industrial, and outdoor recreation land uses are compatible with aircraft noise.

6.0 Figures

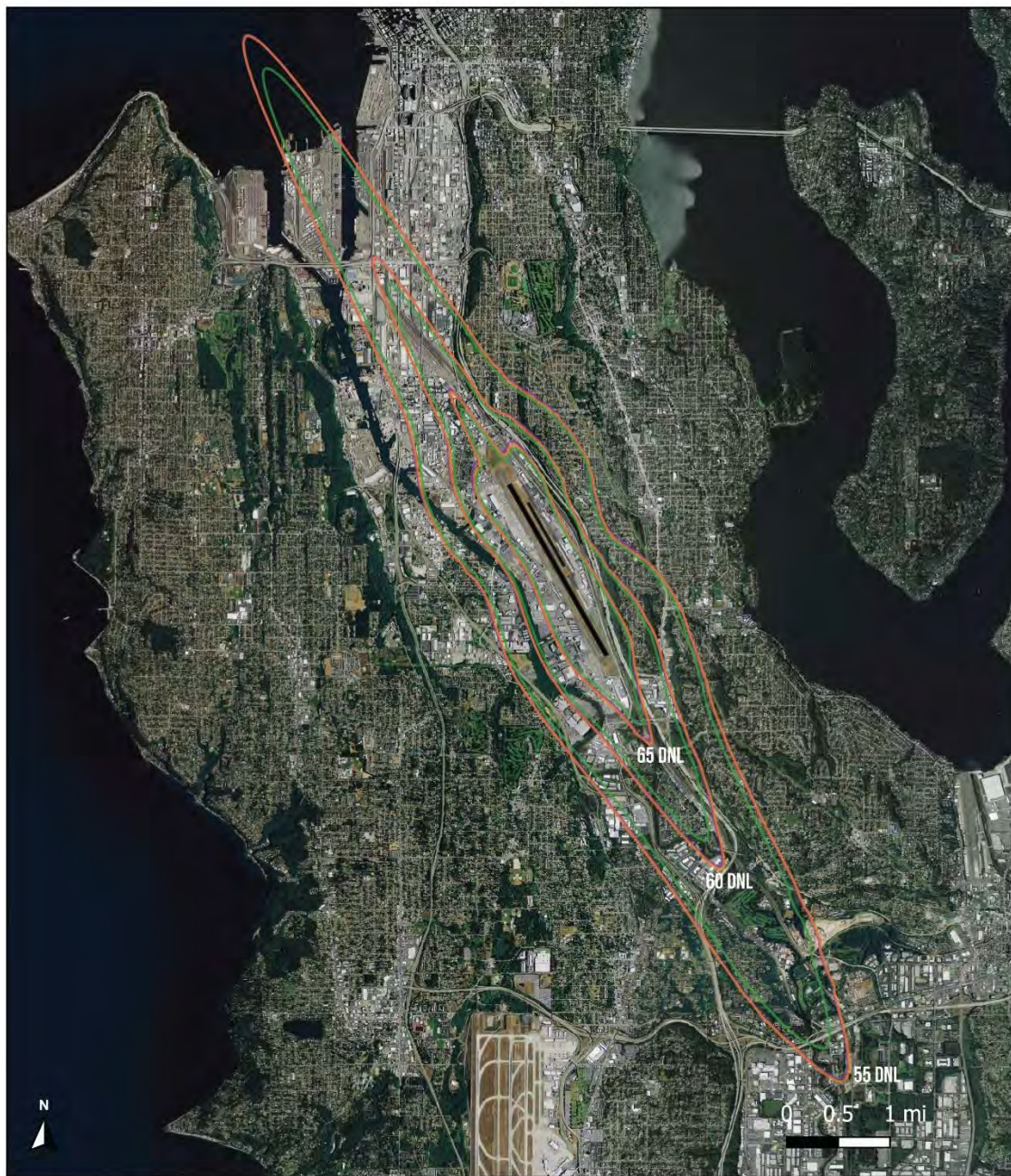
Figure 1 – 2018, 2023, and 2035 without Runway Extension DNL Contours



- 2018 DNL Contours
- 2023 DNL Contours
- 2035 DNL Contours
- Runway

Boeing Field
Noise Contour Map

Figure 2 – 2018, 2035 without Runway Extension, and 2035 with Runway Extension DNL Contours



- 2018 DNL Contours
- 2035 DNL Contours
- 2035 DNL Contours with Runway Extension
- Runway

Boeing Field
Noise Contour Map

■ Appendix Seven

Draft Report Comment/ Response Log

- 
- 350 Seattle Aviation Team and Climate Reality Project
 - Airport Work Group
 - City of Seattle
 - City of Tukwila
 - KCIA Community Coalition
 - Community Outreach
 - Friends of Boeing Field (FOBFI)
 - Georgetown Community Council
 - The Museum of Flight
 - National Business Aviation Association
 - Post Public Meeting Emails
 - Draft Report PUBLIC MEETING #1
 - Draft Report PUBLIC MEETING #2
 - Draft Report PUBLIC MEETING #3
 - Refugee Women's Alliance
 - Seattle City Light (SCL)
 - The Boeing Company
 - Washington Seaplane Pilots Association
 - Washington Pilots Association
 - WSDOT Aviation

MASTER PLAN UPDATE



King County International Airport/ Boeing Field

350 Seattle Aviation Team and Climate Reality Project

Comments and Responses: 350 Seattle Aviation Team and Climate Reality Project - received 12/01/20

Code for Response Action:

1. Concur that changes are or may be needed.
2. Disagree with intent or context of comment, no changes recommended.
3. FAA decisions required or additional information necessary from King County, FAA, etc.
4. No action necessary (i.e., an opinion given, or only clarification requested, etc.)

Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
#1	1	Airport Master Plan's potential impact on generation of future climate, air, and noise pollution.	---	As “one of the busiest primary non-hub airports” in the country, KCIA is a major source of climate, air, and noise pollution in our region. ² In the last five years, as traffic at the airport has steadily increased, so has the pollution generated by KCIA. ³ You are now proposing to spend over \$250,000,000 on various projects that would, in large part, further increase the amount of climate, air, and noise pollution generated by KCIA. ⁴ This, in turn, would further destabilize our climate and harm neighboring communities, and is in conflict with King County’s stated climate goals and commitments to equity and environmental justice. As outlined below, we urge you to make significant amendments to the Master Plan Update and accompanying workpapers before they are given further consideration. In addition, we also support the demands of the representatives of impacted communities previously presented to KCIA.	<p>Comments noted.</p> <p>Yes, total aircraft operations at KCIA have increased in recent years, since recording a low in 2016 of less than 166,000 operations, which compares to less than 185,000 operations in 2019. However, aircraft operations have steadily declined at the Airport since the 1990’s when total operations in 1992 and 1994 exceeded 400,000.</p> <p>In addition, the potential environmental impacts of all projects recommended in the Airport Master Plan Update must be evaluated in separate environmental review documents (i.e., specified NEPA and SEPA studies) and receive environmental clearance prior to implantation or construction.</p>	4
#2	2 & 3	King Co. control of GHG emissions generated by the operation of the Airport.	---	<p>THE MASTER PLAN UPDATE LAYS THE GROUNDWORK FOR AN UNTENABLE INCREASE IN GHG EMISSIONS AND CLIMATE WARMING FROM NEW AVIATION ACTIVITY.</p> <p>As King County has recognized, “[c]limate change is one of the paramount environmental and economic challenges for our generation.” ⁵ And as “global GHG emissions continue to accelerate and climate impacts grow, the urgency to act on climate change increases.” ⁶ We are no longer awaiting the onset of the climate crisis, we are living it. Temperatures continue to skyrocket, and extreme fires, flooding, and storms are the new norm. ⁷ We must cut emissions by at least half in the next nine years to avoid even more catastrophic, and semi-permanent, impacts of climate change. ⁸</p> <p>In King County, aviation is a major contributor—if not the major contributor—to climate change. One reason for this is that aviation emissions have a three-fold greater warming impact on the climate than on-the-ground emissions. ⁹ The pie chart below reflects this phenomenon, and demonstrates</p>	<p>Comments noted.</p> <p>It is important to recognize as Owner/Sponsor of a Public Use Airport that is FAA obligated, King County does not have the authority to limit or restrict the operation of aircraft to and from the facility (the ability of local airport sponsors to unilaterally implement curfews and/or restrictions that affect access to a publicly funded/public-use airport by any type of aircraft has been removed by Congress and authority given to FAA). We concur that a projected increase in aircraft operations, as outlined in the Master Plan Update, would result in an increase in GHG emissions. However, as documented in the <i>King County International Airport Greenhouse Gas Emissions Inventory: 1990, 2007 & 2020</i> and summarized in the <i>Inventory</i> chapter of the MP Update, over 98 percent of the CO₂ emissions associated with the Airport were generated by aircraft operations (takeoffs, landings, and taxi), which the County does not have the authority to control.</p>	4

Comments and Responses: 350 Seattle Aviation Team and Climate Reality Project - received 12/01/20						
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Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
				<p>why reducing total emissions from KCIA is critical to meeting our climate goals.¹⁰</p> <p>The Master Plan Update states that a goal “intended to guide the preparation of the Master Plan Update, and direct the future development” of KCIA is to “[a]lign KCIA programs and services with County climate change goals.”¹¹ KCIA’s Strategic Plan 2014-2020 reiterates this.¹² King County’s major shared climate goal is to reduce countywide GHG emissions by 50 percent by 2030 (compared to 2007).¹³ However, this GHG emission reduction goal is not mentioned once in the Master Plan Update. To the contrary, the Master Plan Update lays the groundwork for a substantial increase in emissions. As shown in Table E2, GHG emissions from aircraft operation in and out of KCIA is forecasted to increase by nearly 30 percent by 2035.¹⁴</p>		
#3	3	Reference to current GHG emissions analysis presented in	---	<p>KCIA staff has confirmed that they have completed no analysis of how, if at all, KCIA operations align with King County’s climate goals, stating: “Any analysis of the Airport’s future role in meeting GHG emission reduction targets set by the City of Seattle, King County, and</p>	<p>Please note that KCIA is one of the few airport’s in the country that has prepared a comprehensive GHG inventory (entitled, <i>King County International Airport Greenhouse Gas Emissions Inventory: 1990, 2007 & 2020</i>), which was published in 2011.</p>	4

Comments and Responses: 350 Seattle Aviation Team and Climate Reality Project - received 12/01/20

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Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
		the Airport MP Update.		Washington State would need to be based on a more comprehensive evaluation of the greenhouse gas emissions for the overall operation of the Airport.” ¹⁵ Staff also confirmed that only a small fraction of emissions from fuel pumped at KCIA is reflected in the Master Plan Update. ¹⁶ (Emissions from fuel pumped make up 99 percent of KCIA’s emissions. ¹⁷) Staff also confirmed that the fact that aviation emissions have a three-times greater warming impact than on-the-ground emissions was not considered in the Master Plan Update. ¹⁸	Also, as a County entity, KCIA is aligned with the King County Strategic Climate Action Plan (KCSCAP). Specifically, KCIA supports the KCSCAP by managing GHG emissions (that they can control), conducting climate preparedness, and promoting climate/community resiliency. These include, but are not limited to, initiating an Airport Carbon Accreditation (ACA) program, managing fleet emissions, Green Building Scorecards for project planning, mitigating the impacts of climate change to Airport assets, participating in County task forces (green building, energy, and climate preparedness), and optimizing the involvement of interns and disadvantaged business to participate in capital projects. In addition, following KCIA’s confirmation in the ACA program, the County will be required to prepare a current GHG Emissions Inventory that meets the ACA protocols.	
#4	3	Request for updated GHG emissions inventory and reduction plan.	---	King County is well known as a leader in the fight against climate change, which gives us a unique opportunity to set an example for other cities around the country and world. KCIA’s current emissions reduction efforts are insufficient— we can and must do better. The Master Plan Update should not go forward without a comprehensive GHG emission inventory of KCIA, including total emissions from all fuel pumped and factoring in the greater warming impact of aviation emissions. Following that, KCIA should develop a detailed, concrete plan to reduce total emissions from KCIA by 50 percent (compared to 2007) no later than 2030.	Comments noted. See response to comment #'s 2 & 3 above.	4
#5	3 & 4	Potential Social justice impacts of the Airport MP Update.	---	THE MASTER PLAN UPDATE CLEARS A PATH FOR GREATER HARM TO NEIGHBORING COMMUNITIES. The areas impacted by KCIA include some of the most vibrant and diverse residential neighborhoods in Seattle. Within a two-mile radius of the KCIA, there are five playgrounds, seven playfields, 21 parks, 31 schools, and 63 places of worship. 19 Unlike King County as a whole, most of the people living in the neighborhoods bordering the	Comments noted. King County is well aware of the economic and racial diversity of the residential neighborhoods located in the vicinity of KCIA. Significant special efforts have been made by KCIA staff, through targeted, ongoing meetings with community groups from the surrounding neighborhoods,	4

Comments and Responses: 350 Seattle Aviation Team and Climate Reality Project - received 12/01/20

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Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
				<p>KCIA—Georgetown South Park, Allentown, New Holly, and Beacon Hill—are Black, Indigenous, or people of color. Each of these neighborhoods has a rich history and unique community, and each has been contaminated for years by increasing pollution from KCIA.</p> <p>The Master Plan Update references King County’s “commitment to equity and social justice” when discussing outreach, but no actions in the Master Plan Update reflect this commitment . The Master Plan Update also states that KCIA has a goal to “[a]ct as a partner to neighboring residents,” but nothing in the Master Plan Update explains how KCIA can “partner” with residents while subjecting them to increasing amounts of life-threatening pollution.²⁰ The reality is that the Master Plan Update stands in contrast to King County’s equity and social justice commitments and ensures greater harm for neighboring communities.²¹ This is an environmental justice issue: the communities closest to KCIA that take the brunt of this pollution are more diverse and lower-income than King County as a whole.²² They also have higher exposure to pollution from other nearby sources, including industrial trucking routes, I-5, and Sea-Tac.</p>	partnering with Refugee Woman’s Alliance (ReWA) for input from the refugee and immigrant communities and the provision of translation services, to gather input on the MP Update from these stakeholders throughout the planning process. Please note that the environmental review process (e.g., an Environmental Assessment) is the proper venue to address any potential Environmental Justice impacts that may result from the implementation of projects recommended in the Master Plan Update.	
#6	4	Consideration of the potential impacts ultra-fine particulate (“UFP”) pollution from airplanes in the Master Plan Update.	---	<p>The Master Plan Update fails to acknowledge ultra-fine particulate (“UFP”) pollution from airplanes, and the fact that the Plan will cause impacted communities to face even higher rates of UFP pollution. The full impacts of sustained exposure to UFPs are still unknown, but current studies show that it leads to adverse health outcomes including negative effects on the brain, nervous system, and respiratory system, and higher rates of preterm births.²³ The Master Plan Update also fails to acknowledge potential harms caused by leaded fuel pumped at KCIA and burned by planes leaving the airport. General aviation piston-driven aircraft are now the largest source of lead emitted to the atmosphere. Lead from burned aviation fuels can be</p>	<p>Comments noted.</p> <p>It’s correct that potential UFP pollution generated from airplanes was not addressed in the Master Plan Update. However, there is not yet an industry-accepted way of quantifying potential UFP pollution from aircraft operations and there is no requirement to specifically address UFP in NEPA, as FAA guidance does not recognize it. Certainly, it’s possible that the science on UFP pollution will be advanced in the coming years and its assessment/impact as an aircraft-generated pollutant could be included in future environmental review studies.</p>	4

Comments and Responses: 350 Seattle Aviation Team and Climate Reality Project - received 12/01/20

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Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
				inhaled, ingested, and absorbed through the skin. It then accumulates in bones, blood, and soft tissue, and leads to a variety of negative health impacts, affecting neurological, renal, reproductive, and physical development systems. ²⁴ Even low levels of blood lead in children are associated with lower IQ and cognitive and behavioral effects such as attention-deficit behavior, conduct problems, memory loss, and poor language performance. ²⁵		
#7	5	Existing and future noise impacts on neighboring communities.	---	<p>We also can't ignore the fact that increased KCIA traffic means increased noise pollution for impacted communities. Noise is not, as the Master Plan Update purports, simply an "unwanted sound that can disturb routine activities and... cause annoyance." ²⁶ In fact, studies have shown that noise pollution causes a wide array of life-threatening health conditions, higher rates of depression, anxiety, and dementia, and lower learning outcomes. ²⁷ Accordingly, the World Health Organization has strongly recommended reducing aircraft noise levels given the health risks associated with exposure to aviation noise pollution. ²⁸</p> <p>The Master Plan Update must directly address the disparate impacts current and future KCIA pollution has, and will have, on neighboring communities. While individual environmental review may be completed for each project in the Master Plan Update, the cumulative impacts on neighboring communities will not be acknowledged and addressed under the Update as currently drafted.</p>	<p>Comments noted.</p> <p>As presented in the response to Comment #2, "King County does not have the authority limit or restrict the operation of aircraft to and from the facility". We concur that a projected increase in aircraft operations, as outlined in the Master Plan Update, would result in an increase in aircraft noise at KCIA, which was documented in the Environmental Overview chapter of the MP Update (see pgs. E.10-19). However, please note that King Co. completed a comprehensive noise study for KCIA in 2005 (i.e., an FAR Part 150 Noise Compatibility Program) that resulted in FAA approval and funding of several noise mitigation projects at KCIA. One of these key projects from the Program provided a voluntary multi-year sound attenuation program for single-family homes located in parts of the Georgetown, Beacon Hill and Tukwila/Allentown neighborhoods. This project, which was 95% federally funded by the FAA, provided \$40 million for the sound insulation of just under 600 homes in these neighborhoods.</p> <p>It should also be noted that the updated existing and future noise contours, generated for this Master Plan Update, are significantly smaller than the previous contours generated for the KCIA Part 150 Noise Compatibility Study, and would likely result in a much smaller Noise Mitigation Boundary if the Study were updated today. This current reduction in the KCIA-related noise footprint is the result of both fewer</p>	4

Comments and Responses: 350 Seattle Aviation Team and Climate Reality Project - received 12/01/20

Code for Response Action:

1. Concur that changes are or may be needed.
2. Disagree with intent or context of comment, no changes recommended.
3. FAA decisions required or additional information necessary from King County, FAA, etc.
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Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
					aircraft operations being conducted at the Airport and changes in the fleet mix of those operations due to the retirement of many older/noisier aircraft, along with the continued advancement of quieter engine technology.	
#8	5 & 6	General summary of comments on the Airport MP Update.	---	<p>WE URGE YOU TO MAKE SIGNIFICANT AMENDMENTS TO THE MASTER PLAN UPDATE TO ALIGN WITH KING COUNTY CLIMATE GOALS AND COMMITMENTS TO EQUITY AND ENVIRONMENTAL JUSTICE.</p> <p>Before any further consideration is given to the Update, we urge you to revise the Master Plan Update and accompanying technical working papers as follows:</p> <ul style="list-style-type: none"> ● Remove any projects that are intended to accommodate future aviation demands and are not necessary to ensure immediate safety at current levels of use. For instance, it appears that the new fuel farm is being proposed to accommodate larger amounts of fuel storage and “future expansion considerations,” rather than immediate safety. ²⁹ It also appears that KCIA may be able to remain in compliance with FAA regulations without making any modifications to its primary runway. ³⁰ ● Complete a comprehensive GHG emission inventory, including emissions from all fuel pumped and factoring in the greater warming impact of aviation emissions (using a factor of three). ³¹ ● Develop a plan with attainable measures to reduce CO2 and other emissions so that total KCIA operations, including emissions from all fuel pumped, independently meets all near- and long-term goals set by Seattle, King County, and Washington State without reliance on biofuels or offsets. ● In conjunction with community representatives, including those on the Roundtable Advisory Board, develop an outreach plan to educate the public about the climate 	<p>Comments noted.</p> <p>See response to comments above.</p>	4

Comments and Responses: 350 Seattle Aviation Team and Climate Reality Project - received 12/01/20

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				<p>impact of KCIA operations and impacts of air and noise pollution on communities near the airport and under flight paths.</p> <ul style="list-style-type: none"> ● Immediately fill community representative vacancies on the Roundtable Advisory Board, and compensate Roundtable Advisory Board community representatives in order to increase participation by people (e.g., working parents or those with elderly parents at home) who might not otherwise be able to take the time to be on the Board. ● Increase membership in the Roundtable Advisory Board to include representatives of other impacted neighborhoods and climate and environmental justice organizations. Ensure that the Roundtable Advisory Board has an integral and authoritative role in all decision-making going forward. ● Complete a study of the disparate impact of air and noise pollution on communities near KCIA or under its flight paths, and institute programs to remediate and redress all of them. Fund the study, remedial measures, and redress from airport usage fees, and ensure that impacted communities and the community representatives on the Roundtable Advisory Board play an integral role in developing and reviewing the study, its findings, and remediation and redress programs. <p>Finally, we also support the demands of the representatives of impacted communities previously presented to KCIA.</p>		

Airport Work Group

Comments and Responses: DRAFT REPORT MEETING (10/26/20)

Code for Response Action:

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AWG Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
Tim Croll/ #1	NA	Local adoption of the Master Plan Update (MPU) report & Airport Layout Plan (ALP) Drawing Set	---	Can you say more about any future review / assessment steps that would be required prior to adoption of the AMPP/ALP?	Next Steps for King Co. adoption of the MPU Report & ALP Drawing Set: <ul style="list-style-type: none"> Review/incorporate public comments Review/incorporate FAA comments Review/incorporate County Executive comments Complete County Council transmittal, motion, and acceptance Finalize approved ALP Drawing Set for FAA & County signatures Publish final MPU Report 	4
Tim Croll/ #2	NA	FAA approval of the ALP	---	Will FAA have NEPA obligations before they approve ALP (if I am correct, they need to approve ALP – isn't that a Federal Action)	In most instances, ALPs that are updated as an element of a Master Plan Update receive a "Conditional Approval" designation from the FAA. This signifies that the FAA's Airports Division has not yet completed its review of the potential environmental impacts that could result from the implementation of the recommended development projects that are identified on the ALP. Also, you are correct noting that FAA approval of the ALP is a "federal action" which requires environmental processing. However, a conditionally approved ALP typically qualifies as a categorical exclusion.	4
Rick Lentz/ #1	NA	Future loss of existing general aviation (GA) development areas	---	What are we going to do with the GA – plans have changed since the 2019 ALP This is a regional issue.	Yes, the FAA's decision to no longer support the Threshold Crossing Height (TCH) waiver on Runway 14R landings for large aircraft was made late in the MP Update study and ultimately required the 300-foot relocation of the Runway 14R threshold to be reflected on the updated ALP. This proposed threshold relocation and associated repositioning of the RPZ eliminated the potential development of a new GA aircraft storage area at the north end of the Airport. In addition, maintenance of the ¾-mile visibility minimums associated with several of the Runway 14R instrument approach procedures, which specifies a larger RPZ footprint,	4

Comments and Responses: DRAFT REPORT MEETING (10/26/20)

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AWG Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
					will require the future decommissioning of the N.E. Apron area.	
Rick Lentz/ #2	---	Future GA aircraft parking issues	---	Will the master plan allude to the ongoing issues with GA Parking?	<p>In addition to the issues noted in the above response for the N.E. apron area, the MP Update does identify a potential demand scenario for the future redevelopment of the existing southwest GA T-hangar and apron area to accommodate a new air cargo facility. However, the site will be identified on the Airport Layout Plan as a Future Aviation Redevelopment Area. Airport Staff is evaluating other locations on the west side of the Airport that is being used by Boeing for temporary overflow B-737 MAX parking and could potentially be used for displaced GA aircraft parking. This evaluation also applies to a few small airport leaseholds (e.g., the existing Lot 13 area located on the west side of the Airport, directly south of the existing ATCT facility) that may soon be available for new leases to support additional GA aircraft apron parking facilities.</p> <p>See revised Chapter F text on pgs. F.24 & F.27, including revised illustrations: Figure F2/pg. F.3 and Figure F16/pg. F.26. Also see revised Executive Summary text on pgs. xxxiii and xxxix, including revised Figure ES1/pg. xliii.</p>	1
Clare Gallagher/ #1	---	General	---	Thanks for the information - I will follow up with our planners at SEA and we may have some additional questions.	Comment noted.	4

City of Seattle

Comments and Responses: City of Seattle - received 12/16/20

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Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
#1	1	Add reference to current County emission reduction goals in the MP Update and update the Airport's GHG Emissions Inventory.	---	King County's Strategic Climate Action Plan states its goal is to reduce county-wide emissions by 50% by 2030. We recommend noting this goal in the Airport Master Plan report and including any examples of mitigation strategies. We recommend a comprehensive analysis is performed to identify any increase in climate pollution related to the Airport Master Plan and how it will align with the King County Climate Action Plan and WA State emission reduction targets. Additionally, emission reductions are often challenging in the aviation sector (King County's largest source of emissions), therefore, it is important that the County invest in adjacent communities with deeper emissions reductions that provide co-benefits that support health, comfort and reduced displacement.	Comments noted. Yes, we will add reference in the Airport Master Plan to King County's Strategic Climate Action Plan goal is to reduce county-wide emissions by 50% by 2030. In addition, the Airport is currently in the process of initiating an Airport Carbon Accreditation (ACA) program. Following the Airport's confirmation in the ACA program, the County will be required to prepare a current GHG Emissions Inventory that meets the ACA protocols. See revised Chapter A text on pg. A.47.	1
#2	1	Add reference in the MP Update to local studies re: the evidence of compromised air quality and health disparities in the Duwamish Valley.	---	Reduction of emissions should be prioritized at this location to avoid further affecting communities that already experience disproportionate health disparities and inequities. The evidence of compromised air quality and health disparities in the Duwamish Valley has been well-documented in several studies ¹ . We recommend these studies be included in the Environmental Overview section and subsequent SEPA documents.	Comments noted. Yes, reference to these studies will be added to the Environmental Overview chapter and subsequent SEPA documents. See revised Chapter A text on pg. A.46.	1
#3	1	Additional information on health impacts of particulate matter.	---	We recognize that particulate matter (fine and ultrafine) has an impact on health, especially communities with high levels of air-pollution and high levels of asthma and other respiratory illnesses as a result of prolonged exposure to pollution. An increase in particulate matter should be more deeply analyzed on neighboring communities such as South Park, Georgetown, Beacon Hill and the impact of a	Comments noted. Please refer to the Air Quality section of the Environmental Review chapter (see pgs. E.1-E.3) for additional information on particulate matter. In addition, there is not yet an industry-accepted way of quantifying potential UFP pollution	4

¹ http://dl.pscleanair.org/DEEDS/DEEDS_Tech_Report_Exec_Summary.pdf,

https://static1.squarespace.com/static/5d744c68218c867c14aa5531/t/5e0edc05d2e16f330fa0071d/1578032180988/CHIA_low_res+report.pdf, <https://www.duwamishcleanup.org/moss-study>

Comments and Responses: City of Seattle - received 12/16/20

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				projected increase in flights to frontline communities should be acknowledged in the report. To that end we recommend an Equity Impact Review be completed.	from aircraft operations and there is no requirement to specifically address UFP in NEPA, as FAA guidance does not recognize it. Certainly, it's possible that the science on UFP pollution will be advanced in the coming years and its assessment/impact as an aircraft-generated pollutant could be included in future environmental review studies.	
#4	1 & 2	Noise impacts & mitigation options.	---	The issue of noise should be further addressed and adequately defined in the report. Noise is simply not an issue of “annoyance” or something that disrupts everyday routines. The impacts of noise have been shown to affect health including heart disease, high blood pressure, sleep disturbances, children’s learning, and stress ² . For our neighbors living near the airport, noise severely impacts their ability to open their windows, enjoy their backyard or close-by park, sleep without disturbances or be able to focus on tasks or learning. The report should and cite findings from community noise complaints, decibel level monitoring data, and any community outreach/feedback concerning noise. Additionally, in Table E3 Land Use Compatibility Matrix, the notes section footnote recommends that measures that achieve noise level reductions (NLR) of 20-30 db, should be incorporated into residential building code but does not address how mitigation strategies for existing residential buildings will be attained. Most of the existing residential building stock in Seattle was building prior to 1950 and most homes do not have the level of insulation and noise mitigative measures to attain the desired db threshold. The proposed 300 feet extension of the runway will have additional noise impacts on the Georgetown community.	<p>Comments noted.</p> <p>Yes, reference to the recommended measures that can achieve noise level reductions (NLR) of 20-30 db, is a national standard recognized for new residential construction, and it’s understood that these NLRs are typically not achievable when sound attenuating older properties. However, King Co. completed a comprehensive noise study for KCIA in 2005 (i.e., an FAR Part 150 Noise Compatibility Program) that resulted in FAA approval and funding of several noise mitigation projects for KCIA. One of these key projects from the Program provided a voluntary multi-year sound attenuation program for single-family homes located in parts of the Georgetown, Beacon Hill and Tukwila/Allentown neighborhoods. This project, which was 95% federally funded by the FAA, provided \$40 million for the sound insulation of just under 600 homes in these neighborhoods.</p> <p>It should also be noted that the updated existing and future noise contours, generated for this Master Plan Update, are significantly smaller than the previous contours generated for the KCIA Part 150 Noise Compatibility Study, and would likely result in a much smaller Noise Mitigation Boundary if the Study were updated today. This current reduction in the KCIA-related noise footprint is the result of both fewer aircraft operations being conducted at the Airport and</p>	4

² <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5437751/>

Comments and Responses: City of Seattle - received 12/16/20

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					changes in the fleet mix of those operations due to the retirement of many older/noisier aircraft, along with the continued advancement of quieter engine technology.	
#5	2	Requested environmental review and analysis recommendations for the future fuel storage facility.	---	Per the Environmental Overview ³ : The proposed Fuel Facility that includes land acquisition and construction near the Lower Duwamish Waterway shoreline could include impacts to ESA-listed aquatic species that occur in the Duwamish River if construction activities include disturbances below the shoreline Mean Higher High Water (MHHW) elevation. In addition to construction activities, it is important that the King County International Airport acknowledge the impact to aquatic species due to run off. The proposed Fuel Facility may also be in floodplain risk area and will require more analysis and include the most recent FEMA 2020 floodplain data in addition to other data, such as from the UW Climate Impacts Group, that projects higher levels of precipitation could lead to more standing water issues at the Airport ⁴ . Additionally, we recommend that sea level rise projections are incorporated into the Environmental Overview and taken into consideration as to the viability of proposed construction and proposed fuel storage facility.	Comments noted. Yes, once the proposed development site is confirmed, the potential environmental impacts of constructing the Airport's fuel storage facility must undergo a comprehensive environmental review process and obtain environmental approvals and permitting prior to construction.	4
#6	2	Consideration of Environmental Justice impacts in the Master Plan Update.	---	Environmental Justice: The Environmental Overview of the Master Plan Update states - "None of the Proposed Projects are anticipated to have a disproportionately high and adverse impact on the minority or low-income populations." We recommend that the report include information on outreach, research and sources that led to this board conclusion, such as community events, surveys, workshops, interviews with residents and businesses, with respondent data reported by race, income, etc.. The City of Seattle is aware of community-based organizations such as the	Comments noted. Special efforts have been made by KCIA staff, through targeted meetings and the provision of translation services, to gather input on the MP Update from the resident stakeholders located in the vicinity of the Airport throughout the planning process. We acknowledge receiving comments from the community-based organizations (CBOs) that you cited. However, KCIA staff have also coordinated with other CBOs (e.g., the Refugee Women's Alliance – ReWa) for interviews	4

³ https://www.kingcounty.gov/~media/services/airport/documents/master-plan-update/Draft_Chapter_E_Environmental_Overview.ashx?la=en

⁴ https://cig.uw.edu/wp-content/uploads/sites/2/2014/11/ps-sok_sec12_builtenvironment_2015.pdf

Comments and Responses: City of Seattle - received 12/16/20

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				Georgetown Community Council and the Beacon Hill Community Council, who have already communicated their concerns about anticipated impacts to their communities—both having high populations of Black, Indigenous and people of color residents as well as a high percentage of residents with lower incomes and lower wealth. Again, we recommend that the report include an Equity Impact Review to identify how the proposed actions will impact fence line communities.	on the Master Plan Update and the vast majority of these comments were positive. We stand by our preliminary assessment that “None of the Proposed Projects are anticipated to have a disproportionately high and adverse impact on the minority or low-income populations.” Please note the environmental review process (e.g., an Environmental Assessment) is the proper venue to officially document and address any potential Environmental Justice impacts that may result from the implementation of projects recommended in the Master Plan Update.	

City of Tukwila



March 9, 2021

SENT via email to jparrott@kingcounty.gov

John Parrott, Director
King County International Airport
7277 Perimeter Rd. S.
Seattle, WA 98108-3844

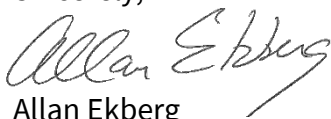
Dear Director Parrott,

We appreciate your recent presentation to the Tukwila City Council regarding the King County International Airport Master Plan. We recognize the important role the King County Airport has in serving our region, and we thank you for the opportunity to engage on this effort.

Neighborhood livability is one of our community's greatest values – it emerges as a key concern during any budgeting or planning effort on which we embark. We know from talking with our residents that quality of life impacts such as noise and air pollution are of utmost concern, and we are committed to advocating for our residents on these issues wherever we can, particularly because South King County communities experience disproportionate health disparities.

As King County International Airport moves ahead with the Master Plan implementation process, we urge ongoing community discussion and involvement, particularly with our Tukwila neighborhoods in Allentown-Duwamish and Tukwila Hill. We understand that there will be future environmental analyses on specific projects and look forward to working through those in partnership with you. We'd like to offer our assistance as you work through your forthcoming Airport Communications Plan.

Sincerely,


Allan Ekberg
Mayor


Kate Kruller
Council President

KCIA Community Coalition

KCIA Community Coalition Comments and Answers based on the conversation at the KCIA Community Working Group meeting 11.23.2020:

- 1. A thorough assessment of the environmental impact of the proposed Master Plan.*

With-in the County's control. This is not within the scope of the Master Plan itself, but any project proposed in the Master Plan is required to go through traditional project process, including the National Environmental Policy Act (NEPA) and SEPA processes.

- 2. Include KCIA into the King County Climate Strategic Plan with target greenhouse gas emission targets.*

With-in the County's control This is not within the scope of the Master Plan, however as a County entity, we are aligned with the King County Strategic Climate Action Plan. We are supporting SCAP through our Airport Carbon Accreditation Program (where we are working to become carbon neutral by 2030), managing fleet emissions, Green Building Scorecards for project planning, mitigating the impacts of climate change to Airport assets, and participating in County task forces such as green building, energy, and climate preparedness.

- 3. Have KCIA develop an environmental, social, and economic policy that will guide the level of accommodation of flight increases*

Outside the County's control. KCIA, as a public airport that does not use any tax-payer funding but does accept FAA grant funding, cannot turn away aircraft per the [FAA Grant Assurances](#). When KCIA accepts FAA grant funding we are also accepting all the grant assurances (or "strings attached") and must maintain the grant assurances for 20 years after taking FAA funding or we must pay the funding back.

- 4. Include Beacon Hill and Georgetown with near KCIA communities in targeted local hire recruitment and targeted selection of BIPOC communities for KCIA training apprenticeships, jobs, and contracts.*

With-in the County's control. Hiring practices are not within the scope of the Master Plan and legally we cannot require applicants for apprenticeships, jobs or contracts be from a certain geographic area or demographic group. However, we do plan to link jobs and contracts for bid to our website to provide more visibility to all those who are interested.

For our internship program we already do extensive outreach in the local high schools and community colleges as well as connect with the Museum of Flight and their robust youth engagement network to help get the word out about our internship opportunities. This allowed school counselors to work with interested students to apply for the open internships.

Due to Covid, we had to pivot our internship program this year but were still able to host three interns, two from high school and one from Seattle Central. All three of them identified as BIPOC students and one is currently going to school to become a pilot. We were able to host them because of a newly formed partnership with DCHS and were one of the only agencies in King County's Department of Executive Services to host interns this year.

- 5. Have KCIA engage with Beacon Hill Council, Georgetown, and other affected residents to*

- a) plot the KCIA air flights and type of aircraft over Beacon Hill and Georgetown*
- b) measure current and future air and noise emission, and*
- c) identify and implement the mitigation.*

Outside and with-in the County's control. KCIA cannot regulate where airplanes fly after they take off. That is under the control of the FAA control tower. We do however have a tool on our [website](#) to allow the public to track flights in real time (minus a required security delay). KCIA is also open to accommodating an air and noise monitor from the Puget Sound Clean Air Agency.

6) Inform us when the projected flight increases approach exceeding or exceed the schedule or the total flights to reopen the Community Benefits Agreement.

Outside and with-in the County's control. KCIA, as a public airport that accepts FAA funding, cannot turn away aircraft. However, we would propose an annual review of this document to see how we can continue to meet the needs of the community in ways within our control. We also can create a formal community communication plan for this community coalition's review on the ways to keep dialog open between community groups and KCIA.

7) Include the Duwamish River Clean up Coalition in the development of a health and mitigation plan near communities of the fuel storage farm.

With-in the County's control. There will be a significant community outreach effort and environmental reviews to find a new location of the fuel farm. We are still working on finding a permanent operator for the new fuel farm so we are a way off before we get to that point. We will continue to communicate the status of this effort.

8) KCIA create a green canopy around the airport to buffer noise.

With-in the County's control to a point. Landscaping is not within the scope of the Master Plan, but we are looking for a short tree or shrub that absorbs the most carbon, does not grow too tall and does not attract wildlife to plant around the airport. We welcome any suggestions community members may have.

9) Include bike pathways to help slow down the traffic.

Outside the County's control. A bike path is not within the scope of the Master Plan however, we are currently working with SDOT to assist in a plan to create a bike path between Georgetown and South Park. While it is out of scope for the Master Plan, KCIA continue to investigate other ways to beautify the area within the County's jurisdiction. However, the streets surrounding the airport are the jurisdiction of the City of Seattle or the City of Tukwila.

10) No military planes.

Outside the County's control. KCIA, as a public airport that accepts FAA funding, cannot turn away aircraft. (see answer to #2)

For items that are outside the County's control, we have contacted the FAA to find the best point of contact for these concerns and will forward that information when we get it. That will be after the holiday.

Community Outreach

Comments and Responses: Community Outreach - received 12/16/20

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Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
#1 Stephen Taylor	1	Objection to proposed redevelopment of the existing Southwest General Aviation Area with future Air Cargo facilities.	---	<p>Over the five decades that I've been associated with the airport, the one and only visible trend is that the airport has marginalized "the little guy." The airport has become the provenance of billionaires who have bought up all of the available general aviation space to build massive hangars to house their toys and the little remaining space has been given over to other high-bidders such as freight carriers and up-scale FBO's.</p> <p>At present, the ONLY remaining space where a general aviation pilot can see any degree of acceptance is on the Southwest side of the field at the Museum of Flight. The proposed development would displace that last remaining connection for aviators. Perhaps even more troubling, the proposed air cargo ramp would be directly in front of the World-Class facilities that the Museum of Flight and the Raisbeck Aviation High School have created with the help of our civic leaders over recent years.</p> <p>I find it unconscionable that the airport would even consider displacing the few remaining private operators and placing an eye-sore of a commercial operation in front of the High School and the Museum's beautiful Aviation Pavilion.</p>	<p>Comments noted.</p> <p>The MP Update does identify a potential demand scenario for the future redevelopment of the existing southwest GA T-hangar and apron area to accommodate a new air cargo facility. However, the site will be identified on the Airport Layout Plan as a Future Aviation Redevelopment Area. The future development boundary for this site will maintain the existing twelve apron tiedowns located north of the Museum of Flight (MOF) and positioned within the existing access corridor defined by the current MOF Through-the-Fence agreement.</p> <p>Please note the decision to redevelop this area of the Airport was introduced in the previous Master Plan, with the planned removal of the three T-hangars and the acquisition of the adjacent Woods Meadow property being reflected on the current 2007 Airport Layout Plan. For this MP Update, the Airport Staff's initial recommendation to propose the new Southwest Air Cargo Area originally included a provision for the development of a new North General Aviation Aircraft Storage Area to accommodate the relocation of displaced based aircraft. However, FAA's decision to no longer support the Threshold Crossing Height (TCH) waiver on Runway 14R landings for large aircraft resulted in the required 300-foot relocation to the north of the Runway 14R threshold. This future threshold relocation thus eliminated the potential development of the site for new GA aircraft storage.</p> <p>See revised Chapter F text on pgs. F.24 & F.27, including revised illustrations: Figure F2/pg. F.3 and Figure F16/pg. F.26. Also see revised Executive Summary text on pgs. xxxiii and xxxix, including revised Figure ES1/pg. xliii.</p>	1

Comments and Responses: Community Outreach - received 12/16/20

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Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
#1 Charles Hogan & Joshua Weinstein	1	Objection to proposed redevelopment of the existing Southwest General Aviation Area with future Air Cargo facilities.	---	We expressly oppose the removal of general aviation parking spaces on the southwest ramp, just to the north of The Museum of Flight (item 2 in the Master Plan Update Summary and Request for Feedback), without accommodations for replacing them elsewhere on the airport grounds. General aviation parking provides an equal access opportunity for ALL aviators alike, to access the public King County facilities. Moreover, the proximity of this parking to The Museum of Flight, provides critical access to the museum's facilities in the case of educational and public safety events. In addition, this ease of access is a requirement to accommodate those aviators with disabilities and allows for educational opportunities inclusive of access to both operational (on the flight line) and non-operational (static display) aircraft.	Comments noted. See response to comment above.	1
#2 Charles Hogan & Joshua Weinstein	1	Additional info on GA operational activity at BFI.	---	Per King County reports, general aviation aircraft represent approximately half of all aircraft operations at KBFI. King County's forecast predicts a sudden decline in general aviation activity, a figure in stark contrast to the continued growth of general aviation in our region, and one worth re-examining. Further evidence of supporting general aviation growth exists in the Federal Aviation Administration's (FAA) "Air Traffic Activity System" data, showing an increase in itinerant general aviation, plus local civil operations, from 124,050 in 2015 to 149,316 in 2019.	Comments noted. Regarding a growth plan for GA at BFI, the decline in GA operations at BFI was steady between 2000 and 2015, with average annual reductions of 4.9% for itinerant GA and 7.1% for local GA ops. 2015 was the base year of the forecasts for the MPU and GA ops later recorded recent year lows in 2016. The GA operations forecast for the MPU reflect a projected growth in the Business/Corporate and Air Taxi sectors with a corresponding decrease in recreational/training activity. However, even though fewer small GA aircraft operations have been recorded at BFI in recent years, the Airport still maintains a high based aircraft occupancy rate for both T-hangars and apron tiedowns.	4
#3 Charles Hogan & Joshua Weinstein	1	Objection to proposed redevelopment of the existing Southwest	---	While we recognize that commercial interests and tax revenue generation are a key focal point of the KBFI management, the county needs to recognize KBFI as more than just a cost and profit center. KBFI represents an access point for our community, a landmark for our young	Comments noted. Airport Staff acknowledges the challenges of planning for the future development of an airport that is severely site constrained, but has high demand for facilities to serve all	1

Comments and Responses: Community Outreach - received 12/16/20

Code for Response Action:

1. Concur that changes are or may be needed.
2. Disagree with intent or context of comment, no changes recommended.
3. FAA decisions required or additional information necessary from King County, FAA, etc.
4. No action necessary (i.e., an opinion given, or only clarification requested, etc.)

Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
		General Aviation Area with future Air Cargo facilities.		<p>aviators, and a gathering place for volunteers within the general aviation community. Further elimination of general aviation parking areas will continue a decades long trend and diaspora of general aviation services and access at KBFI.</p> <p>We ask that King County reconsider their adoption of the master plan, to specifically consider the negative impacts this plan will have on the general aviation community at KBFI, and the devaluation of KBFI as an asset to the King County community and tax payers.</p>	<p>sectors of aviation. However, King County is currently investigating how some of the existing Airport property that is being used by Boeing for temporary overflow B-737 MAX parking could potentially be used for displaced GA aircraft parking. This evaluation also applies to a few small airport leaseholds (e.g., the existing Lot 13 area located on the west side of the Airport, directly south of the existing ATCT facility) that may soon be available for new leases to support additional GA aircraft apron parking facilities.</p> <p>See revised Chapter F text on pgs. F.24 & F.27, including revised illustrations: Figure F2/pg. F.3 and Figure F16/pg. F.26. Also see revised Executive Summary text on pgs. xxxiii and xxxix, including revised Figure ES1/pg. xliii.</p>	

Friends of Boeing Field

Comments and Responses: Friends of Boeing Field (FOBFI) - received 03/12/21Code for Response Action:

1. Concur that changes are or may be needed.
2. Disagree with intent or context of comment, no changes recommended.
3. FAA decisions required or additional information necessary from King County, FAA, etc.
4. No action necessary (i.e., an opinion given, or only clarification requested, etc.)

Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
#1 FOBFI	1	Runway 14R Approach	---	“KCIA will analyze alternatives to address the non-standard Threshold Crossing Height (TCH) of the ILS approach for runway 14R. The airport will first evaluate the RNAV/LPV approach designs currently under development by Hughes Aerospace [insert here the goal of what Hughes is trying to accomplish in their design in terms of addressing the TCH issue]. If approach designs do not offer a feasible solution for TCH, then the airport will pursue a Displaced Threshold to resolve the TCH. The airport will make their best effort to minimize the impacts of the Displaced Threshold, due to the 32L departure RPZ, on GA parking capacity by preserving as many spots as possible and replacing displaced spots elsewhere on the airport. Furthermore, RPZ acceptable use guidance and/or waivers will be pursued.”	Additional changes or revisions regarding the existing Runway 14R non-standard Threshold Crossing Height (TCH) will have to be addressed in a future BFI planning effort. This supplemental planning could also include an evaluation of the FAA’s current Interim Guidance on Land Uses Within a Runway Protection Zone, which is required when an airfield project would result in the introduction of new or modified incompatible land uses to an RPZ. The alternatives that would be prepared for this analysis should include the concept of the RW 14R displaced threshold and options for the positioning of the RW 32L departure RPZ. The evaluation of these alternatives should also include further analysis regarding the potential retention of the existing northeast general aviation parking apron.	4
#2 FOBFI	1	Northwest (NW) Airport GA Hangars and Parking	---	“KCIA will design a GA Hangar and Parking area for the NW area of the airport with the assumption that a solution can be agreed upon with FAA for the 14R Approach TCH issue and the current threshold location maintained, with accommodation for the 32L departure RPZ.”	Alternatives for GA hangar and apron storage in the northwest area of the Airport were previously prepared for this MP Update and presented in the draft Working Paper Three planning document. These alternatives were later removed from consideration due to the proposed 300-foot shift/relocation of the RW 14R threshold, which would reposition the future approach RPZ over this area of airport property, thus precluding the development. Any future development considerations for this area of airport property would need to be examined following the completion of the supplemental planning efforts described in the response to Comment #1 (if applicable).	4
#3 FOBFI	1	NW GA Parking & Maintenance	---	“KCIA will evaluate building a Light GA parking area in the NW area of the airport. This would be an alternate to the same portion of the airport maintenance buildings shown in the ALP. The airport will prioritize all other possible locations for maintenance, including the purchase of adjacent and nearby properties for maintenance facilities which are not required to be on airport property.”	See response to comment #2 above.	4
#4	2	NE Parking	---	“KCIA will seek a solution for the NE GA parking such that	As noted in the response to Comment #1 above, any	4

Comments and Responses: Friends of Boeing Field (FOBFI) - received 03/12/21Code for Response Action:

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2. Disagree with intent or context of comment, no changes recommended.
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Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
FOBFI				the aircraft may continue to park within the RPZ for runway 14R. The FAA provides for the ability to evaluate land uses within the RPZ on case by case basis. Since it is an acceptable existing land use and the airport does not have ability to relocate displaced aircraft due to space constraints on the airfield, the FAA should allow aircraft parking to continue to remain with the RPZ.”	reevaluation of the existing northeast GA aircraft parking area will need to be addressed in a separate BFI planning effort that includes FAA’s current Interim Guidance on Land Uses Within a Runway Protection Zone. Given the sequence of events that originally triggered the expanded boundary of the RPZ (i.e., the initial visibility upgrade of the RW 14R instrument approach procedure) and the current proposal in the MP Update to reposition the RPZ, this supplemental planning will be required.	
#5 FOBFI	2	Light GA Hangars (SW and Midfield)	---	“KCIA will plan to repair or replace the Light GA Hangars located in the southwest and mid-field areas of the airport.”	<p>Please note the proposal to redevelop the existing Southwest GA area of the Airport was introduced in the previous Master Plan, with the planned removal of the three T-hangars and the acquisition of the adjacent Woods Meadow property being reflected on the current 2007 Airport Layout Plan.</p> <p>The MP Update does identify a potential demand scenario for the future redevelopment of the existing southwest GA T-hangar and apron area to accommodate a new air cargo facility. However, the site will be identified on the Airport Layout Plan as a Future Aviation Redevelopment Area. The future development boundary for this site would exclude the existing twelve apron tiedowns located north of the Museum of Flight (MOF) and positioned within the existing access corridor defined by the current MOF Through-the-Fence agreement.</p> <p>See revised Chapter F text on pgs. F.24 & F.27, including revised illustrations: Figure F2/pg. F.3 and Figure F16/pg. F.26. Also see revised Executive Summary text on pgs. xxxiii and xxxix, including revised Figure ES1/pg. xliii.</p>	1
#6 FOBFI	2	Central Light GA Parking	---	“KCIA will initiate a reconfiguration of the Central Light GA Parking area to increase the number of GA tie-down spaces.”	Airport Staff acknowledges the challenges of planning for the future development of an airport that is severely site constrained, but has high demand for facilities to serve all sectors of aviation. However, King County is currently investigating how some of the existing Airport property that	1

Comments and Responses: Friends of Boeing Field (FOBFI) - received 03/12/21Code for Response Action:

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					<p>is being used by Boeing for temporary overflow B-737 MAX parking could potentially be used for displaced GA aircraft parking. This evaluation also applies to a few small airport leaseholds (e.g., the existing Lot 13 area located on the west side of the Airport, directly south of the existing ATCT facility) that may soon be available for new leases to support additional GA aircraft apron parking facilities.</p> <p>See revised Chapter F text on pgs. F.24 & F.27, including revised illustrations: Figure F2/pg. F.3 and Figure F16/pg. F.26. Also see revised Executive Summary text on pgs. xxxiii and xxxix, including revised Figure ES1/pg. xliii.</p>	
#7 FOBFI	2	Area 13 Light GA Parking	---	“KCIA will make the Area 13 available for GA Parking, following Boeing’s vacating of Area 13.”	See response to comment #6 above.	1
#8 FOBFI	2	Light GA Parking Capacity	---	“KCIA will maintain or grow the available quantity of Light GA parking spaces based on the 2015 Baseline of 263 spaces (Master Plan Chapter B – Forecast). If spaces need to be eliminated, the airport will locate, on the airport grounds, additional spaces to offset those displaced spaces. KCIA will initiate a project to provide a website so that pilots can apply for parking and check on the status and progress of their request in a transparent fashion.”	<p>See response to comment #6 above.</p> <p>In addition, KCIA will investigate options to automate the process of submitting based aircraft storage applications and monitoring the status of availability.</p>	4

Georgetown Community Council

Comments and Responses: Georgetown Community Council - received 12/14/20

Code for Response Action:

1. Concur that changes are or may be needed.
2. Disagree with intent or context of comment, no changes recommended.
3. FAA decisions required or additional information necessary from King County, FAA, etc.
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Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
#1	1	Recommendation regarding the Airport Master Plan's potential impact on generation of future noise and air pollution.	---	Measure current and future air and noise emission and identify and implement mitigation measures. The current master plan update calls for a 300-foot runway expansion, north in Georgetown. KCIA admits that this encroachment into the residential and commercial area of Georgetown will increase noise. We ask that a mitigation and monitoring strategy be included for both air and noise. These strategies should be co-created with community and other agencies. We also for a semi-annual review, with community, of the master plan and racial equity, health, and social justice outcomes before taking on projects that lead to additional airport growth.	Comments noted. For clarification, the proposal is for the runway to be relocated 300 ft to the north on airport property not expanding the runway. As part of this project, the airport would also be removing 500 ft. of special use pavement so reducing the overall runway available for departures by 500 ft. This project fixes a non-standard condition at the airport that FAA will no longer sign a waiver for. The potential environmental impacts of all projects recommended in the Airport Master Plan Update, including noise impacts, must be evaluated in separate environmental review documents (i.e., specified NEPA and SEPA studies) and receive environmental clearance prior to implantation or construction. The Airport Director and staff are always open to continued dialog and attending community meetings when invited.	4
#2	1	Recommendation regarding the Airport Master Plan's potential impact on the various environmental impact categories.	---	Conduct a thorough assessment of the environmental impact of the master plan. Ensure that KCIA examines both the impacts to community project by project AND the cumulative impacts during the National Environmental Policy Act (NEPA) and SEPA processes for each project and develop racial equity and social justice outcomes.	Comments noted. See response to comment above.	4
#3	1	Proposals to maintain/expand green buffers between the Airport and Georgetown development areas.	---	Create a green canopy around the airport to improve health outcomes for impacted communities. Preserve the grove of pine trees along Ellis Ave S at the current Army Reserves facility. Work with current airport tenants to provide living, green screens across from residential use.	King County is currently coordinating with the City of Seattle regarding the relocation of a segment of Airport fencing to improve the existing pedestrian connection between Georgetown and South Park neighborhoods of Seattle. This project could also include a combination of artwork and a landscape buffer along a segment of the Airport's perimeter fencing.	4

Comments and Responses: Georgetown Community Council - received 12/14/20

Code for Response Action:

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					<p>In addition, The Boeing Company has constructed an elevated wall system adjacent to several of their aircraft parking positions on the west side of the Airport that likely serve multiple purposes related to jet blast and noise mitigation, as well as provides a visual barrier. It is possible that some variant of this wall system could be constructed at the north end of the Airport, in conjunction with the current artwork and a landscape buffer project that is being planned in this area.</p> <p>The Airport is currently looking into greenery that does not attract wildlife, absorbs the most carbon and does not grow too tall to use for increased foliage where appropriate around the airport.</p>	
#4	1	Request for updated GHG emissions inventory and reduction plan.	---	Include KCIA in the King County Climate Strategic Plan with target greenhouse gas emissions. Publicly document alignment with the King County Strategic Climate Action Plan and Airport Carbon Accreditation Program. Develop racial equity, health, and social justice outcomes for each KCIA strategy toward its goal of carbon neutrality.	<p>Comments noted.</p> <p>Also, as a County entity, KCIA is aligned with the King County Strategic Climate Action Plan (KCSCAP). Specifically, KCIA supports the KCSCAP by managing GHG emissions (that they can control), conducting climate preparedness, and promoting climate/community resiliency. These include, but are not limited to, initiating an Airport Carbon Accreditation (ACA) program, managing fleet emissions, Green Building Scorecards for project planning, mitigating the impacts of climate change to Airport assets, participating in County task forces (green building, energy, and climate preparedness), and optimizing the involvement of interns and disadvantaged business to participate in capital projects. In addition, following KCIA's confirmation in the ACA program, the County will be required to prepare a current GHG Emissions Inventory that meets the ACA protocols</p>	4
#5	2	Proposal for	---	Include Beacon Hill, Georgetown and surrounding KCIA communities in targeted local hire recruitment	Comments noted.	4

Comments and Responses: Georgetown Community Council - received 12/14/20

Code for Response Action:

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Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
		expanding job opportunities for local residents surrounding KCIA.		and targeted selection of BIPOC communities for KCIA training apprenticeships, jobs, and contracts.	Yes, King County has existing programs to promote targeted outreach for our internship program and a robust disadvantaged business program for capital projects at the Airport. In addition, there are a wide variety of jobs provided by BFI tenants - from entry level, customer service reps, fuel line personnel, drivers, engineers and pilots at Boeing and UPS. Not all of the jobs are specifically located on the Airport, but include transportation providers getting to and from BFI and support for entertainment/food and beverage establishments in Georgetown.	
#6	2	Proposals to expand bike pathways in the vicinity of the Airport and surrounding neighborhoods.	---	Include bike pathways to help slow down the traffic and integrate the airport into the neighborhood.	Comments noted. King County is currently coordinating with the City of Seattle regarding the relocation of a segment of Airport fencing to improve the existing pedestrian connection between the Georgetown and South Park neighborhoods of Seattle. Hopefully, this planning can also include the integration of bike pathways to expand transportation linkages with the neighboring communities.	4

The Museum of Flight

Comments and Responses: The Museum of Flight - received 12/16/20

Code for Response Action:

1. Concur that changes are or may be needed.
2. Disagree with intent or context of comment, no changes recommended.
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Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
#1	1	Potential concern land use compatibility between the MOF and an adjacent future air cargo facility.	---	Of most grave concern, however, is the proposal to build out a large commercial air cargo terminal adjacent to the north and east of The Museum of Flight and to the east of Raisbeck Aviation High School, a Highline public school.	<p>Comments noted.</p> <p>The MP Update does identify a potential demand scenario for the future redevelopment of the existing southwest GA T-hangar and apron area to accommodate a new air cargo facility. However, the site will be identified on the Airport Layout Plan as a Future Aviation Redevelopment Area. The future development boundary for this site will maintain the existing twelve apron tiedowns located north of the Museum of Flight (MOF) and positioned within the existing access corridor defined by the current MOF Through-the-Fence agreement. The future development boundary of the proposed new Aviation Redevelopment Area will be revised as described above on the updated draft Airport Layout Plan.</p> <p>See revised Chapter F text on pgs. F.24 & F.27, including revised illustrations: Figure F2/pg. F.3 and Figure F16/pg. F.26. Also see revised Executive Summary text on pgs. xxxiii and xxxix, including revised Figure ES1/pg. xliii.</p>	1
#2	2	Proposed redevelopment of the existing Southwest General Aviation Area with future Air Cargo facilities.	---	Finally, we are concerned about what would be lost in the proposed area of development. General aviation is the entry point for aviation and key to industry growth. There is no current solution for the displacement of more than 75 parking slots. In addition, the ramp to the north of MOF is one of constant activity. This proposal could eliminate our ability to provide first flights for young girls at our Women Fly event, likely eliminate the ability to accommodate the Blue Angels for Seafair, and eliminate visiting aircraft from other Museums, Air and Rescue demonstrations, NASA, and more.	<p>Comments noted.</p> <p>As noted above, the future development boundary for this area will maintain the existing twelve apron tiedowns located north of the Museum of Flight (MOF) and positioned within the existing access corridor defined by the current MOF Through-the-Fence agreement. So, an existing small general aviation development area will be maintained directly adjacent to the MOF facility, which would allow the MOF to maintain its current aviation-related educational programs (e.g., first flights) with King County youth.</p> <p>Please note the decision to redevelop this area of the Airport was introduced in the previous Master Plan, with the planned removal of the three T-hangars and the acquisition of the</p>	4

Comments and Responses: The Museum of Flight - received 12/16/20

Code for Response Action:

1. Concur that changes are or may be needed.
2. Disagree with intent or context of comment, no changes recommended.
3. FAA decisions required or additional information necessary from King County, FAA, etc.
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Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
					adjacent Woods Meadow property being reflected on the current 2007 Airport Layout Plan. Airport Staff's initial recommendation to propose the new Southwest Air Cargo Area in this MP Update originally included a provision for the development of a new North General Aviation Aircraft Storage Area to accommodate the relocation of displaced based aircraft. Schematic layouts for these new GA facilities were presented the draft Working Paper Three document and meeting notes on this topic are presented on the MP Update website, under the tabs: Master Plan Update – Meeting 3 Summary and Master Plan Update – Meeting 4 Summary. FAA's decision to no longer support the Threshold Crossing Height (TCH) waiver on Runway 14R landings for large aircraft, which was received late in the MP Update study process, required the 300-foot relocation to the north of the Runway 14R threshold, and thus eliminated the potential development of a new GA aircraft storage area at the north end of the Airport. This information is presented in Draft Chapter D Alternatives Development and Evaluation (see pgs. D.95 & D.96).	

National Business Aviation Association

Comments and Responses: National Business Aviation Association - received 12/16/20

Code for Response Action:

1. Concur that changes are or may be needed.
2. Disagree with intent or context of comment, no changes recommended.
3. FAA decisions required or additional information necessary from King County, FAA, etc.
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Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
#1	1	Response to the impacts of the proposed RW 14R threshold relocation and RPZ enlargement.	---	We recognize the county's efforts to improve safety by making changes to the runway 14R/32L Runway Protection Zone (RPZ) and in making various airfield geometry and lighting upgrades necessary to maintain the airfield in accordance with current FAA design standards. We understand that GA areas on the north side of the airfield must be eliminated as a result of the RPZ improvements. While we recognize that the airfield is space constrained, we urge the country to find ways to minimize loss of GA capacity and ensure continued accommodation for GA activities by identifying other areas on the airport to relocate facilities displaced as the result of the changes to the RPZ, and to specifically include that plan in the Master Plan.	<p>Comments noted.</p> <p>Airport Staff acknowledges the challenges of planning for the future development of an airport that is severely site constrained, but has high demand for facilities to serve all sectors of aviation. However, they are currently investigating how some of the existing Airport property that is being used by Boeing for temporary overflow B-737 MAX parking could potentially be used for displaced GA aircraft parking. This evaluation also applies to a few small airport leaseholds (e.g., the existing Lot 13 area located on the west side of the Airport, directly south of the existing ATCT facility) that may soon be available for new leases to support additional GA aircraft apron parking facilities.</p> <p>See revised Chapter F text on pgs. F.24 & F.27, including revised illustrations: Figure F2/pg. F.3 and Figure F16/pg. F.26. Also see revised Executive Summary text on pgs. xxxiii and xxxix, including revised Figure ES1/pg. xliii.</p>	1
#2	1	Concern regarding the MP Update recommendations to relocate GA aircraft storage facilities.	---	NBAA advocates for the entire spectrum of general aviation aircraft that rely on BFI and contribute to its success. While we recognize the jobs and potential for revenue growth an additional cargo area can bring to the airport, we are concerned that other changes proposed in the Master Plan, such as transition of Southwest Air Park area to cargo, without an accompanying plan in the Master Plan to fully relocate affected tenants if such a transition occurs, will negatively impact GA users at all levels.	<p>Comments noted.</p> <p>Yes, the MP Update does identify a potential demand scenario for the future redevelopment of the existing southwest GA T-hangar and apron area to accommodate a new air cargo facility. However, the site will be identified on the Airport Layout Plan as a Future Aviation Redevelopment Area.</p> <p>See revised Chapter F text on pgs. F.24 & F.27, including revised illustrations: Figure F2/pg. F.3 and Figure F16/pg. F.26. Also see revised Executive Summary text on pgs. xxxiii and xxxix, including revised Figure ES1/pg. xliii.</p>	1

Comments and Responses: National Business Aviation Association - received 12/16/20

Code for Response Action:

1. Concur that changes are or may be needed.
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					<p>Airport Staff's initial recommendation to propose the new Southwest Air Cargo Area in this MP Update originally included a provision for the development of a new North General Aviation Aircraft Storage Area to accommodate the relocation of displaced based aircraft. Schematic layouts for these new GA facilities were presented in the draft Working Paper Three document and meeting notes on this topic are presented on the MP Update website, under the tabs: Master Plan Update – Meeting 3 Summary and Master Plan Update – Meeting 4 Summary. FAA's ultimate decision to no longer support the Threshold Crossing Height (TCH) waiver on Runway 14R landings for large aircraft required the 300-foot relocation to the north of the Runway 14R threshold, and thus eliminated the potential development of a new GA aircraft storage area at the north end of the Airport.</p> <p>Please note the decision to redevelop this area of the Airport was introduced in the previous Master Plan, with the planned removal of the three T-hangars and the acquisition of the adjacent Woods Meadow property being reflected on the current 2007 Airport Layout Plan.</p>	
#3	1 & 2	Concern regarding the MP Update recommendations to relocate GA aircraft storage facilities.	---	In closing, we applaud the county's leadership for recognizing the benefits general aviation facilities contribute to securing a robust, sustainable future for King County Airport and the safety efforts the county is planning to undertake. We believe a successful Master Plan envisions positive change for all types of aviation activities. We ask that the county give strong consideration to find ways in the Master Plan to not only maintain current capacity to accommodate general aviation, but to also lay the foundation for enhancements.	<p>Comments noted.</p> <p>See responses to comments 1 & 2 above.</p>	4

Post Public Meeting Emails

Comments and Responses: DRAFT REPORT Post Public Meeting Email Comment Log

Code for Response Action:

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Comment I.D. & #	Page	Section or Issue	Para/Line/Sentence	Comment as Noted	Response to Comment	Action
#1 Sarah Shiftly sarah.shiftly@gmail.com		Environmental Concerns – part of 350 Seattle Aviation Team		Table E2 "Greenhouse Gas Emissions" (in Chapter E) appears to show metric tons of CO2 emitted during various legs of flights in and out of KCIA. However, there's no explanation in the chapter of how those numbers were calculated. Did you take a percentage of total emissions from fuel pumped, or use a different methodology? And could you provide whatever source data and formulae were used to calculate these numbers.	<p>There are two methods used at airports to calculate airport-related emissions, and they are slightly different: Airport Cooperative Research Program (ACRP) Report 11, and the Airport Carbon Accreditation (ACA). The method used should be tailored to the inventory purpose and the data available. In the case of the BFI MP Update, a hybrid was used given the information available (Appendix Six of the MP Update references the data used for the noise analysis, which was the same data used to calculate emissions using the AEDT.</p> <p>The evaluation of greenhouse gases focused on aircraft emissions, which represent the significant majority of aviation emissions and were calculated using the FAA's Aviation Environmental Design Tool (AEDT) Version 3b. The AEDT model calculates aircraft fuel burn in the landing and takeoff phase which is basically operation of the aircraft on arrival from a 3,000-foot altitude above ground to the airport and then on departure to 3,000 feet. This is referred to as the LTO (Landing and Takeoff cycle). The AEDT model then takes fuel burn and calculates CO2 emissions based upon the type of fuel used by the individual aircraft (recognizing that Jet A fuel has a slightly different carbon content than Aviation Gas (100LL). The MP Update did not prepare a forecast of future fuel that might be dispensed which is dependent on the distance that aircraft would travel. However, to evaluate aircraft noise, future aircraft operations (number of operations and aircraft type) enabled the evaluation of aircraft noise and emissions in the LTO. The LTO approach is consistent with ACA protocol, which is one of the intermediate calculations noted in ACRP Report Greenhouse gas emissions and were not estimated for other sources. While somewhat dated, King County prepared an inventory following the ACRP Report 11 protocol for KCIA</p>	4

Comments and Responses: DRAFT REPORT Post Public Meeting Email Comment Log

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					<p>in 2011 identifying emissions in 1990, 2007, and 2020.</p> <p>Radiative forcing was also not calculated as there is no industry consensus of the specific forcing that aviation contributes. FAA continues to do research in its center of excellence about the radiative forcing nature of aviation.</p> <p>Sources about the airport greenhouse gas calculations can be found at:</p> <p>ACRP Report 11 https://crp.trb.org/acrp0267/acrp-report-11-guidebook-on-preparing-airport-ghg-inventories/ Note that there is a section of this report that discussed radiative forcing.</p> <p>ACRP Report 11 https://crp.trb.org/acrp0267/acrp-report-11-guidebook-on-preparing-airport-ghg-inventories/ Note that there is a section of this report that discussed radiative forcing.</p> <p>ACA https://www.airportcarbonaccreditation.org/</p> <p>FAA Aviation Emissions https://www.faa.gov/regulations_policies/policy_guidance/environ_policy/media/primer_jan2015.pdf</p> <p>Example radiative forcing article: https://journals.ametsoc.org/bams/article/97/4/561/216221/Impact-of-Aviation-on-Climate-FAA-s-Aviation</p>	
#2 Sarah Shiftly sarah.shifley@gmail.com		Environmental Concerns – part of 350 Seattle Aviation Team		Could you confirm that the Master Plan Update reports do <i>not</i> consider any non CO2-caused climate warming from aviation emissions (often referred to as radiative forcing)?	As noted above, there has not been industry acceptance of an approach to capturing radiative forcing, and it's potential impact was not included in the MP Update report.	4

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com						
#3 Sarah Shiftly sarah.shifley@gmail.com		Environmental Concerns – part of 350 Seattle Aviation Team		Chapter E also includes this statement in the Environmental Justice section: "None of the Proposed Projects are anticipated to have a disproportionately high and adverse impact on the minority or low-income populations." Could you please provide all substantiation that KCIA has for this statement?	Based upon the overlay/comparison of the baseline environmental inventory documentation with the recommended project list from the MP Update, we believe that the statement above regarding potential Environmental Justice impacts is correct. A definitive conclusion would have to be either confirmed or mitigated through a NEPA and SEPA evaluation prior to the development of any specific airport development project. If a project is determined to have disproportionately high and adverse impacts on the minority or low-income populations then mitigation measures may be required. As an example, the future noise analysis as an element of the NEPA process may need to include a census tract analysis to identify potential impacts on any minority or low-income populations.	4
#4 Sarah Shiftly sarah.shifley@gmail.com		Environmental Concerns – part of 350 Seattle Aviation Team		What, if any, analyses were done to determine the impact the forecasted increase in flights and proposed projects would have on the achievability of the GHG emission reduction targets set by Seattle, King County, and Washington State?	The MP Update only documented a snapshot of the aircraft operations-related GHG emissions data for the years 2018, 2023, and 2035. Any analysis of the Airport's future role in meeting GHG emission reduction targets set by the City of Seattle, King County, and Washington State would need to be based on a more comprehensive evaluation of the greenhouse gas emissions for the overall operation of the Airport.	4
#5 Sarah Shiftly sarah.shifley@gmail.com		Environmental Concerns – part of 350 Seattle Aviation Team		The "Executive Summary" references a "strategic vision established by King County" (p. xxiii). Could you please provide me a copy of that "strategic vision"?	This information is in reference to the County's Strategic Plan Goals and Objectives, as defined in the King County Strategic Plan and the King County International Airport Strategic Plan 2014-2020. This document was to serve as an Airport Management business decision-making tool (i.e., the roadmap) for the development of capital projects, sustainability, and customer service.	4
#6 Sarah		Environmental Concerns –		The "Executive Summary" states that the plan's basic assumptions were formulated with input from "stakeholders,	At the beginning of the master plan a group of stakeholders was developed which created the airport working group. You	4

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Shiftly sarah.shifley@gmail.com		part of 350 Seattle Aviation Team		airport staff, and the FAA." Could you please provide a list of all stakeholders who participated in this formulation and the input provided by each stakeholder? Could you also explain how stakeholders were identified and selected?	can find the working group charter and meeting notes on the master plan update page of our project website. https://www.kingcounty.gov/services/airport/master-plan-update.aspx	
#7 Sarah Shiftly sarah.shifley@gmail.com		Environmental Concerns – part of 350 Seattle Aviation Team		The "Executive Summary" states that the basic assumptions "include a commitment for continued airport development that supports ...sustainable planning objectives in the region." Could you please provide me a copy of these "sustainable planning objectives" and an explanation of where and how they are included in the assumptions?	A listing of the planning goals and supporting objectives defined in the King County International Airport Strategic Plan 2014-2020 are presented on pages A.2-A.3 of the Inventory of Existing Conditions chapter of the Master Plan Update. Additionally, as a County Agency we will be aligned with the King County Strategic Climate Action Plan (SCAP). Outside of the Master Plan we are working on an Airport Carbon Accreditation Program through the Airports Council International , managing fleet emissions, Using Green Building Scorecards for project planning, and participating in County task forces (green building energy, and climate preparedness). The County SCAP is located at the link below. It is still under County Council review. https://www.kingcounty.gov/services/environment/climate/actions-strategies/strategic-climate-action-plan/2020-SCAP-update.aspx	4
#8 Sarah Shiftly sarah.shifley@gmail.com		Environmental Concerns – part of 350 Seattle Aviation Team		Have you looked at more recent research on radiative forcing? The sources you provide don't appear particularly current.	As presented below in your response, we have not been actively reviewing this since there has not been industry acceptance of an approach to capturing radiative forcing.	4

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#9 Sarah Shiftly sarah.shifley@gmail.com		Environmental Concerns – part of 350 Seattle Aviation Team		Is it correct that the last GHG emission inventory completed by KCIA was in 2011? (I think I may be misreading your response.)	Please see the draft environmental section on the Master Plan website (link) page E.2 for the table on aircraft operation emissions inventory conducted for the master plan. The master plan is not an in-depth GHG study. The last full GHG emissions inventory in was done in 2011 however it will be updated through Airport Accreditation program through Airports Council International which we have just begun.	4
#10 Sarah Shiftly sarah.shifley@gmail.com		Environmental Concerns – part of 350 Seattle Aviation Team		Can you provide a copy of the most recent GHG emission inventory completed by KCIA?	A copy of the report was sent to you via email.	4
#11 Sarah Shiftly sarah.shifley@gmail.com		Environmental Concerns – part of 350 Seattle Aviation Team		Can you provide an explanation of how the master plan update -- and KCIA generally -- is "aligned" with the SCAP? I'd also appreciate any supporting documentation.	There are instances in the King County SCAP that discusses the Airport's actions that include fleet and climate preparedness. Please see the King County SCAP document (link) page 269, 270 and 290 for documentation.	4
#1 John Hallock hallock.john@gmail.com		Environmental Impact Concerns		Hi I'm a resident who lives just north of the runway in Georgetown. I'm concerned that the extension of the runway will significantly impact the health and safety of my family. The planes come in low and loud enough and the extension of the runway will only make that issue worse. I would suggest the airport consider offering the impacted residents potential buyouts of their property if the airport intends to expand the runway and expand operations it doesn't seem like a long-term viable place to live for my family.	Comments noted. The potential noise impacts of repositioning the RW 14 threshold 300 ft to the north on airport property will have to be evaluated in separate environmental review documents (i.e., specified NEPA and SEPA studies) and receive environmental clearance prior to implementation or construction. In addition, the updated existing and future noise contours that were generated for this Master Plan Update are significantly smaller than the previous contours generated for the KCIA Part 150 Noise Compatibility Study, and would likely result in a much smaller Noise Mitigation Boundary if the Study were updated today. This current reduction in the KCIA-related noise footprint is the result of	4

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					both fewer aircraft operations being conducted at the Airport and changes in the fleet mix of those operations due to the retirement of many older/noisier aircraft, along with the continued advancement of quieter engine technology.	
#1 Robert Ferry robert.ferry@gmail.com		Potential Ruby Chow Park expansion		<p>Below is the area of land I was referring to in my question today about using vacant land to double the size of Ruby Chow park!</p> <p>In fact the traffic on Hardy and 13th Ave S is so little that it could be closed to provide a contiguous park that is more than twice the size of Ruby Chow. I would note that Ruby Chow is also already within the protection zone and a passive park use should be compatible with the nature of the protection zone</p> 	<p>Comments noted.</p> <p>As specified in FAA’s Airport Design Advisory Circular (AC 150/5300-13A) “The RPZ function is to enhance the protection of people and property on the ground. Where practical, airport owners should own the property under the runway approach and departure areas to at least the limits of the RPZ. It is desirable to clear the entire RPZ of all above-ground objects. Where this is impractical, airport owners, as a minimum, should maintain the RPZ clear of all facilities supporting incompatible activities.”</p> <p>Since a public park is not an approved recommended land use within the RPZ boundary, the proposed expansion of Ruby Chow Park on Airport Property (into the future repositioned boundary area of the RPZ) would not be approved by the FAA.</p>	4
#1 Richard Gelb		Aviation fuel flowage fees		<p>Hi John,</p> <p>I’m following up to see if you might be able to summarize leaded fuel vendor sales volume per day/per week.</p>	<p>Hi Richard,</p> <p>This is Tony E from the Airport. We’ve met during ESJ interdepartmental trainings on Equity Impact Review Tool</p>	4

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Richard. Gleb@kingcount y.gov 206-477-4536 Healthy Communit y Planning and Partnering Team Document ation Unit Lead, COVID-19 Response Public Health Seattle/Ki ng County				Thank you for any info you can provide on this topic.	<p>implementation for capital projects.</p> <p>The Airport receives fuel flowage fees for two types of aviation fuel:</p> <p>\$0.08/gallon for Jet-A (kerosene-based fuel for turbine engines); & \$0.055/gallon for 100LL (Avgas 100 octane low-lead fuel for reciprocating piston engines)</p> <p>Please let me know if either or both of these fuel types meet criteria for your Duwamish Valley Air Quality meeting discussion. The Airport has monthly reporting data received from six fuel providers for these two fuel types; to break down this data more granularly into daily/weekly fuel quantities would be a manual “heavy lift.”</p> <p>Followed up on 11/17/2020 Listed below are the Airport’s fuel flowage numbers as reported by BFI fuel providers (i.e., Air BP, AvFuel, World Fuel Services, etc.) from 2017 thru SEP-2020.</p> <p>Source documents for this data are the Airport’s fuel audits. (to big of a file to include here)</p> <p>Please let me know if you have any questions or need additional information.</p>	
#1 Adam Malone				<p>This is feedback in response to the Update Summary and Q&A during the Open House sessions regarding the planned removal of a large portion of light General Aviation (GA) parking:</p> <p>A statement should be added to the Master Plan that</p>	<p>Adam,</p> <p>Thank you for your feedback.</p> <p>Airport Staff acknowledges the challenges of planning for the future development of an airport that is severely site</p>	1

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				<p>identifies that the impact to light GA parking due to the planned removal of NE and SW Parking is an issue for which mitigation plans are needed and creative solutions are being sought (e.g. parking at Lot 13).</p> <p>Perhaps this could be stated in the Airport Development Plan portion of the updated Master Plan.</p> <p>Although addressing this issue will be a challenge due to airport size constraints, stating it in the Master Plan would indicate the willingness of KCIA to collaboratively look for creative solutions.</p> <p>Light GA is still forecasted to be the largest category of airport operations through 2035, and providing access for the light GA pilot community that lives in King County is an important and appreciated part of the airport's mission.</p>	<p>constrained, but has high demand for facilities to serve all sectors of aviation. However, we are currently investigating how some of the existing Airport property that is being used by Boeing for temporary overflow B-737 MAX parking could potentially be used for displaced GA aircraft parking. This evaluation also applies to a few small airport leaseholds (e.g., the existing Lot 13 area located on the west side of the Airport, directly south of the existing ATCT facility) that may soon be available for new leases to support additional GA aircraft apron parking facilities.</p> <p>See revised Chapter F text on pgs. F.24 & F.27, including revised illustrations: Figure F2/pg. F.3 and Figure F16/pg. F.26. Also see revised Executive Summary text on pgs. xxxiii and xxxix, including revised Figure ES1/pg. xliii.</p>	
#1 Maureen Sánchez LDW Site Manager Washington State Department of Ecology NWRO		Proposed fuel farm relocation site.		<p>Hello,</p> <p>The Jorgensen Forge Site is located at 8531 E Marginal Way S Seattle and adjacent to the Lower Duwamish Waterway (LDW) Superfund site. This is also the location of the Jorgensen Forge Corp contaminated site which cleanup is overseen by the Washington State Department of Ecology (Ecology). Because of the historic upland contamination present at this site as well as the potential risk for additional contamination into the LDW that may result during and after the cleanups are conducted; siting of a fuel farm at this location is not recommended. The potential risks to human health and the environment that may result from spills and other activities known to be associated to fuel farms make this location an undesirable choice for the community and the environment. Please take this under consideration during plan revisions and contact</p>	<p>Comments noted.</p> <p>The MP Update has identified the Jorgensen Forge Site property as a potential redevelopment site for the Airport's existing fuel storage facility. However, the property would still need to be acquired by the Airport (following the completion of an Environmental Due Diligence Audit) to support the project, and the potential environmental impacts associated with the future development of this site (e.g., existing site contamination) would have to be evaluated and receive both NEPA and SEPA environmental clearances prior to development.</p>	4

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				Ecology for additional information regarding this contaminated site.		
We had – number of people with the same comment. See attached list.		Environmental Concerns		<p>Dear Planners and Outreach,</p> <p>The King County International Airport (KCIA) Master Plan Update lays the groundwork for an untenable increase in greenhouse gas (GHG) emissions and climate warming from new aviation activity. In King County, aviation is already a major contributor to climate warming. Before the Master Plan Update goes forward, KCIA should perform a full GHG emission inventory, including total emissions from all fuel pumped and factoring in radiative forcing. The Master Plan Update should also include concrete steps for meeting the emission reductions goals laid out in King County's Strategic Climate Action Plan: a 50% reduction from 2007 levels by 2030. We need a decrease, not an increase, in aviation emissions for there to be any possibility of meeting our climate goals!</p> <p>The proposed Master Plan Update also clears a path for greater harm to neighboring communities. Aviation is a major source of air and noise pollution, and the communities closest to the airport that take the brunt of this pollution are far more diverse and poorer than King County as a whole. The plan trivializes serious noise impacts and ignores adverse health effects from ultra-fine particulate pollution. This is classic environmental racism, and we can't let it happen.</p> <p>Please amend the Master Plan Update to align with King County's climate goals and commitments to equity and environmental justice (as laid out in written comments submitted by 350 Seattle), and incorporate the demands of impacted communities! We need a moratorium on all aviation growth.</p>	<p>Comments noted.</p> <p>KCIA is one of the few airport's in the country that has prepared a comprehensive GHG inventory (entitled, <i>King County International Airport Greenhouse Gas Emissions Inventory: 1990, 2007 & 2020</i>), which was published in 2011.</p> <p>Also, as a County entity, KCIA is aligned with the King County Strategic Climate Action Plan (KCSCAP). Specifically, KCIA supports the KCSCAP by managing GHG emissions (that they can control), conducting climate preparedness, and promoting climate/community resiliency. These include, but are not limited to, initiating an Airport Carbon Accreditation (ACA) program, managing fleet emissions, Green Building Scorecards for project planning, mitigating the impacts of climate change to Airport assets, participating in County task forces (green building, energy, and climate preparedness), and optimizing the involvement of interns and disadvantaged business to participate in capital projects. In addition, following KCIA's confirmation in the ACA program, the County will be required to prepare a current GHG Emissions Inventory that meets the ACA protocols.</p>	4

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#1 Aisha Sial		Environmental Concerns		<p>Dear Planners and Outreach,</p> <p>I am horrified to think anyone would make plans to grow air travel in King County. This is unjust to the point of criminal even suicidal to our region. Our family lived near Boeing Field, my grandchildren breathed the fumes left behind by the many small planes using leaded fuel! Now they live near Renton airport. Families of Black, Indigenous, and all people of Color have fewer educational employment, and housing options because of our deeply embedded ideas of White supremacy. Racist culture supports lies (both huge and small) and the illegal antisocial crimes of powerful wealthy people are destroying us all. Whites who remain apathetic and selfish will reach a bad end sooner or later. I warn you now make plans to shrink aviation and provide more equity.</p> <p>For my personal reasons and all the reasons listed below by 350 Seattle...</p> <p>DOWNSIZE AVIATION!</p> <p>The King County International Airport (KCIA) Master Plan Update lays the groundwork for an untenable increase in greenhouse gas (GHG) emissions and climate warming from new aviation activity. In King County, aviation is already a major contributor to climate warming. Before the Master Plan Update goes forward, KCIA should perform a full GHG emission inventory, including total emissions from all fuel pumped and factoring in radiative forcing. The Master Plan Update should also include concrete steps for meeting the emission reductions goals laid out in King County's Strategic Climate Action Plan: a 50% reduction from 2007 levels by 2030. We need a decrease, not an</p>	<p>Comments noted.</p> <p>King County does not have the authority limit or restrict the operation of aircraft to and from the facility. We concur that a projected increase in aircraft operations, as outlined in the Master Plan Update, would result in an increase in aircraft noise at KCIA, which was documented in the Environmental Overview chapter of the MP Update (see pgs. E.10-19).</p> <p>However, the potential environmental impacts associated with any of the proposed projects in the MP Update (e.g., noise and air quality impacts) would have to be evaluated and receive both NEPA and SEPA environmental clearances prior to development.</p> <p>It should also be noted that the updated existing and future noise contours, generated for this Master Plan Update, are significantly smaller than the previous contours generated for the KCIA Part 150 Noise Compatibility Study, and would likely result in a much smaller Noise Mitigation Boundary if the Study were updated today. This current reduction in the KCIA-related noise footprint is the result of both fewer aircraft operations being conducted at the Airport and changes in the fleet mix of those operations due to the retirement of many older/noisier aircraft, along with the continued advancement of quieter engine technology.</p>	4

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				<p>increase, in aviation emissions for there to be any possibility of meeting our climate goals!</p> <p>The proposed Master Plan Update also clears a path for greater harm to neighboring communities. Aviation is a major source of air and noise pollution, and the communities closest to the airport that take the brunt of this pollution are far more diverse and poorer than King County as a whole. The plan trivializes serious noise impacts and ignores adverse health effects from ultra-fine particulate pollution. This is classic environmental racism, and we can't let it happen.</p> <p>Please amend the Master Plan Update to align with King County's climate goals and commitments to equity and environmental justice (as laid out in written comments submitted by 350 Seattle), and incorporate the demands of impacted communities! We need a moratorium on all aviation growth.</p>		
#1 Amy Marks		Environmental Concerns		<p>Hello. I am writing today with a comment on the King County International Airport Master Plan. I will keep my comments simple.</p> <p>Aviation activity in our region has been increasing in recent years, and with it comes an increase in climate pollution, noise pollution and air pollution. Hopefully I don't need to explain the importance of lowering global climate pollution. Air and noise pollution from KCIA effect some of the county's least economically advantaged residents.</p> <p>I would like to suggest that the master plan focuses on decreasing these environmental pressures, rather than increasing them. This would be more in line with our county's values and goals.</p>	<p>Comments noted.</p> <p>See response to Aisha Sial comments noted above on pg. 10.</p>	4
#1		Environmental		Dear Planners and Outreach,	Comments noted.	4

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Daniel Ferra		Concerns		<p>CARBON HAS 30-50 YEAR LAG TIME BEFORE MOLECULE REACHES ITS FULL POTENTIAL IN HOLDING HEAT MASS</p> <p>METHANE NATURAL GAS HAS 10 YEAR LAG TIME AND IS 130 TIMES HOTTER THAN A CARBON MOLECULE</p> <p>WE ARE LOCKED IN TO</p> <p>EXPONENTIAL HEAT</p> <p>EXPONENTIAL RAIN</p> <p>EXPONENTIAL SNOW</p> <p>COMING OFF OF GREENLANDS 20 FEET OF SEA LEVEL RISE METHANE NATURAL GAS INDUCED WINDS CAN BRING RECORD HEAT RAIN OR SNOW ANY WHERE</p> <p>US FEDERAL RESERVE BANK NUCLEAR FOSSIL FUEL MONOPOLIES</p> <p>BITCH SLAPPING HOME GLOBE IN WARRING SLAVE MINERAL OIL AND GAS EXTRACTION TERRITORIES</p> <p>ARRESTING SHOOTING BURNING DROWNING AN KILLING us</p> <p>IN THEIR EXECUTIVE EXTINCTION EXECUTION LYING AND DENYING GLOBAL WARMING ABRUPT CLIMATE CHANGING</p> <p>SEA LEVEL RISING OVER 220 FEET WITH IN 36 MONTHS</p> <p>444 Nuclear Reactors</p> <p>450 Nuclear Facilities</p> <p>Over 1,300 Nuclear Fuel Rod Pools</p> <p>Over 2,000 Nuclear Detonations</p> <p>Over 14,000 Nuclear Weapons</p> <p>Over 250,000 Toxic Tons Of Radiated Nuclear Waste</p>	See response to Aisha Sial comments noted on pg. 10.	

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				<p>Globally</p> <p>NAKASAKI HEROSHIMA FUKUSHIMA</p> <p>SINCE 2005 GLOBAL WARMING FEED BACK LOOPS</p> <p>SEEPING SPEWING AND VENTING METHANE</p> <p>NATURAL GAS PERMA-FROST METHANE</p> <p>HYDRATES MANTLE METHANE FROM ISOSTATIC</p> <p>REBOUNTING AND PINGOES NATALIA SHOVKHOV</p> <p>GUY MCPHERSON AND KEVIN HESTER FEEL THEY</p> <p>ARE GETTING READY TO EXPLODE THIS SECOND</p> <p>MINUTE HOUR DAY</p> <p>20 FEET OF SEA LEVEL RISE IN GREENLAND</p> <p>200 FEET OF SEA LEVEL RISE IN ANTARCTICA</p> <p>MELTING CALVING GETTING READY TO</p> <p>COLLAPSE WITH IN 36 MONTHS</p> <p>LAST TIME PARTS PER MILLION OF CARBON WAS</p> <p>410PPM SEA LEVEL WAS 130 FEET HIGHER THAN</p> <p>RIGHT NOW CARBON IS AT 415PPM</p> <p>ANTARCTICA HAS MELTED MORE IN THE PAST 4</p> <p>YEARS THAN WHAT THE ARCTIC MELTED IN THE</p> <p>PAST 34 YEARS</p> <p>STRATOSPHERE IS 65C HOTTER THAN 4 YEARS</p> <p>AGO AN GETTING HOTTER</p> <p>ONLY MEASURING CARBON</p> <p>ADD 2.0C METHANE NATURAL GAS</p> <p>ADD 2.0C NITROUS OXIDE</p> <p>ADD 2.0C WATER VAPOUR</p> <p>ADD 2.0C CARBON</p> <p>= 8.0C GLOBAL TEMPERATURES RISE since the</p> <p>1700S</p> <p>21 JUNE 2020 SIBERIAN ARCTIC 100.4F</p> <p>RECORD HEAT RECORD FIRES</p> <p>RECORD RAIN RECORD FLOODS</p> <p>YEAR AFTER YEAR EVERY YEAR</p>		

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				<p>ALLOW RESIDENCE TO SELL THEIR SOLAR BATTERIES AND ELECTRICAL VEHICLE POWER TO THE UTILITY aka FEED IN TARIFF</p> <p>https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fpetitions.moveon.org%2Fsign%2Flet-california-home-owners&data=04%7C01%7CKCIACommunityOutreach%40kingcounty.gov%7C590124d2247845066bd608d893bd7a3d%7Cbae5059a76f049d7999672dfe95d69c7%7C0%7C0%7C637421789297573380%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6IklhaWwiLCJXVCi6Mn0%3D%7C1000&sdata=0wMA4LjhgZgOLXgFVZE3%2Fnxx%2FwHSrpy1UTD8VbNbwI%3D&reserved=0</p> <p>SOLAR + ELECTRIC VEHICLE + AC UNIT = SAVED LIFE WHEN GRID IS DOWN</p> <p>BAN FRACKING</p> <p>https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.youtube.com%2Fwatch%3Fv%3Dv9GRkZMTqCs&data=04%7C01%7CKCIACommunityOutreach%40kingcounty.gov%7C590124d2247845066bd608d893bd7a3d%7Cbae5059a76f049d7999672dfe95d69c7%7C0%7C0%7C637421789297573380%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6IklhaWwiLCJXVCi6Mn0%3D%7C1000&sdata=PsWxN8uhK%2BOK9BrVsE5Y%2FBE2pGEmh95QXYfkQKioaSc%3D&reserved=0</p> <p>When Will Greenland and Antarctica Collapse ?</p> <p>Great Lakes Lake Levels Rising Because of Record Rain an Greenland Melting</p> <p>All That Ice an Snow Is Heavy</p>		
#1 Robert		Displacement/ Loss of		Dear King County International Airport/Boeing Field -	Comments noted.	1

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Braunstein		Existing GA aircraft storage facilities		<p>It has come to my attention that the current proposal and master plan of Boeing field includes the “redevelopment of the Southwest area”, which is another way of saying “the elimination of approximately 75 general aviation hangars and tie down spaces”. I do not see any firm plans in the current proposal for the relocation of these spaces on the field.</p> <p>I have lived in West Seattle for the past 30 years and have had a small airplane (single engine land) located on Boeing Field since 1996. It is not just a hangar but a way of life for me.</p> <p>According to FAA Airport Compliance Manual 5190.6B, Chapter 9, Section 9.1.a and Section 9.7, this current proposal is in direct violation. Here are the excerpts:</p> <p>Federal Grant Obligations. Grant Assurance 22, Economic Nondiscrimination, requires the sponsor to make its aeronautical facilities available to the public and its tenants on terms that are reasonable and without unjust discrimination. This federal obligation involves several distinct requirements. First, the sponsor must make the airport and its facilities available for public use. Next, the sponsor must ensure that the terms imposed on aeronautical users of the airport, including rates and charges, are reasonable for the facilities and services provided. Finally the terms must be applied without unjust discrimination. The prohibition on unjust discrimination extends to types, kinds and classes of aeronautical activities, as well as individual members of a class of operator. This is true whether these terms are imposed by the sponsor or by a licensee or tenant offering services or commodities normally required at the airport. The tenant’s commercial status does not relieve the sponsor of its obligation to ensure the terms for services offered to aeronautical users are fair</p>	<p>The MP Update does identify a potential demand scenario for the future redevelopment of the existing southwest GA T-hangar and apron area to accommodate a new air cargo facility. However, the site will be identified on the Airport Layout Plan as a Future Aviation Redevelopment Area. The future development boundary for this site would exclude the existing twelve apron tiedowns located north of the Museum of Flight (MOF) and positioned within the existing access corridor defined by the current MOF Through-the-Fence agreement. The future development boundary of the proposed new Aviation Redevelopment Area will be revised as described above on the updated draft Airport Layout Plan.</p> <p>Please note the proposal to redevelop this area of the Airport was introduced in the previous Master Plan, with the planned removal of the three T-hangars and the acquisition of the adjacent Woods Meadow property being reflected on the current 2007 Airport Layout Plan. For this MP Update, the Airport Staff’s initial recommendation to propose the new Southwest Air Cargo Area originally included a provision for the development of a new North General Aviation Aircraft Storage Area to accommodate the relocation of displaced based aircraft. Schematic layouts for these new GA facilities were presented in the draft Working Paper Three document and meeting notes on this topic are presented on the MP Update website, under the tabs: Master Plan Update – Meeting 3 Summary and Master Plan Update – Meeting 4 Summary. However, FAA’s decision to no longer support the Threshold Crossing Height (TCH) waiver on Runway 14R landings for large aircraft, which was received late in the study process, resulted in the required 300-foot relocation to the north of the Runway 14R threshold. This threshold relocation then eliminated the potential development of the new North General Aviation Aircraft Storage Area. This information is presented in Draft Chapter D Alternatives Development and Evaluation (see pgs. D.95 & D.96).</p>	

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				<p>and reasonable and without unjust discrimination. (See An air carrier that assumes the same obligations imposed on other tenant air carriers shall enjoy the same classification and status. This applies to rates, fees, rentals, rules, regulations, and conditions covering all the airport's aeronautical activities.</p> <p>Availability of Leased Space. The sponsor's federal obligation under Grant Assurance 22, Economic Nondiscrimination, to operate the airport for the public's use and benefit is not satisfied simply by keeping the runways open to all classes of users. The assurance federally obligates the sponsor to make available suitable areas or space on reasonable terms to those willing and qualified to offer aeronautical services to the public (e.g. air carrier, air taxi, charter, flight training, or crop dusting services) or support services (e.g. fuel, storage, tie-down, or flight line maintenance services) to aircraft operators. Sponsors are also obligated to make space available to support aeronautical activity of noncommercial aeronautical users (i.e., hangars and tie-down space for individual aircraft owners). This means that unless it undertakes to provide these services itself, the sponsor has a duty to negotiate in good faith for the lease of premises available to conduct aeronautical activities. Since the scope of this federal obligation is frequently misunderstood, the following guidance is offered:</p> <p>a. Servicing of Aircraft. All grant agreements contain an assurance that the sponsor will neither exercise nor grant any right or privilege that would have the effect of preventing the operator of an aircraft from performing any services on its own aircraft</p>	<p>Regarding the comments in reference to compliance with Grant Assurance 22, BFI is a significantly space constrained facility that has historically experienced a greater demand for aircraft storage facilities than could be accommodated within their limited development footprint. Given these existing site development constraints and the ongoing changes in aviation demand, Airport Staff are sometimes required to make difficult choices regarding future planning recommendations through the Airport Master Plan process, and have those changes reflected on the updated Airport Layout Plan. As noted above, the existing southwest T-hangars were identified for removal in the previous planning study, as reflected on the existing ALP. In addition, the designation of this area as a future Aviation Redevelopment Area that could include air cargo facilities is not a violation of the grant assurances. BFI Staff had no input into FAA's decision to revoke the existing TCH waiver that eliminated the option for the proposed new GA aircraft storage area at the north end of the Airport. However, they have committed in recent public meetings on the MP Update to continue the evaluation of other locations on the west side of the Airport (e.g., the existing Lot 13 area located on the west side of the Airport, directly south of the existing ATCT facility) to accommodate some of these relocated based aircraft, as existing leaseholds expire.</p> <p>See revised Chapter F text on pgs. F.24 & F.27, including revised illustrations: Figure F2/pg. F.3 and Figure F16/pg. F.26. Also see revised Executive Summary text on pgs. xxxiii and xxxix, including revised Figure ES1/pg. xliii.</p>	

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				<p>with its own employees. This does not, however, federally obligate the sponsor to lease space to every aircraft operator using the airport. It simply means that any aircraft operator entitled to use the airfield is also entitled to tie down, adjust, repair, clean, and otherwise service its own aircraft, provided it does so with its own employees and conducts self-servicing in accordance with the sponsor's reasonable rules or standards established for such work. Accordingly, the assurance establishes a privilege of selfservice, but it does not, by itself, compel the sponsor to lease the facilities necessary to exercise that privilege.</p> <p>Furthermore, general aviation (GA) has a rich history at Boeing Field, providing jobs, flight training, aircraft charter, maintenance, repair, recreation and more. GA activity at Boeing Field generates significant economic impact to King County – both at the airport and in the surrounding community. Other airports in the area do not have the additional capacity to accommodate the displaced aircraft, forcing many owners to base their aircraft several hours away, or sell.</p> <p>I strongly oppose the proposed redevelopment of the Southwest tiedown and hangar area unless a new hangar and tie down area, commensurate or larger in size, can be located on the field. GA deserves a continued presence on Boeing Field.</p>		
#1 Brian Janssen		Displacement/ Loss of Existing GA aircraft storage facilities		<p>t and user of the sw parking tiedown and hangar area. I am strongly opposed to the redevelopment of this space, unless it is redevelopment of the existing spaces and uses. General aviation is a critical part of the history and future of boeing field. Repurposing these spaces would leave no hangaring options for small plane owners. This would leave King County catering to the private hangaring needs of a half</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				dozen or so local billionaires. If this is a revenue generation issue then increase the current rents for sw parking and hangars, but if that is done the facilities would require significant renovation.		
#1 NJ Morgan		Environmental Impact concerns		<p>Dear Planners and Outreach,</p> <p>Having lived in locations that were significantly, and negatively, affected by increases in aviation activity, I strongly urge you to decrease air traffic at the King County International Airport.</p> <p>In addition, it is essential that you amend the Master Plan Update to align with King County's climate goals.</p>	<p>Comments noted.</p> <p>King County does not have the authority limit or restrict the operation of aircraft to and from the facility. We concur that a projected increase in aircraft operations, as outlined in the Master Plan Update, would result in an increase in aircraft noise at KCIA, which was documented in the Environmental Overview chapter of the MP Update (see pgs. E.10-19).</p> <p>However, the potential environmental impacts associated with any of the proposed projects in the MP Update (e.g., noise and air quality impacts) would have to be evaluated and receive both NEPA and SEPA environmental clearances prior to development.</p>	4
#1 Kevan Yalowitz		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Dear King County,</p> <p>I am a general aviation pilot based on Vashon Island. Boeing Field is a critical safety destination for me. Recently, my wife was pregnant, and using tie downs at Boeing Field allowed me to rush my wife to the hospital and see my child be born. Please continue to welcome general aviation at BFI and consider the implications beyond GA as simply joy flights and training.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Wesley Hebert		Displacement/ Loss of Existing GA aircraft storage facilities		Rumor has it you're considering removing some GA parking spots at the SW corner of the field? This is a horrible idea! There is not enough General Aviation parking near Seattle as it is. Hangar wait lists are years long and ridiculously priced, and this is only going to make it	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				worse. BFI has a history filled with GA, please don't push it away like so many great airports have. If anything, more GA parking should be built. In case it isn't clear, I'm vehemently opposed to tearing down ANY GA parking unless it's to build MORE GA parking.		
#1 Bob Carpenter		Displacement/ Loss of Existing GA aircraft storage facilities		Please do not eliminate the 75 tie down and hanger parking spaces for GA aircraft at Boeing field in the SW corner. As a pilot, I like to fly to the Museum of Flight and park in those spaces. There already are too few GA spaces at the field. Thank you!	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
#1 Jack		Displacement/ Loss of Existing GA aircraft storage facilities		I feel there is a theme around the Seattle area at the main airports. There are changes overall being made that discourage GA. From the numerous problems at Renton to tie downs at risk on Boeing field. It is slowly dying when i compare it to what it once was.	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
#1 David J Krall		Displacement/ Loss of Existing GA aircraft storage facilities		We need all available tie downs for GA use. Thank you and please keep me informed of progress on this issue.	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
#1 N13489		Displacement/ Loss of Existing GA aircraft storage facilities		Boeing field general aviation parking cut backs: STOP! It's hard to get parking already! Seems there's no plan to move the lost parking anywhere!	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
#1 Michael Angiulo		Displacement/ Loss of Existing GA aircraft storage facilities		Hello, I am writing in support of continued GA operations at Boeing Field. I am a commercial pilot who has been active in the local aviation community for the past 25 years. Over	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1

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				that time, I have hangared airplanes at KBFI, purchased avionics and maintenance on the field, and have rented and chartered both fixed wing aircraft and helicopters. The redevelopment of the Southwest area will eliminate important GA capacity, and I strongly oppose the proposal unless new hangar and tie down areas can be located on the field which compensate for the loss. I have owned ten airplanes and finding suitable tie down and hangar space has always been difficult. Please do not make it more difficult to be able to have access to these general aviation services in the future!		
#1 Mark Masciarotte		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I am traveling and just learned that a proposal is being considered to eliminate the general aviation (GA) ramp at the southwest section of the airport as well as the apron and tiedown area at the northeast end. As a pilot and long-time aircraft operator I should like to go on record to say that I oppose eliminating any space for GA parking or storage.</p> <p>It should be remembered that GA has long played an important role at BFI. Indeed, almost the entire eastern side of the field has been supported by GA aircraft — from large, transport category private jets to small trainers and helicopters — and a number of small GA-related businesses. To my knowledge, the hangars on the west side south of the Boeing facility are leased entirely by owners of GA aircraft as are the tiedowns adjacent to the air museum and the tiedowns on the northeast side.</p> <p>I can see from the Mead and Hunt draft document and drawings that some new FBO space is planned. Nevertheless, unless a plan is adopted that would replace the existing hangars and tiedowns somewhere on the field without a net loss of existing capacity, the proposed redevelopment should not be pursued. As the prime GA reliever for SEA, BFI is the only airport within many miles</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>that can accommodate locally owned GA aircraft. The economic impact of BFI's GA-related operations is substantial, and the loss of based GA aircraft and related businesses will impact jobs, rents and revenue.</p> <p>The need for hangar and tiedown space is real and the availability nationwide is dwindling. Please consider a plan that will not reduce the number of based GA aircraft at Boeing Field.</p> <p>Kind regards,</p>		
#1 Ted Millar		Displacement/ Loss of Existing GA aircraft storage facilities		<p>King County Commissioners,</p> <p>We strongly oppose the proposed redevelopment of the Southwest tiedown and hangar area at Boeing Field unless a new hangar and tie down area, commensurate or larger in size can be located elsewhere on the field !!</p> <p>Our company and many of our businesses from Oregon use Boeing Field constantly in our Interstate Commerce activities which generates significant economic impact to King County – both at the airport and in the surrounding communities.</p> <p>Respectfully Submitted,</p> <p>Ted Millar</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Christopher Carey		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I'm an on field tenant. Please count me as against taking away more hangar space. KBFI is the safest approach in the Seattle area and GA needs this field. Also, once lost GA will not return. I hope this is not KC intent.</p> <p>Regards</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				Christopher Carey		
#1 Michael Tanksley		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Greetings.</p> <p>It has come to my attention that King County is considering significant reductions in parking facilities for general aviation aircraft (GA) at BFI.</p> <p>I am opposed to this proposal as presented.</p> <p>GA is a fundamental element of our aviation community yet it is under tremendous pressures from many angles. Not the least of these is availability of hanger and tie-down facilities in and around large urban centers such as King County. BFI offers a crucial public service in this regard, as it has for many decades.</p> <p>Looking back on my 35 year career as a commercial pilot, perhaps the pinnacle of which was over 15,000 hours in the B-747, it all started with my first lessons in a Piper Cherokee. Civilian aviation is a fundamental building block for aviation in our country and should be afforded the appropriate respect and accommodations.</p> <p>If this location is crucial for some sort of redevelopment, this should proceed only after replacement facilities are secured and developed at BFI for the displaced GA operators.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Alan Gureivch		Displacement/ Loss of Existing GA aircraft storage facilities		<p>General aviation is a valid part of KBFI and has contributed financially to the airport's finances for decades. As the airport is a County asset, meant to benefit all King County residents and taxpayers, cutting General Aviation out of the picture, as will be done to large extent by the development of a cargo facility in the Southwest corner, goes counter to that charter responsibility.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>As airport management so disingenuously states, 'further development of areas to provide for general aviation is being explored'. Given the presentations made by them and their consultants, where they repeatedly say the airport footprint is severely constrained with very little ability to expand, I anticipate their final statement being "Further parking for general aviation uses can be found at other airports in the area" and washing their hands of what the impact of closing the SW area will be.</p> <p>I am already at one of those "other general aviation airports" and there is already zero room for more tie-down parking/hangaring.</p> <p>Improving BFI is absolutely needed and overdue. But it must be done as a County facility serving <u>all</u> users, not just "big airplanes" and commercial functions. General aviation users pay our taxes to support the county airport. We should reap some benefit from this as a matter of course.</p>		
#1 Deirdre Curle		Environmental Impact concerns		<p>Hello,</p> <p>I attended the community meeting in October. I wish to submit comments regarding the King County Master Plan. I live on Beacon Hill, about 1 mile from the airport. I am concerned about the effects of increased noise on local homes and businesses near the airport, as well as the effects of the runway expansion. Do you have plans to make an environmental impact statement that takes into account communities within a 2 mile radius of the airport? How will you measure and mitigate the environmental effects on the community of the extension of the runway on the north side?</p> <p>I appreciate the information you have provided through</p>	<p>Comments noted.</p> <p>The potential noise impacts of repositioning the RW 14 threshold 300 ft to the north on airport property will have to be evaluated in separate environmental review documents (i.e., specified NEPA and SEPA studies) and receive environmental clearance prior to implementation or construction. In addition, the updated existing and future noise contours that were generated for this Master Plan Update are significantly smaller than the previous contours generated for the KCIA Part 150 Noise Compatibility Study, and would likely result in a much smaller Noise Mitigation Boundary if the Study were updated today. This current reduction in the KCIA-related noise footprint is the result of</p>	4

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				community meetings and your website, and the efforts you made to make the information available in the multiple languages spoken by community residents. Thank you for your time.	both fewer aircraft operations being conducted at the Airport and changes in the fleet mix of those operations due to the retirement of many older/noisier aircraft, along with the continued advancement of quieter engine technology.	
#1 John Haug		Environmental Impact concerns		<p>Hello,</p> <p>I attended the community meeting in October. I wish to submit comments regarding the King County Master Plan. I live on Beacon Hill, about 1 mile from the airport. I am concerned about the effects of increased noise on local homes and businesses near the airport, as well as the effects of the runway expansion. Do you have plans to make an environmental impact statement that takes into account communities within a 2 mile radius of the airport? How will you measure and mitigate the environmental effects on the community of the extension of the runway on the north side?</p> <p>I appreciate the information you have provided through community meetings and your website, and the efforts you made to make the information available in the multiple languages spoken by community residents. Thank you for your time.</p>	<p>Comments noted.</p> <p>See response to comments noted above.</p>	4
#1 Unknown		Displacement/ Loss of Existing GA aircraft storage facilities		I use Boeing Field as a professional pilot and I want to fly my private plane to the field to visit the museum. The spaces being considered to be eliminated should be saved or relocated to provide all GA pilots access. The usefulness of BFI will be greatly diminished if this proposal is adopted.	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 John Sandvig		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Thank you for the opportunity to comment on the draft KCIA Master Plan Update.</p> <p>The development goals and the underlying assumptions shown on pp D1-D4 make good sense. I support them. I</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>believe, however, there is a fatal flaw in the draft update having to do with general aviation (GA) aircraft stowage which is manifested in at least two ways.</p> <p>1) The GA storage requirements stipulated on pp C61-C66, specifically in table C20 are inadequate to the need. The estimated need provided by Mead & Hunt analysis reduces the number of tiedowns required in 2020 by 60% from the actual use in 2015. No basis is provided for this dramatic reduction. The central metro area of Seattle is already squeezed for GA hangar and tiedown space. The wait list for hangar space is years long and will undoubtedly get worse as Renton airport management has plans to raze a number of T-hangars in the SW corner of that airport. Even if those T-hangars are replaced with large hangars, fewer GA aircraft will be able to be accommodated. As Boeing 737 production comes back on line they will not be eager to return space for T-hangars or tiedowns. Central metro Seattle needs <u>more</u> GA storage space, not less. BFI is the best place to provide it.</p> <p>2) Development of the proposed SW air cargo facility appears to presume approximately 75 GA hangars and tiedown spots will be relocated elsewhere on the airport but without specifically stating where. This amounts to an unsecured promissory note. As such it is unacceptable. If specific and definite plans to relocate these facilities were defined and committed as part of the plan, that might be acceptable.</p> <p>It is obvious from the draft airport authorities are planning to provide excellent to outstanding support to corporate GA (i.e., bizjets) and to air cargo providers. Such an orientation is supportive of the prosperity and well being of King County but to do so at the expense of lighter GA is a huge mistake and should not be allowed. GA also provides huge economic benefit to the county and is an essential and adaptable component of our regional transportation system.</p>	<p>Also, additional information is required for the existing and projected apron storage data presented in Table C20. The table's 2015 based aircraft and itinerant aircraft tiedown counts/area requirements (e.g., 159 spaces and 11.1 acres) reflect the existing baseline counts for those facilities at that time, but not the existing demand for those facilities in 2015. For example, the estimated demand for based aircraft tiedown spaces in 2015 was identified at 96 spaces, and this information will be added to the table to better present the forecasted projections. Thus, the MP Update does project a modest increase in based aircraft tiedowns (i.e., from 96 to 106) through the 20-year planning period.</p> <p>As noted in the response to Robert Braunstein comments on pg. 16, both this projected additional demand for based aircraft tiedowns and the relocation of the existing southwest GA tiedowns and hangars was to have been accommodated by the development of the new North GA aircraft storage area.</p>	

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				KCIA planners may believe light GA can be shunted to other outlying airports but that is not true. Do not sacrifice light GA hangar and tiedown space for the SW air cargo development area without a realistic and committed plan to continue to support light GA storage requirements.		
#1 Sam Cordell		Displacement/ Loss of Existing GA aircraft storage facilities		<p>My name is Sam and I am a Seattle based private pilot. I have just learned of the proposed master plan changes to BFI. I am writing to express my opposition to what seems to be the removal of dozens of general aviation parking spots at the southwest ramp north of the Museum of Flight — point #2 in your Master Plan Update. There is no apparent accommodation for replacing them elsewhere on the airport grounds.</p> <p>Parking for small aircraft has long been difficult to find throughout the Seattle area. Dozens of airports have been closed over the decades, and few options remain within a reasonable distance of the city. Hangars and tie-downs and are proposed to be removed from both Boeing Field and Renton. The introduction of TSA restrictions to Paine Field and the airport management's seemingly near-sole focus on scheduled operations is turning PAE from a very GA-friendly airport to something entirely different. These three are the only airports in central Sound offering IFR landing options in low ceilings and are therefore a near necessity for many pilots.</p> <p>Aside from those aircraft owners who need parking – and who pay rent, for services, and taxes which partially fund the airport and its business – would be the loss of museum visitor fly-in parking and space for aviation events held at the museum. Past events include hosting EAA's B-17 Aluminum Overcast, Olde Thyme Aviation's biplane rides,</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p> <p>Also, the decline in GA operations at BFI was fairly steady between 2000 and 2015, with average annual reductions of 4.9% for itinerant GA and 7.1% for local GA ops (see pgs. B.8-B.9 of the forecast chapter). 2015 was the base year of the forecasts for the MPU and GA ops later bottomed-out in 2016.</p> <p>The GA operational forecast presented on pgs. B.35-B.36 of the forecast chapter reflect the projected growth in the Business/Corporate and Air Taxi sectors with a corresponding decrease in recreational/training activity. We agree that the projections for the GA recreational/training activity are pessimistic, but that outlook for those users was not unique to BFI, and the projected ops are still higher than the latest FAA TAF estimates for BFI that have local GA operations leveling off in the 55k range over the next 20 years.</p>	1

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				<p>and specific flight and youth aerospace education events held by local organizations such as Cascade Warbirds and Civil Air Patrol.</p> <p>In your own update/feedback doc above, GA is shown to represent over half of all aircraft operations at BFI. Your forecast showing a sudden decline in GA activity is in stark contrast to the continued growth of GA in our region (short-term economic factors notwithstanding). One can only speculate this sudden reduction would be due to pushing more GA out of Boeing Field. FAA's own "Air Traffic Activity System"</p> <p>(https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Faspm.faa.gov%2Fopsnet%2Fsys%2FAirport.asp&data=04%7C01%7CKCIACommunityOutreach%40kingcounty.gov%7C6f43b79e1bec4ee4d82b08d89f2381a0%7Cbae5059a76f049d7999672dfe95d69c7%7C0%7C1%7C637434322150999286%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6IklhaWwiLCJXVCi6Mn0%3D%7C3000&data=rb7F4OfRnV9irO4Y4tFZQHBNbsJXovWsjUPRhoT%2Fjw%3D&reserved=0) shows increases in itinerant GA plus local civil operations from 124,050 in 2015 to 149,316 in 2019.</p> <p>While many of us recognize that commercial interests dominate the revenue generation and thus policy making at the county and the airport, we "little guys" should not be swept away with little thought to the negative impact on our avocations, small businesses, volunteer work, and commercial transactions. I request that you either reconsider the proposed redevelopment of the southwest ramp or only take on that work with equivalent GA parking elsewhere on the airport grounds.</p>		
#1		Displacement/		Greetings,	Comments noted.	1

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Melanie Miller		Loss of Existing GA aircraft storage facilities		I am a general aviation pilot who enjoys flying into BFI. I have flown to the airport and parked for business and personal reason's for a duration of a few hours per trip. I typically park in the Northeast parking area. There are only three spots there and I have been lucky to park in the last open spot when visiting. The spot closest to the gate has been vary challenging to get into. I'm trying to figure out why the transient parking is being eliminated when in fact more transient spaces are in need at this airport. I hope the masterplan changes to accommodate general aviation transient parking.	See response to Robert Braunstein comments on pgs. 14-16 above.	
#1 Martin Makela		Displacement/ Loss of Existing GA aircraft storage facilities		I strongly oppose the proposed redevelopment of the Southwest tiedown and hangar area unless a new hangar and tie down area, commensurate or larger in size, can be located on the field.	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
#1 Larry Becker		Displacement/ Loss of Existing GA aircraft storage facilities		I'm a current WA state pilot. I strongly urge you not to change the GA tiedown area on the southwest corner of Boeing Field.	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
#1 Don Goodman		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Hello – My name is Don Goodman, small GA owner/operator. I am concerned with the possible loss of small GA parking/hangars in the subject Master Plan. The area in question is the SW complex. While not currently a tenant at KBFI I have been in the past and I am well aware of the pressure on small GA facilities in the greater Puget Sound.</p> <ul style="list-style-type: none"> - Small GA is critical to the aviation community.....literally the foundation of the aviation community - Significant economic benefit is derived from small GA operations/presence 	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1

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				<p>- Loss of the SW facility, without any plan to relocate such capacity at BFI, would be a serious blow to small GA at BFI</p> <p>It is for the above reason that I strongly oppose the elimination of the SW small GA facilities without comparable (or larger) facilities being developed elsewhere on the field. The demand is clearly present.</p> <p>Thank you for the opportunity to comment.</p>		
#1 Donald Madonna		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Hi -</p> <p>I am writing in support of continued GA operations at Boeing Field. I am an active pilot who has been active in the local aviation community for the past 15 years. Over that time, I have hangared airplanes, purchased avionics and maintenance on the field, and have rented aircraft on the field. The redevelopment of the Southwest area will eliminate important GA capacity, and I strongly oppose the proposal unless new hangar and tie down areas can be located on the field which compensate for the loss. I have owned 5 airplanes and finding suitable tie down and hangar space has always been difficult. Please do not make it more difficult to be able to have access to these general aviation services in the future!</p> <p>Thank you in advance for your consideration.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Jim Claypool		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Hi,</p> <p>As one of the residents of the SW Airpark, I just want to express how important it is that we have a solution that provides AT LEAST as many hangar and tie down spaces</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>as might be displaced prior to the demolition of the existing spaces. I had to wait 2 years to get a hangar and that time period is growing. There are no other alternatives. Renton has an 8 year waitlist the last time I checked. My aircraft is just slightly too big for tiedown and small hangars. None of the other Seattle area airports have hangar space that will accommodate a 43 ft wingspan. PAE is also about 2 years, but it's a much longer drive and weather is often well below BFI making the ability to get home that much more precarious. I know corporate aircraft that have moved to TIW because of the lack of availability at BFI along with the outrageous costs. They pay pilots to commute for them to bring the plane into BFI or PAE to pick them up but its housed and serviced and fueled at TIW, causing Seattle and King County to miss out on revenue as a result. And pilot/owners don't have the luxury of sending their corporate pilot to fetch the plane so locating it so far away makes it unrealistic. This could also be indirectly leading to a decrease in safety as pilots forced to travel farther just to get to their plane may fly less than they would if their aircraft were stored closer. We know that less flying time leads to rusty pilots and that is not good for our busy airspace.</p> <p>I know that GA isn't the most lucrative user of the airfield, especially if you can attract a new cargo hub, but nonetheless, it is a critical part of the aviation community and the history and purpose of BFI. I learned to fly at BFI over 30 years ago and since then I've seen the several flight schools and flying clubs all get squeezed out, save one. We can't let the billionaire's club force out any more GA space. All of the fancy private hangars on the east side have displaced so much that used to be thriving GA businesses. The cost of hangar space is already outpacing people's ability to afford it and not because of real value increases in the land, but because the billionaire's club has no care how</p>		

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				<p>much things cost and have unrealistically driven up the cost. But the purpose of government is to balance the needs of all of the constituent users which is why it's important that King County maintains its purpose in planning for BFI. This proposal to develop a cargo base is just another sign of this same problem. Now that the east side is so built up with luxury private hangars we have pushed more GA users to the West side, away from FBOs and fuel services. This increases costs as we have to pay delivery fees or taxi our aircraft further in order to get fuel and other services.</p> <p>That said, I would not be opposed to relocating, as long as a reasonably priced alternative was provided prior to the loss of the existing hangars and tie downs.</p>		
#1 Bruce Porter		Displacement/ Loss of Existing GA aircraft storage facilities		<p>King County Commissioners, We strongly oppose the proposed redevelopment of the Southwest tiedown and hangar area at Boeing Field unless a new hangar and tie down area, commensurate or larger in size can be located elsewhere on the field !! Our company and many of our businesses from Oregon use Boeing Field constantly in our Interstate Commerce activities which generates significant economic impact to King County – both at the airport and in the surrounding communities. Respectfully Submitted,</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Bob Wyzenbee k		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I am against the reduction of GA tiedowns at boeing field!!!!!!!!!!!!!!!!!!!!!!</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
Multiple responders around 10		Displacement/ Loss of Existing GA aircraft storage		<p>Hello,</p> <p>I wanted to submit my feedback on the proposed BFI airport changes.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16</p>	1

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		facilities		<p>General Aviation (GA) has a rich history at Boeing Field, providing jobs, flight training, aircraft charter, maintenance, repair, recreation and more</p> <p>GA activity at Boeing Field generates significant economic impact to King County – both at the airport and in the surrounding community</p> <p>The redevelopment of the Southwest area will eliminate an estimated 75+ general aviation hangar and tie-down spaces at the airport, with no firm plan for relocation on the field for these aircraft</p> <p>Other airports in the area do not have the additional capacity to accommodate these aircraft, forcing many owners to base their aircraft several hours away, or sell</p> <p>You/I/we strongly oppose the proposed redevelopment of the Southwest tiedown and hangar area unless a new hangar and tie down area, commensurate or larger in size, can be located on the field</p> <p>GA deserves a continued presence on Boeing Field!</p>	above.	
#1 S Hughes		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Dear KCIA Decision Makers:</p> <p>I hope that you reconsider your Boeing Field Master Plan to remove general aviation tie downs and hangars to make room for expanded air package facilities at Boeing field without providing adequate and similar general aviation alternatives at Boeing Field. King County general aviation pilots are a critical part of King County well being and there are insufficient and inadequate alternative facilities in King County.</p> <p>I should know. I kept my Cessna 182 in a hangar at KBFI for 8 years. But I was displaced by two such shortsighted Boeing Field actions in the 1990's. My first County hangar was demolished to make way for high-net-worth Gulfstream and Global Explorer owners at the northeast corner of the</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>field. Then I was displaced by the destruction of the hangars at the SW corner of the field to make room for non-general aviation hangar use. Although I was given an alternative location to move to, it was irrelevant because I had to wait years to obtain the replacement space and the cost was significantly more. In fact, 20 years later, I'm still on the list for a replacement hangar.</p> <p>I live in Seattle a stone's throw from the Space Needle. I work on Airport Way a mile north of Boeing Field. I learned how to fly at Boeing Field and I obtained my Instrument and Commercial ratings at a KBFI flight school.</p> <p>But my airplane is now at Paine Field 30 miles to the north. It has been for over 20 years. And I don't see any path to have my single engine Piper airplane closer to where I work and live. Like I did this weekend, I have to drive 45 minutes to my plane and go flying and then drive 45 minutes home.</p> <p>Paine Field has added hangars over the last 20 years to make up for the lack of public duty shown by Boeing Field for King County aviation enthusiasts. The people I know live in King County, but park their planes at Paine Field because King County executives don't plan to have a vibrant and healthy private pilot community.</p> <p>King County has two airports that can accept air freighter airplanes: Sea-Tac and Boeing Field. Add the air freighter capacity to Sea-Tac. Or let Snohomish County add air freight services to their plan as Paine Field loses Boeing's manufacturing over the next 20 years. Or even better, create alternative hangars and tie-downs NOW at Boeing Field.</p> <p>Otherwise, the KCIA master plan's failure to provide</p>		

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				<p>adequate alternatives for the existing general aviation footprint now, not “TPD”, is only going to make more King County pilots move their planes to other counties like Snohomish County.</p> <p>Adding more air freight capacity is one thing. But removing general aviation parking without adding comparable and timely replacement solutions is irresponsible and short-sighted.</p> <p>I think you can make a better decision: keep King County pilots at Boeing Field, don't force them out like you have me and my airplane.</p> <p>Sincerely,</p>		
#1 Denise Steconci		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Please do not eliminate SW parking for GA. There are practically no places to park GA in the field already and this is the only airport that is close to Seattle. I see why a cargo ramp is desirable but then is there another place we could use to replace this parking? GA is important for the community too, Many thanks, D</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Tom Roberts		Displacement/ Loss of Existing GA aircraft storage facilities		<p>It is stated in your Master Plan that you intend to tear down the hangers of SouthWest Parking to put in a cargo facility. I am a tenant of a SW parking hanger. I strongly object to this plan. General aviation has long been a large part of the role Boeing Field has supported. GA parking has slowly disappeared across the greater Seattle area leaving long waiting lists for any hanger space availability. By razing the hangers at SW parking do you intend to simply throw these tenants out with no provision to house these airplanes in another part of BFI? I have no doubt this is financial driven but each and every one of us not only pays hanger rent we also pay taxes to keep and maintain Boeing Field. Treating this community like this is simply unacceptable.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				We simply would have no where else to house our airplanes. I would appreciate it if your master plan included some accommodation for hanger space to be created to house these aircrafts before the cargo facility is created. Again, I strongly object to this master plan.		
#1 Carlo		Displacement/ Loss of Existing GA aircraft storage facilities		I was informed by AOPA and WSPA that there is a plan to reduce GA parking in the museum parking. I currently have a plane there. I had to move my other plane to KPLU because I m still waiting for other spot to open up. Reducing any areas of parking at Boeing will not only make it worse for several pilots such as my self and others that we are having a hard time finding Justine downs for our planes. I do see the GA community growing. Planes have become much more affordable and accessible. If anything, thinking long term. We will need more parking for more planes. It would be nice to add covered areas with access to electricity. Thank you.	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
#1 Pat McFadden		Displacement/ Loss of Existing GA aircraft storage facilities		To Whom it concerns, I strongly oppose the proposed redevelopment of the Southwest tiedown and hangar area unless a new hangar and tie down area, commensurate or larger in size, can be located on the field . Please endeavor to find an alternative for the GA community instead of simply eliminating access	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
#1 Marty Duke		Displacement/ Loss of Existing GA aircraft storage facilities		Please do not eliminate the General Aviation parking on the southwest corner of Boeing Field, without providing an equal or larger capacity location at the airport. We need more not less spots. Also, this has already happened at Renton, and caused great problems with trying to find places to park GA aircraft in the Seattle area. Thanks,	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1

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#1 James Brocksmit h		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Greetings,</p> <p>As a BFI hangar tenant, GA & Commercial flyer and active Flight Instructor, the footing of GA at BFI is critical for the overall training of pilots and business commerce in the Seattle area.</p> <p>Any expansion of cargo at the expense of GA is unnecessary as cargo has space at SEA to expand, and they could use larger aircraft to meet their demand, simply gauge up. UPS and Fedex could also share their ramp space with other cargo operators like many airports in the country.</p> <p>Any removal of GA should be mitigated by building new hangars at other area airports, such as Auburn, Renton, Snohomish or others. A few more points, 1) hangars are essential for high dollar assets in our climate, 2) hangar space is extremely tight in our market and 3) you are removing one customer to serve another, all while GA pays its fair share of aviation fuel taxes.</p> <p>Lastly, Billionaire row on the east side takes an enormous amount of space while only serving 3-5 airplanes. These operations could consolidate while opening precious space.</p> <p>Kind regards,</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Phillip Rissel		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I strongly oppose the proposed redevelopment of the Southwest tiedown and hangar area at Boeing Field unless a new hangar and tie down area, commensurate or larger in size can be located elsewhere on the field !!</p> <p>Our company and many of our businesses from Oregon use Boeing Field constantly in our Interstate Commerce activities which generates significant economic impact to</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				King County – both at the airport and in the surrounding communities. Respectfully Submitted,		
#1 Austin Wood		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Greetings Boeing Field Authorities –</p> <p>I am writing in response to the published master plan – specifically the plan to destroy the South East museum parking to build a new cargo terminal.</p> <p>For as long as I have been aware, Boeing Field has become increasingly unfriendly to the Piston GA pilot. I think the reason for this is clear: Piston planes don't spend six figures on a fuel stop. I'm sure the numbers all make sense: get rid of the little planes. But the plan is unsustainable – I've spent my entire life and career in aviation – both big and small – and one thing is clear: you can't have the big planes without the small ones.</p> <p>It's not a training problem; it's a people problem. The MoF has an honored place at Boeing Field and in the community. Its mission is to inspire the next generation to join in the great miracle of the modern aviation industry. The GA community at Boeing Field is the same – only there's no place to write it down. It's two sides of the same coin. You wouldn't put the Museum in Arlington or Puyallup. Access to aviation has to be where the people are. If you take away general aviation in Seattle, you take away an entry point to a staggeringly large, vital, and magical career field.</p> <p>I can trace my love affair with aviation (and my career) to a flight I took in a piston plane at a very young age. The small airplanes based at the field have no doubt springboarded thousands into their career field. Nobody</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>goes for a friendly hop on a sunny Saturday in a 767. Nobody keeps their small piston airplane to themselves – we GA pilots love nothing more than sharing the joy of flight. By slowly eroding the presence of small airplanes at Boeing Field, you erode the wonder, opportunities, and futures of local youths.</p> <p>The costs may be measurable, but the benefits are less so. All aviation must start small and work up. There would be no jumbos if there were no Cessnas for pilots to get their start. Boeing field has an opportunity to preserve this precious resource. What are the alternatives? Shall we tell the kids at Raisbeck, South Lake, Cleveland and Rainier Beach to ride the bus to Auburn to go for their EAA Young Eagles flight?</p> <p>We understand our place in the ecosystem – piston airplanes are at the bottom of the food chain. But it's clear that without piston airplanes, there is no entry to aviation as a career. Is that something King County wants to remove?</p> <p>My voice is one of many. Please listen to my brothers and sisters in this vibrant and active community. All the pilots who fly into Boeing Field - the elite Boeing test pilots in the T-38s, the sports team charters, the UPS widebodies, the crews of both of Howard Shultz's Gulfstreams - got their start in a 2 or 4 seat airplane. Do not deprive Seattle and King County of the magic of flight.</p>		
#1 David Acklam		Displacement/ Loss of Existing GA aircraft storage facilities		<p>The changes to the airport master-plan are extremely disturbing.</p> <p>Specifically, the removal of general-aviation parking/transient parking near the Museum of Flight, which may-well eliminate the usefulness of Boeing Field as a destination (rather than a home-base).</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>Specifically, without transient parking along to the Marginal Way side of the airport – near a large parking-lot & within walking distance of bus service (or in some cases, walking distance of your workplace), it becomes very hard for non-based aircraft to actually go anywhere after landing at BFI.</p> <p>Even if you pay to park your plane at one of the FBOs, you are now stuck on the ‘wrong’ side of the airport (Airport Way) - unable to go anywhere unless you use Uber or Lyft.</p> <p>Please consider leaving space for transient GA parking near the museum, or at least on the Marginal Way side of the field....</p>		
#1 Jon Counsell		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I am terribly dissapointed, but not the least bit suprisd at the resonding stupidity and short sideness of your proposal. While 99.9% of the world will never be the ultra rich, elite that operate business jets, or CEO’s of major coorporations, your plan caters to that 0.01% at the cost to the oher 99.9% whom’s taxes pay for your job and BFI. You can’t support big dollar aviation by eliminating the small, affordable general aviation access to your airport.</p> <p>I have very little faith that anything presented to this board or group will be taken seriously, the fact that you have even recommended the solution you have tells me you are beyond stupid, incompetent or criminally bribed by BIG BUSINESS.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Reggie Smith		Displacement/ Loss of Existing GA aircraft storage		<p>I am deeply concerned about the proposed redevelopment of the Boeing Field general aviation (GA) tie-down and hangar area in the southwest corner of the airport next to the Museum of Flight for an air cargo ramp. The concern lies</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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		facilities		<p>in what appears to be a lack of planning for the relocation of the GA fleet, some 75+ parking spaces and hangars.</p> <p>Until a development plan to relocate the general aviation parking and hangar space on Boeing Field with equivalent or greater capacity is created and approved, I must strongly oppose the current redevelopment plan.</p> <p>Surrounding airports cannot handle the increased demand precipitated by the proposed closure of the GA facilities at Boeing Field. Virtually all airports within a reasonable driving distance of KBFI have no GA space available with long waiting lists for any that might open up. For example, a phone call to the City of Renton Airport Manager's office today revealed a long waiting list for GA space, the manager indicated a 3-4 year waiting time based on the length of their list as of today (12/14/2020). A call to the Auburn Airport Administration office shows a similar situation with a waiting list for GA space with 90 names on it, so long that they could not even give an estimate as to when a space might open up.</p> <p>Boeing Field has a rich history of GA presence and enjoys the positive economic impact GA activities has on the surrounding community.</p> <p>Please give strongest consideration to providing for the many owners, operators, and customers of general aviation at Boeing Field first before proceeding with any new redevelopment that negatively impacts GA aircraft based at the airport.</p>		
#1 Bill Ayre		Displacement/ Loss of Existing GA		John- Here are my thoughts on the Master Plan. I appreciate the opportunity to provide comments.	HI Bill. Thx for the input. More discussion to follow to attempt to find a solution.	1

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		aircraft storage facilities		<p>General aviation plays a critical role in America's infrastructure, and is part of an ecosystem that benefits all segments of aviation. A robust general aviation presence fuels aviation's future. And at KCIA, general aviation contributes significantly to the economic base of King County. Flight training and humanitarian missions are just two key GA activities at Boeing Field that require space and facilities in order to function.</p> <p>The development assumptions in the Master Plan establish the foundation for the plan itself. The second development assumption states that "...the Airport will continue to safely accommodate the existing variety of aviation users and activities...all sectors of the existing general aviation users...with facilities properly sized to accommodate the projected forecast demand."</p> <p>In 2015, 62% of the based aircraft at KCIA were piston-powered GA airplanes. The FAA demand forecast ("FAA TAF") shows a growth in total based aircraft, including a very slight loss in single-engine airplanes (from 188 to 165 from 2015 through 2035), a flat forecast for twin engine piston airplanes and growth for turboprop aircraft.</p> <p>The master plan contemplates eliminating 24 T-hangars and 53 tie-down spots in the southwest area of the airport in order to build a new cargo facility. That cargo facility has no current customers. In addition to these 77 airplanes, the plan also contemplates eliminating tie downs in the northeast parking area (for the runway 14R RPZ) which currently accommodates approximately 54 airplanes. There is no plan to provide parking anywhere on the airport for these 130-plus displaced airplanes. There is little to no space for these airplanes at any of the airports within a reasonable distance of Boeing Field. Also, there is a waiting</p>	<p>Currently KCIA/BFI does not meet the full needs of any segment of the aviation industry. GA, Corporate, FBO, Commercial Cargo and Boeing all want more room.</p> <p>Even among GA we are looking at how to best accommodate fixed and rotary wing training as well as humanitarian (medivac) customers along with recreational flyers.</p> <p>The MP Update does identify a potential demand scenario for the future redevelopment of the existing southwest GA T-hangar and apron area to accommodate a new air cargo facility. However, the site will be identified on the Airport Layout Plan as a Future Aviation Redevelopment Area. We are also currently investigating how some of the existing Airport property that is being used by Boeing for temporary overflow B-737 MAX parking could potentially be used for displaced GA aircraft parking. This evaluation also applies to a few small airport leaseholds (e.g., the existing Lot 13 area located on the west side of the Airport, directly south of the existing ATCT facility) that may soon be available for new leases to support additional GA aircraft apron parking facilities.</p> <p>See revised Chapter F text on pgs. F.24 & F.27, including revised illustrations: Figure F2/pg. F.3 and Figure F16/pg. F.26. Also see revised Executive Summary text on pgs. xxxiii and xxxix, including revised Figure ES1/pg. xliii.</p> <p>According to the stats KCIA had over 400K operations in the 07-08 time frame and is now down to about 185K. Also, the decline in GA operations at BFI was fairly steady between 2000 and 2015, with average annual reductions of 4.9% for itinerant GA and 7.1% for local GA ops (see pgs. B.8-B.9 of the forecast chapter).</p>	

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				<p>list at KCIA of 70 airplanes for tie-downs, and 30 airplanes waiting for hangars.</p> <p>The Master Plan must include a plan to accommodate the displaced airplanes. The FAA demand forecast shows a clear need long into the future. Questions on what the plan is have been met with "no specific location has yet been identified" and the "process is ongoing." We need to know what that "process" is and the timing for resolution. In the meantime, we should not approve the Master Plan until it includes (with proposed funding) a plan to accommodate this important demand.</p>	<p>Appreciate your thoughts Bill and we are looking at innovative ways to try to do what is best for the most.</p> <p>I will say that it may not be reasonable to have a plan to mitigate something that may or may not happen. Knowing that we will have to mitigate if we do something may be the best we can do for now.</p>	
#1 Devin Wong		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Hello,</p> <p>It has come to my attention that King County is considering redevelopment of the general aviation tie-down and hangar space on the south west side of the airport. My understanding of the plan under consideration is that it includes elimination of 75+ general aviation hangar and tie-down spaces at BFI. As someone who has been involved in general aviation for the past few years and is looking to acquire my own aircraft, this is concerning for a number of reasons:</p> <p>- Physical space: Other airports in King County and the greater Seattle-Tacoma-Everett metropolitan areas currently have a shortage of space and long wait times, particularly for hangars. Elimination of spaces at BFI will accelerate this problem.</p> <p>- Economic impact: Elimination of spaces at BFI combined with current low inventory (and a resultant increase in prices for remaining inventory) will force many aircraft owners to base their aircraft several hours away, or sell. Both would cause a net loss of maintenance, repair, and other commercial revenues within King County.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>- Cultural and community impact: BFI has long been a center for aviation in Washington, and importantly, one that is accessible to the public. Reducing the general aviation presence at BFI will erode this heritage and make aviation less accessible to King County residents.</p> <p>I oppose any plan to reduce the general aviation presence at BFI; I believe it is important to promote accessibility and economic diversity, while not squeezing out current citizens and participants in our communities. I would like to see BFI invest in more hangar spaces, promoting a resurgence in general aviation activities within King County.</p> <p>I recommend that King County seek more opinions and suggestions from the aviation community; I strongly suspect the proposed changes aren't well-known throughout the community or even pilots based at BFI. General awareness and a thorough discussion will lead to better outcomes that benefit everyone.</p> <p>Thank you for your time and consideration.</p>		
#1 Nik Webb		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I am writing in response to the published master plan – specifically the plan to destroy the South East museum parking to build a new cargo terminal.</p> <p>I request that you reconsider that plan, which will effectively block out small general aviation aircraft from full use of the airport.</p> <p>I learned to fly at KBFI, and its central location was part of that choice of where to learn. It was also a great experience to learn somewhere pilots of all stripes fly from tiny piston planes all the way up to 747s and military aircraft.</p> <p>I fear that these changes in the master plan will make it much harder for aspiring young pilots in Seattle to access</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				aviation and ultimately choose aviation for their career path. Without piston aircraft based at KBFI, students of all ages will need to travel much further to access a first flight that ultimately decides the career path of many pilots. Yours very respectfully,		
#1 Bill Nicolai		Displacement/ Loss of Existing GA aircraft storage facilities		To Whom it may concern, As a frequent user of King county public airport I object to eliminating general aviation spaces to make room for more cargo usage at the airport. Over the last 30 years we have based our two single engine airplanes on Boeing Field, used the maintenance facilities, avionics services, there at Galvin/Signature, Wings Aloft, Clay Lacey/Modern Aviation, and American Avionics. General Aviation use by small planes is involved in the employment of hundreds of skilled workers at Boeing Field. A few cargo loaders moving containers around do not provide a fraction of the economic and social benefits General Aviation provides to Seattle and the surrounding areas of King county. My Life partner and fellow Pilot Jane Nicolai and I were married beneath the wing of the Curtis Jenny at the Museum of Flight. We have both made frequent flights out of Boeing Field in support of local environmental education causes concerning salmon and waterfowl habitat on the Duwamish River and Green Rivers. So many other Washington citizens have made similar beneficial contributions to our local communities from their use of Boeing Field. Please reconsider this ill advised change.	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
#1 Duane		Displacement/ Loss of		Keep Small planes welcome! we don't spend as much, but this is where aviation starts I was disappointed once when I	Comments noted.	1

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Little		Existing GA aircraft storage facilities		flew in just to pick up a friend and nowhere to park for even ten minutes	See response to Robert Braunstein comments on pgs. 14-16 above.	
#1 Lonnie Duran		Displacement/ Loss of Existing GA aircraft storage facilities		I dont like the idea of loosing so much GA ramp space. KBFI is a great place to train as a new pilot. This is because of the diversity in the Airspace at BFI due to SeaTac and Renton over lapping air spaces. We need to keep GA at BFI it is very important.	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
#1 Seth Sprinkle		Displacement/ Loss of Existing GA aircraft storage facilities		<p>To Whom It May Concern,</p> <p>The proposed updates to the BFI Master Plan demonstrate the clear intent of the airport leadership to make BFI inaccessible and/or undesirable as a destination for general aviation traffic. In particular, the redevelopment of the general aviation southeast parking area is objectionable to those of us who live in King County and use the airport on a regular basis for GA operations.</p> <p>I do not submit these comments oblivious to the changes that are happening in our region. Growth in all sectors in occuring at an astonishing rate. In the short time I have used BFI, I have seen the number of UPS jets and large charter aircraft at the airport increase steadily. I can appreciate that the airport is an infrastructure investment that must serve all of King County and something must be done to ensure it continues to serve that mission. However, nearly all of the changes proposed in this Master Plan will come at the expense of GA users, and that is starkly unfair to those of us who live and work in King County and are also GA users of the airport.</p> <p>I recently requested a tie down at BFI and was told the wait list is 5+ years. While there is clearly excessive demand for GA at the airport, this plan seems to ignore it and suppress it. Simply put, I live in Seattle and I want to fly in Seattle.</p>	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1

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				Why not more effectively manage the existing tie down areas, raising fees to market-bearing rates that increase their attractiveness to the airport from a revenue perspective? If you plan to take away GA tie-down space, perhaps it is time to think about revoking leases from operators on the airport grounds to replace the lost GA space? All in all, the general disregard for and abandonment of general aviation in this plan is a disappointment to me and many others. I do not support these efforts and would urge the airport leadership to consider alternatives that are more hospitable to the preservation of general aviation at BFI.		
#1 Johnathan Alvord		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Greetings Boeing Field Authorities –</p> <p>I am writing in response to the published master plan – specifically the plan to destroy the South West museum parking to build a new cargo terminal. I am a new pilot, now flying for approximately 2 years. I started in Rural AZ and was fortunate enough to be able to afford to drive 2.5 hours from Page Arizona to St. George Utah for my flight instruction as there was no active instruction in Page. Since then I have moved to Eastern Washington where I continue to see airports favoring those that can afford to get into flying. Our local airport officials would rather demolish existing hangars than repair and provide affordable storage. I was lucky and was able to find a hanger to share but fear that time is short lived.</p> <p>Through my journey in aviation which started in the military as a airborne Medic, to skydiving, to my current Private Pilot Licence, and now working on my commercial license I have seen many small airports that have provide access to GA pilots across the country. They get smaller and smaller, but we provide a great deal to the public. As a member of Pilots and Paws, which provides transport for animals, to Angel Flight which provided medical transport to those in need. Every airport is needed.</p> <p>Regarding Boeing Field, I live in Eastern Washington and</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>have flown into Boeing Field multiple times to provide transport for family members needed to go to Seattle for health care. Taking that away from GA would be a shame. I also understand the MoF is also based there and it would be a big loss to GA pilots to lose ability to access that via air. I read about communities on a daily basis losing airport access that should provide for all, not just the corporations and wealthy. Most recently I heard about Dillingham Airfield in Hawaii, now Boeing, at least one other airport in WA which was most recently bought to build a Marijuana farm.</p> <p>Please preserve Boeing Field for EVERYONE and do not make it harder for smaller planes and locals to get instruction, and all of us that wish to fly there in our own little planes.</p>		
#1 Matt Hayes		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Good morning. I hope this finds you well. The latest version of the Master Plan has a cargo area just to the north of The Museum of Flight. Can you let me know how this proposal impacts the Blue Box and the Through the Fence agreement? Thank you.</p>	<p>It was good to speak with you this afternoon Matt.</p> <p>The MP Update does identify a potential demand scenario for the future redevelopment of the existing southwest GA T-hangar and apron area to accommodate a new air cargo facility. However, the site will be identified on the Airport Layout Plan as a Future Aviation Redevelopment Area. The future development boundary for this site would exclude the existing twelve apron tiedowns located north of the Museum of Flight (MOF) and positioned within the existing access corridor defined by the current MOF Through-the-Fence agreement. The future development boundary of the proposed new Aviation Redevelopment Area will be revised as described above on the updated draft Airport Layout Plan.</p> <p>See revised Chapter F text on pgs. F.24 & F.27, including revised illustrations: Figure F2/pg. F.3 and Figure F16/pg. F.26. Also see revised Executive Summary text on pgs. xxxiii and xxxix, including revised Figure ES1/pg. xliii.</p>	1

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					<p>We trust this addresses the questions from your email, below.</p> <p>Attachment was page D84 from Chapter D of the airport Master Plan.</p> <p>Regards,</p>	
#1 Matt Towers – President, Washington Air Search and Rescue along with a few others		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I am writing today on behalf of Washington Air Search and Rescue in regards to the proposed Master Plan revision for the King County International Airport. In particular, I would like to express my concern for the proposed elimination of general aviation parking on the southwest ramp, adjacent to the Museum of Flight.</p> <p>Washington Air Search and Rescue (WASAR) has long relied on KCIA as a base of operations for emergency operations conducted with the Washington State Department of Transportation and in partnership with Civil Air Patrol (CAP). Most recently, we coordinated and launched from KCIA emergency deliveries of hand sanitizer to regional first responders in Washington in the early days of the COVID-19 pandemic.</p> <p>The consistent decline in availability of general aviation parking at KCIA has already forced WASAR and CAP to relocate some of our search aircraft to more distant airports. Moreover these alternate locations themselves have very limited options, and wait times for new tenants are frequently measured in years. This has necessarily had a direct impact on emergency response time as air crews are now forced to travel significantly farther to reach their aircraft.</p> <p>Should the county continue with the plan of eliminating a significant portion of the remaining general aviation parking</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p> <p>In addition, Airport Staff is committed to coordinate with organizations like WASAR and CAP to maintain the provision of emergency aviation response assets at KCIA.</p>	1

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				<p>at KCIA, further pressure will be placed on the remaining options which could result in the inability of organizations like WASAR and CAP to station emergency response assets at KCIA at all.</p> <p>Aside from the economic benefits of, and the significant growth in general aviation activity at KCIA, the availability of the airport for emergency search and rescue operations is of significant importance to the overall safety of our transportation infrastructure. Please reconsider the plan to further erode the ability for this critical facility to meet that need.</p>		
#1 Tyler Finn		Displacement/ Loss of Existing GA aircraft storage facilities		<p>To Whom it May Concern:</p> <p>This message is in regards to the proposed redevelopment of the Southwest parking at Boeing Field. I have intimate knowledge with Boeing Field as I have been working on the field for Boeing Flight Test for the last 15 years. When I first moved to Seattle I trained and rented planes at Galvin. Once I had my CFI, I instructed at Wings Aloft and flew young kids from the museum summer program around the Puget Sound on introductory flights. I have watched the WWII aircraft stage their visits outside the museum, the flying eye care hospital aircraft, civil air patrol and the Blue Angels. I currently own an Cessna 182 and park it in Southwest parking. I have been parking there for over 2 years now. I live just north of downtown Seattle and the proximity of my airplane to work is invaluable. The proximity of my airplane to my house is also invaluable. I cannot afford a hangar at BFI but I can afford the tiedown. I fly my plane almost daily and have met most of the people who park their planes near me. We have built a small community in our area. One of the residents helps the Aviation High School kids with their solar car project out of his hangar. I know all of the airports in the Seattle vicinity are feeling pressure from growth. This pressure cannot be</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				at the expense of general aviation, the local community and the smaller planes. With the 777 in flight test I know we have lost the parking spots adjacent to taxiway B. If I lost my parking spot at BFI I would most likely have to move my plane to Auburn or Everett which doubles my commute to the airplane from my house and it wouldn't even be possible to fly after work as I can now. UPS and Ameriflight have significant space for operations as their spots are empty half of the day. It appears that there are other options to make space for additional cargo operations. Please do not sacrifice anymore GA parking for the wealthy, commercial operations or anything else. Please continue to support the small aircraft parking and operations at Boeing Field and do not take away anymore GA parking.		
#1 Brian Davern		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Please record my opposition to proposed changes to GA parking and hangars at BFI. Their proximity to the Museum of Flight is important to the use of the museum by traveling aviators and their passengers. Moreover, King County has far too little accommodating space for GA as it is.</p> <p>Commercial aviation interests continually crowd out General Aviation... the very source of future professional aviators. Every airfield needs a welcoming home for private aircraft. BFI has a good one as is. Don't let that change.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 David Shangraw		Displacement/ Loss of Existing GA aircraft storage facilities		As a long time aviator and frequent operator from KCIA, I need to voice my strong opposition to the proposed master plan. I have operated from this airport for the last 13 years in several capacities. I started flying from BFI with Civil Air Patrol in 2007. After flying at BFI for several years, I flew for AIRPAC airlines for several more. Recently I fly	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>for Boeing as a test pilot operating 737s.</p> <p>I have reviewed the master plan and find the absolute disregard for general aviation an absolute travesty. GA is what built this airport, how can you turn your back on what makes this airport great! If you remove the majority of the parking for light GA you are left with an airport that only serves Boeing, U PS, Starbucks, Costco, Microsoft and any other huge corporations that can afford to operate here.</p> <p>This airport has always been friendly to anyone that wishes to operate with reasonable prices and accommodations. This is slowly changing to an airport that only caters to corporate flight departments and other billionaires. A true shame.</p> <p>CAP and several of my close friends park in the southwest parking spaces. This master plan removes their parking and any other parking suitable to their needs.</p> <p>Please keep KCIA accessible to ALL! Residents of king county need access to this community jewel not just the corporations trying to drive GA out!!</p>		
#1 Alain & Marva Semet		Displacement/ Loss of Existing GA aircraft storage facilities		<p>To whom it may concern,</p> <p>We had been waiting a long time when we finally got to rent a hangar in the Southwest corner of KCIA 5 years ago.</p> <p>One of us works at the Museum of Flight and the other at Raisbeck Aviation High School.</p> <p>Our relationships with these institutions make the location of our hangar ideal as there is much interaction, visits and instruction. We give students hands on experience in aviation and other technical artifacts in the hangar.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>Because of the proximity and easy access to the field, many students are attracted to careers in aviation. Loosing this access will loose future aviation historians, pilots, medical personnel, mechanics etc. We have seen all these career choices from students.</p> <p>Please do not redevelop the Southwest corner.</p>		
#1 Sean		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I wanted to express my concern over the re-development of SW parking into a cargo ramp. I understand that Boeing field serves an important role as a international cargo hub, however it has an equally important role for general aviation. The pilots to fly those future cargo jets are getting training and experience in the 75 odd airplanes parked in SW parking. I myself am one of those people. I recently completed my instrument and commercial license in our bonanza that we keep at Boeing. Please consider expanding general aviation and not removing it for all the economic, career and community that it creates.</p> <p>Without airport parking, general aviation is relegated to the drab European-style model where the only flights are strictly commercial.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Bill Craven		Displacement/ Loss of Existing GA aircraft storage facilities		<p>To Whom It May Concern:</p> <p>I currently own or have interest in two aircraft parked at NE Parking at Boeing Field, one being a \$50,000 training aircraft that I use with a friend for fun, and to maintain proficiency, and the second being a \$750,000 airplane I use to transport my family around the area. I have been a resident of NE parking for over three years, and have enjoyed the people that are my tie-down neighbors. We are a robust community.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p> <p>In addition, the decommissioning of the existing NE tiedown apron area will be dictated by the expansion of the RW 14R approach RPZ (the parking of aircraft is not an approved land use within the RPZ boundary).</p>	1

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				<p>As your own quick research will reveal there is already a dearth of tie-down at Boeing Field for GA Aircraft, a several month, if not years long waitlist. Though we don't provide the revenue, or cache that freight or other uses do, we do provide a community for small GA airplanes and general public good will. Because of King County's current practices we have already lost on field maintenance support for light GA aircraft. It's evident that the past and current administration does not realize the benefit of Light GA Aircraft.</p> <p>As an example of the public goodwill I have taken a number of kids flying for an intro flight into aviation, a few of them have gone on to become pilots themselves. Holding events, like Young Eagles, or open houses at Boeing Field could and would go the extra mile to illustrate to the public that light GA does actually provide a public necessity.</p> <p>Please keep me informed of developing events and opportunities to speak on behalf of light GA at Boeing Field.</p>		
#1 Rob Spitzer		Displacement/ Loss of Existing GA aircraft storage facilities		<p>To whom it may concern:</p> <p>I am writing in support of General Aviation at King County International Airport against the proposal in the Master Plan to remove over 75 parking spaces for light general aviation aircraft at the airport.</p> <p>I am a City of Seattle resident and aircraft owner, airline pilot, and aviation attorney that currently keeps an airplane hangered at King County International Airport.</p> <p>General aviation is the lifeblood of Boeing field, and</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p> <p>Also, the decline in GA operations at BFI was fairly steady between 2000 and 2015, with average annual reductions of 4.9% for itinerant GA and 7.1% for local GA ops (see pgs. B.8-B.9 of the forecast chapter). 2015 was the base year of the forecasts for the MPU and GA ops later bottomed-out in 2016.</p>	1

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				<p>currently comprises the majority of the traffic operations at Boeing Field. Light aviation operations comprise a wide spectrum of aviation services, including training flights, air ambulance flights, sightseeing flights, and charitable flights. Over the past several years, thousands of pilots have learned to fly at Boeing field, many of these individuals have gone on to become airline pilots, corporate pilots, or better-informed engineers designing future jetliners. Thousands of rides for minority and disadvantaged youth have occurred because of light general aviation operators at Boeing field, and countless disaster relief and search and rescue flights have been launched from Boeing field. Critically, light general aviation flights create an opening for local members of the community to experience and participate in aviation, and use the airport.</p> <p>As it is currently slated, the Master Plan for KCIA will remove 75 tie-down spots or hangar spaces. The deleterious impact this will have on general aviation operations at KCIA is impossible to overstate. There is already a critical shortage of aircraft parking in the Seattle area. KCIA is the closest airport to downtown Seattle. Currently, it is extremely difficult to obtain a parking spot for an aircraft at any airport within an hour drive of downtown Seattle. By removing 75 parking spots and reducing the footprint of space available to general aviation operators, King County Airport management will exacerbate the already critical state of aircraft parking spot, and will likely price most light aircraft owners out of Seattle area.</p> <p>KCIA's own forecast shows a dramatic reduction in the number of light general aircraft operations at Boeing Field. This stands in contrast to the FAA's expected increase in nationwide light GA operations, indicating that the Master</p>	<p>The GA operational forecast presented on pgs. B.35-B.36 of the forecast chapter reflect the projected growth in the Business/Corporate and Air Taxi sectors with a corresponding decrease in recreational/training activity. We agree that the projections for the GA recreational/training activity are pessimistic, but that outlook for those users was not unique to BFI, and the projected ops are still higher than the latest FAA TAF estimates for BFI that have local GA operations leveling off in the 55k range over the next 20 years.</p>	

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				<p>Plan's authors are aware that the proposed changes at the airport will essentially shut light GA operations out from the airport. The larger number of turbine aircraft will also come with a much larger noise footprint than the light general aviation aircraft that currently use the airport.</p> <p>The effects of this will be felt across the community, not just amongst airport owners. As general aviation dies in the Seattle area, children will no longer get aircraft rides, locals will not be able take plane tours, and city dwellers will have no place to take flight lessons. As has been proven time and time again in other cities, an airport which is disconnected from the local community loses the local community's support. The overwhelming majority of community members in the City of Seattle will never be able to afford to charter a private jet, but nearly all community members can sign up for an air tour; take their child to a Young Eagles, Civil Air Patrol, or Red Tail Hawks event; or volunteer to help with general aviation-supported disaster relief. Shutting general aviation operations out from KCIA will separate the airport from the local community.</p> <p>We strongly urge the managers of KCIA to reconsider the impacts that the Master Plan will have on not only the airport but also the local community.</p>		
#1 Dan Driscoll		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Greetings-</p> <p>I'm writing to you with comments on the KCIA Master Plan produced earlier this year. While this master plan brings many welcome improvements to Boeing Field, I want to call out the plans for the Southwest parking area and proposed redevelopment into an air cargo area. I oppose this part of the plan as it withdraws necessary space for general aviation parking.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>I'm a long-time BFI pilot, and leaseholder. Boeing Field's strong historical support for General Aviation activity has been key in shaping King County as a world-class center for aviation, which extends beyond manufacturing into safety, small-business development, pilot training, repair, and more. I tell all of my flight students that BFI is the best place to learn to fly, and to get the services they need to stay in the air.</p> <p>Removal of Southwest parking would increase the strain created by the removal of the central Eastern hangars a few years ago. While I welcome Modern Aviation and their growth, the airport must also serve the broader King County aviation community. The tie-down and hangar wait lists are far too long (both at BFI and nearby), indicating that the county as a whole does not have capacity for the many pilots, mechanics, and administrators that make our aviation community so active.</p> <p>Publishing a plan that retains the current, very high-quality Southwest area, or which adds new capacity equivalent to what is in the redevelopment plan, would alleviate my concerns. I always welcome the net addition of GA space but I recognize the hard work put in to balancing concerns in the KCIA master plan.</p>		
#1 Chris Seto		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I was made aware of the elimination of some GA parking in the BFI master plan. As an aircraft owner and pilot in the Seattle area, it concerns and disappoints me to hear that this parking would be eliminated under this plan.</p> <p>GA parking is already at an extreme scarcity in and near Seattle. If anything we need /more/ parking, not less. I strongly oppose this proposed redevelopment plan.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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#1 Justin Huff		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Hello!</p> <p>I am greatly concerned that the master plan update includes a drastic reduction in the number of GA tiedowns available at BFI. While small GA doesn't bring in serious money to King County, it is heavily used by county residents and provides for flight training, transportation, etc. In the PNW climate tiedowns provide a cost and space efficient way to keep an aircraft. This is made even more critical by the lack of nearby airports with available space for small GA aircraft.</p> <p>I understand the need for the RPZ, but the master plan needs to include a relocation plan (and ideally modest growth) for the NE and SW tiedowns in addition to moderate growth of GA hangers.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Jeff Katten		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I understand today is the last day for comment regarding the proposed Master Plan. I would like to voice my concern regarding the phasing out of the NE Parking (tie-downs) and the mid-field hangers on the west side without relocation to other airport property.</p> <p>As a local flight instructor (based out of Renton), I have trained countless new General Aviation pilots who have sought to expand their commitment to aviation through membership in a club or aircraft ownership. Since Renton is space constrained and there is no room for additional GA facilities, I often refer people to flight clubs based out of BFI such as Alternate Air. Some have even purchased aircraft and leased tie downs. They choose BFI because of the proximity to their homes and offices and enjoy the pride of flying out of their community airport. The reduction of light GA piston tie downs poses a significant challenge for</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p> <p>Also, thanks for your recommendation regarding the potential redevelopment of the NW development area. Airport Staff has committed to continue the evaluation of other locations on the west side of the Airport (e.g., the existing Lot 13 area located directly south of the existing ATCT facility) to accommodate some of these relocated based aircraft, as existing leaseholds expire.</p>	1

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				<p>growing our community of GA pilots in the Seattle area. Without the option of parking a plane in Renton or BFI, I have had at least 3 clients suggest they should lease hangers/tie downs in Pierce County (PLU or TIW) and relocate their families as well to be closer to a community that supports light GA aircraft. King County not only loses out on the airport revenue (tie downs, fuel, etc) but also the tax revenue associated with these high net worth individuals and their associated assets.</p> <p>As someone who has an interest in growing my own aviation related business, I was looking to BFI to be a location that could help support the potential launch of a new flying club that would help support our existing and new GA pilots in Seattle. Without aircraft parking remaining the same or increasing, it looks like I may not be possible any more.</p> <p>I would like to propose an alternative of utilizing some of the space around the proposed Airport Maintenance Development Area for the relocation of GA facilities (tie downs and hangers) and consider acquisition of property elsewhere for the housing of airport maintenance operations.</p>		
#1 Nancy Auth		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I am writing regarding the proposed changes to the KBFI Master plan, which appear to have significant changes to, and have a profound impact on, General Aviation at the field. I write wearing several hats, all of which offer a look at how important GA is to the local community's economy both now and in the future.</p> <p>As a pilot who bases a private aircraft at BFI for part of the season, I know that we pay significant money in fuel, hangar, and other services for our jet. We support the livelihoods of line service personnel, air</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>traffic controllers, maintenance crews, catering and food services, and administrative support for all of these. Those who don't wish to hangar their planes, for whatever reason, depend upon the tie down spaces on the field and support the many same services as do we.</p> <p>Wearing my second hat as a pilot who began my flying "career" at BFI with Galvin Aviation, I know that I supported not only the flight instructors with whom I worked, but their back office personnel at the flight school as well: my payments for aircraft rentals, fuel, flight and ground instruction certainly added to the economy of the community. The importance of a flight school's presence at BFI cannot be understated; the proximity of the field to so many Seattle trainees makes it accessible and manageable for those who often need to work at jobs in the city to afford their training for an aviation career. While the world of commercial aviation may be in turmoil now, the future requirements for professional pilots will only increase.</p> <p>Finally, I don my hat as a Trustee on the board of the Museum of Flight, where I have seen the incredible value to visitors, students and pilots of the Museum's accessibility. Pilots can fly their aircraft literally to the back door of the Museum, pay a visit to our amazing facility, and in the process add more dollars to the community in the form of admission fees, merchandise purchases, and by utilizing the same services on the field as above - thereby continuing to bolster the local economy. Non-pilot visitors are inspired by the sight of individuals otherwise no different from themselves, taxiing a plane up to the ramp outside the Museum. The value to young people, especially, cannot be underestimated; many of today's engineers, technicians and aeronautical personnel have received their inspiration from a close encounter with pilots and their planes.</p>		

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				I urge you to consider the importance of these and other examples of how critical it is for KCIA to continue its support of General Aviation in and around BFI. It matters today, and it will continue to matter for years to come.		
#1 Elissa Lardon		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Boeing Field offers a fantastic GA experience that is unlike any other in the world. I have personally trained and flown out of Boeing Field for the last 3 years and would be extremely sad to see this amazing opportunity to lean and fly go away.</p> <p>General Aviation (GA) has a rich history at Boeing Field, providing jobs, flight training, aircraft charter, maintenance, repair, recreation and more. Removing space for over 75 aircraft would have a dramatic impact on the flying community. Redevelopment plans at BFI, PAE and RNT have caused a dramatic reduction in available space. Airports in the surrounding areas are unable to accommodate any more aircraft. Aircraft owners, flight schools and aircraft rental clubs are out of space and out of options. Please consider the long lasting impact that this will have on our GA world. We have something incredibly special in Seattle and at BFI. Don't take it away.</p> <p>I strongly oppose the proposed redevelopment of the Southwest tiedown and hangar area unless a new hangar and tie down area, commensurate or larger in size, can be located on the field.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Brian Makar		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I am writing you to provide my feedback on the proposed Airport Master Plan. I feel I am an important stakeholder in the following regard:</p> <p>1) I am a resident of King County.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>2) I am an employee of King County, although I am writing this in my capacity as a private citizen.</p> <p>3) I am a pilot.</p> <p>4) I received my flight training at King County International Airport (Boeing Field) and still actively use its services.</p> <p>In reviewing the plan, I am dismayed to learn that over 75 spaces dedicated to General Aviation would be permanently displaced. This would severely impact the operation of general aviation on the field. I feel that this presents an issue impacting our Equity and Social Justice values within the county. As a man of color, I have resided in South King County and experienced the economic hardship that the people in this region have statistically undergone. As a young man, I also had dreams of one day being able to fly. I realized that dream in 2014-15, as I worked on my initial pilot ratings right at Boeing Field! I cannot express the magic of flying over my community, and how such an opportunity propelled the dreams of a boy who grew up on the "wrong side of the tracks".</p> <p>Most pilots start their training with general aviation. This is true, whether you are a recreational pilot or it has become a part of your livelihood. As a whole, pilots of color, like me, are underrepresented in the United States. From personal experience, I can state that it comes from feeling that flying is "out of reach". As a pilot, I do what I can to share the joy of flight in my personal and volunteer endeavors, to make it more accessible. Part of what made flying accessible to me was to have general aviation available close to where I live in South King County. The area surrounding Boeing Field is the most diverse in the county. If a young person of color wishes to pursue their dream of flying, Boeing Field is likely the closest airport available to them. In order to be able to afford to learn flying, student pilots need a vibrant, competitive general aviation community.</p>		

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				<p>I kindly ask that the airport reconsider the real threat of reducing general aviation at Boeing Field. While general aviation may not bring as much direct economic value as other alternatives, it reflects our True North value where EVERY person can thrive. I believe that together, we can do the right thing.</p> <p>Thank you very much for your consideration.</p>		
#1 Bryan Thompson Managing Member Queen Anne Air, LLC		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Queen Anne Air strongly opposes the replacement of the existing GA spaces on the field with an air cargo ramp or other non-GA facility. GA is vital to the health of the aviation industry. And GA spots are extremely tight in the general Seattle area. Keeping GA alive and well at Boeing Field is important for both current and future pilots.</p> <p>Queen Anne Air has a tie down in NE parking. Our average economic impact in King County over the previous three years is \$123,000 per year. The details are broken down as follows. In addition, QAA is supporting the training of new pilots through exposure to general aviation.</p> <p>Average (2017-2019) \$1,378 -- Aircraft Parking \$6,653 -- AVGAS \$102,213 -- Maintenance \$12,500 -- Training \$122,745 -- Total</p> <p>Queen Anne Air operates an amphibious airplane. In addition to other activities, we take water samples from a variety of local waterways and seek to understand the ongoing environmental changes.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p> <p>In addition, the decommissioning of the existing NE tiedown apron area will be dictated by the expansion of the RW 14R approach RPZ (the parking of aircraft is not an approved land use within the RPZ boundary).</p>	1

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#1 Michael Grenier Managing Partner Blu Ox Ventures		Displacement/ Loss of Existing GA aircraft storage facilities		<p>To whom in may concern,</p> <p>As a GA pilot and passenger, and someone who conducts regular business in the Seattle area, I am writing to let you know of my opposition to any reduction in GA parking or facilities at Boeing Field, specifically the proposed redevelopment of the southwest tiedown and hangar area. There is already an extremely limited number of GA options in the Seattle area, and certainly none that allow for practical access to the central business district. Sea-Tac is not an option and Renton is not a practical airport to reach downtown. Boeing Field is the only real option.</p> <p>I rely on access to GA facilities as part of the investments we make in the greater Seattle area, and I've also used the facility for personal and recreational use. GA activity at Boeing Field generates significant economic impact to King County – both at the airport and in the surrounding community. The redevelopment of the Southwest area will eliminate an estimated 75+ general aviation hangar and tiedown spaces at the airport, with no firm plan for relocation on the field for these aircraft. Other airports in the area do not have the additional capacity to accommodate these aircraft, forcing owners like myself to base their aircraft several hours away, or abandon the use of GA aircraft entirely.</p> <p>Feel free to contact me with questions.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Mike Koss Museum of Flight board member		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Thank you for an opportunity to provide feedback on the latest proposed Master Plan update for Boeing Field.</p> <p>I have particular concerns about item #2 - the proposed Air Cargo facility. Particularly concerning are the proximity of that location to both the Aviation Highschool and the Museum of Flight. This could cause a</p>	<p>Comments noted.</p> <p>The MP Update will propose the maintenance of the existing twelve apron tiedowns located north of the Museum of Flight (MOF) and positioned within the existing access corridor defined by the current MOF Through-the-Fence agreement.</p>	1

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				<p>major disruption to the activities of both entities, in the form of dramatically increased daytime noise levels as well as surface traffic in the form of large trucks on E. Marginal Way which could disrupt activities at both the school and the museum.</p> <p>As this is the first I've heard of this proposal, I don't have the details on the impact in terms of the amount of increased daytime flight operations and noise level increases, nor the impact statement from surface transport being added to E. Marginal Way. I would like to see those estimates as they become available.</p> <p>I would hope that the County would give due consideration to these impacts, and work with the Museum and School to enable them to continue to serve the community without undue environmental impacts.</p>	<p>See revised Chapter F text on pgs. F.24 & F.27, including revised illustrations: Figure F2/pg. F.3 and Figure F16/pg. F.26. Also see revised Executive Summary text on pgs. xxxiii and xxxix, including revised Figure ES1/pg. xliii.</p> <p>In addition, the potential environmental impacts (e.g., noise and surface transportation impacts) associated with the redevelopment of this site for air cargo development or any other aviation facility would have to be evaluated and receive both NEPA and SEPA environmental clearances prior to development.</p>	
#1 Jason Elrod		Displacement/ Loss of Existing GA aircraft storage facilities		<p>To whom it may concern:</p> <p>King County International Airport has a federal mandate to support general aviation. The proposed elimination without relocation of the SW Hangars is in direct contradiction to this mandate. The mandate exists because general aviation is vital to the transportation, economic, and charitable infrastructure of our region and country.</p> <p>The SW hangars house general aviation aircraft and maintenance operations that support general aviation and all the economic and charitable good it provides. KCIA has a federal mandate to maintain infrastructure in support of general aviation. This general aviation support has been whittled away over the years. These hangars represent some of the last remaining infrastructure in which general aviation activities are supported at KCIA.</p> <p>The SW hangars are vital to the remaining general aviation</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				community. Their elimination would be a devastating blow to the general aviation at KCIA and throughout the region. KCIA has an obligation to support general aviation and keep the SW hangars in place.		
#1 Douglas Iverson		Displacement/ Loss of Existing GA aircraft storage facilities		<p>To whom it may concern,</p> <p>My name is Douglas Iverson and I have been a tenant of KCIA for nearly 30 years in hanger E-6. I am responding to the Master Plan for KCIA concerning the demolition of all the SW hangars and placing a air cargo ramp in its place. This is a very bad idea for many reasons that should be carefully considered before going further. For me, as a general pilot, this would be devastating problem of where to keep my plane. There are no hanger spaces anywhere within 30-40 miles of Seattle and KCIA has no plans to relocate their tenants. KCIA will be demonstrating a strong anti-aviation bias, at time when general aviation is struggling, to more or less throw out 24+ airplanes with nowhere to go. A airport is intended for aircraft. There already is a cargo ramp on the east side of the airport. KCIA has been taking general aviation locations away to provide for the extremely wealthy for the last several decades and now we are told that there just isn't any space left. These large private decadent aircraft estates take up so much land with there own private fueling stations and offices that it is crazy to think that this is fair and kicking out 24+ airplanes is a justified landlord decision. As for the community, why would anyone want to put cargo ramp across the street from a STEM high school and next to our treasured Museum of Flight that we are very proud of. The hangars blend into the SW corner very naturally where a cargo ramp will be a terrible eye sore and no doubt create noise issues..</p> <p>It my hope that King County reconsiders this poor</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p> <p>The MP Update does identify a potential demand scenario for the future redevelopment of the existing southwest GA T-hangar and apron area to accommodate a new air cargo facility. However, the site will be identified on the Airport Layout Plan as a Future Aviation Redevelopment Area.</p> <p>In addition, the potential environmental impacts (e.g., noise and surface transportation impacts) associated with the redevelopment of this site for air cargo development or any other aviation facility would have to be evaluated and receive both NEPA and SEPA environmental clearances prior to development.</p>	1

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				suggestion in the Master Plan,		
#1 James Young, Manager www.seaplanescenics.com		Displacement/ Loss of Existing GA aircraft storage facilities		I have a scenic tour business and flight school struggling on the field. There are nearly no services left at the airport. I do not believe the current Master plan and action is representative of the use of the airport. AOPA and other organizations including Seaplane Scenics land division are trying to express concern for equitable access to our public airport.	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
#1 Amy Kaminishi		Environmental Impact Concerns		<p>Hello. My name is Amy Kaminishi and I live in North Beacon Hill under the flight path. I attended the October 28th virtual open house. I appreciated the staff in taking Q&A from the public after the presentation. I would like to have seen actual photos of current site and future site of the projects discussed. It was difficult to view a map to figure out where these new proposed projects are located near the highway, Airport Way and surrounding neighborhoods.</p> <p>Here are my comments.</p> <p>Hire residents who live in surrounding neighborhoods.</p> <p>Place safeguards for safety as related to the construction of new fuel storage facility. The airport is located close to freeway, businesses and residences.</p> <p>Promote the use of younger airport models to reduce airplane noise.</p> <p>Create a better airplane noise measurement for takeoff, landing and in-flight.</p> <p>Reduce flights late night and early morning.</p>	<p>Comments noted.</p> <p>The MP Update recommends the relocation of the Airport's existing fuel facility to be further separated from the adjacent residential land uses. Also, the King County HR department maintains a rigorous program and protocols to promote nondiscrimination and equal employment opportunities for both its Staff and the contractors that are selected to provide services for King County. Airport Staff also interacts with area schools and administers an Airport internship program that draws upon applicants from the area neighborhoods and jurisdictions in the vicinity of the Airport.</p> <p>In addition, The potential noise impacts of repositioning the RW 14 threshold 300 ft to the north on airport property will have to be evaluated in separate environmental review documents (i.e., specified NEPA and SEPA studies) and receive environmental clearance prior to implementation or construction. Also, King County does not have the authority limit or restrict the operation of aircraft to and from the facility.</p>	4

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				<p>Mitigate environmental impacts of airport expansion to neighborhoods, business, schools, etc...</p> <p>Create alternative solutions in softening the airplane noise such as sound barriers, etc...</p> <p>Thanks for reaching out to the neighborhoods and translating the materials. I hope you will consider the public comments that are submitted.</p>		
#1 Mike Versstege n		Displacement/ Loss of Existing GA aircraft storage facilities		<p>As a King County resident (Bellevue) and pilot, I've been searching for hangar space close to home (Boeing Field, Renton, etc) and waiting lists are years and years long. I understand from the Washington Seaplanes Pilots Association that Boeing Field Airport Management is considering <u>removing</u> existing General Aviation Hangars and Tie Downs while there is a huge pent up demand for an <u>increase</u> in hagar space.</p> <p>I <u>strongly oppose</u> the proposed plan to reallocate the SE hangar areas for Air Cargo <u>unless</u> the plan includes not only a <u>replacement</u>, but an <u>increase</u> in the number of General Aviation hangars elsewhere on KBFI.</p> <p>It's important that you consider the needs of King County citizens (and taxpayers) for resources on Boeing Field and not just corporate needs for these limited resources.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Alex Wells		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I learned to fly at Boeing Field. As a private pilot, I use it regularly. I would so hate to see it become unusable. It is a jewel to private pilots who pump money into the Seattle economy.</p> <p>Please reconsider your changes and keep this jewel of an airport open and usable for all - even the little guy.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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#1 Stan Kosko		Displacement/ Loss of Existing GA aircraft storage facilities		<p>A fellow tenant alerted me to the proposed changes in the KCIA Master Plan, including the demolition of the SW GA hangars.</p> <p>I watched the Virtual Public Information Meeting and did not see any discussion of what is planned for accommodating the GA tenants in the SW hangars. I have a hangar as well as several tie downs in this area.</p> <ol style="list-style-type: none"> 1. Can you share any information on what is planned for the displaced hangar and tie-down tenants? 2. Is the time-line 2023 as shown in the Information Meeting video? When will tenants be notified of these pending changes? 	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p> <p>Also, the projected timeline for the decommissioning of the SW T-hangar area is identified for 2023, but would be contingent upon the acquisition of the adjacent Woods Meadows property and the future development demand for new aviation facilities (e.g., a west side air cargo facility) at BFI.</p>	1
#1 Shawn Elston		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I am writing in support of general aviation (GA) at King County International Airport and against the proposal in the Master Plan to remove over 75 parking and hanger spaces for light general aviation aircraft at the southwest corner of the airport.</p> <p>General aviation has many proven benefits to communities, and removing this many spaces would be terrible for all involved. This should NOT be allowed to happen! Aviation is part of Seattle's history and community, with Boeing Field being at its center. These spaces are important, and getting rid of them will cause permanent damage.</p> <p>I respectfully request the managers of KBFI to reconsider the impacts that the Master Plan will have on not only the airport but also the local community and either: 1)Remove the alternative to convert the southwest GA tie-down and hanger spaces to cargo operations, or2)Replace those GA</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				spaces with an equal or greater amount of space in another location, and not eliminate the NW parking until alternative spaces are provided.		
Multiple people		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I am writing to convey my opposition for the master plan changes at King County International Airport – Boeing Field (KBFI) regarding the proposed removal of general aviation spaces on the southwest ramp, and to ask that you reconsider the decision. This is a bad plan for the aviation community and for everybody else. The proposed master plan has caught most of the aviation community by surprise. The impression is that this was intentional.</p> <p>For the past fifty-three years I have operated out of KBFI as a pilot, a tenant and in numerous other capacities. As a longtime board member of the Museum of Flight, and a volunteer and supporter of Raisbeck Aviation High School, I have seen firsthand the invaluable contributions made to KBFI and our community by the colocation of general aviation and these two world-class institutions. The proximity of aircraft parking to The Museum of Flight provides convenient access for educational and public event displays for visiting aircraft, with ease of access for all pilots and visitors with disabilities. There is nothing else like this in the Puget Sound area.</p> <p>General aviation aircraft currently represent half of all aircraft operations at KBFI. The Federal Aviation Administration’s (FAA) own “Air Traffic Activity System” data shows an increase in itinerant general aviation plus local civil operations from 124,050 in 2015 to 149,316 in 2019. Yet despite continual growth in general aviation in</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p> <p>Also, the decline in GA operations at BFI was fairly steady between 2000 and 2015, with average annual reductions of 4.9% for itinerant GA and 7.1% for local GA ops (see pgs. B.8-B.9 of the forecast chapter). 2015 was the base year of the forecasts for the MPU and GA ops later bottomed-out in 2016.</p> <p>The GA operational forecast presented on pgs. B.35-B.36 of the forecast chapter reflect the projected growth in the Business/Corporate and Air Taxi sectors with a corresponding decrease in recreational/training activity. We agree that the projections for the GA recreational/training activity are pessimistic, but that outlook for those users was not unique to BFI, and the projected ops are still higher than the latest FAA TAF estimates for BFI that have local GA operations leveling off in the 55k range over the next 20 years.</p>	1

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				<p>our region, King County's own forecast predicts a sudden decline in general aviation. Is it setting up a self-fulfilling prophecy?</p> <p>General aviation activity at KBFI generates significant economic benefits to King County both at the airport and in the surrounding community. It is both a substantial business generator and provides jobs in everything from flight training, aircraft charters, maintenance, repair, recreation and more. Squeezing out general aviation operations from the airport is simply not acceptable. This proximity to downtown Seattle is vital. KBFI and King county have received substantial federal grants to support the airport as a joint use facility. This balance must be maintained.</p> <p>There are other more compatible areas for cargo at both SeaTac Airport and Paine Field. Cargo flights at KBFI would increase the frequency of late-night operations, which will not be well received in the noise sensitive surrounding areas.</p> <p>This is simply a bad plan. It is detrimental to the existing users of the airport and the surrounding community and is not consistent with previous master plans of the airport. It should be redone.</p> <p>Respectfully submitted.</p>		
#1 Jack Yager		Displacement/ Loss of Existing GA aircraft storage		<p>Hello BFI/KCIA Management,</p> <p>I'm writing to protest the plan to remove 75 GA tie-down spaces in the area adjacent to the Museum of Flight.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16</p>	1

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		facilities		General aviation is a driving force at BFI. The proposal to eliminate these tie-downs makes no sense. Please reconsider.	above.	
#1 Frank Sioda		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I strongly oppose the proposed redevelopment of the Southwest tiedown and hangar area unless a new hangar and tie down area, commensurate or larger in size, can be located on the field, GA deserves a continued presence on Boeing Field!</p> <p>Thanks for your consideration</p> <p>Frank</p> <p>BTW, I trained and obtained my license to fly at KBFI back in 2006, and look forward to continue to fly back to king county in the future.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Tod Dickey President VMI Holdings Inc., and Aircraft Owner		Displacement/ Loss of Existing GA aircraft storage facilities		<p>To Whom it May Concern,</p> <p>In my opinion, eliminating General Aviation parking spots at Boeing Field is not a good idea. KBFI has been a major Reliever Airport to KSEA for many years, and KBFI has flourished because of this. I liken this to the efforts of Scottsdale AZ airport to displace private aviation planes to create more space for corporate aviation. The airport then lives or dies by the corporate aviation economy. Their experience is that, once you run Private aircraft off, you can't get them back when you want them.</p> <p>If it is necessary to use the current parking spaces for other uses, then they should be replaced at another location on the airport.</p> <p>Please consider the larger picture when making your decision, not just the most convenient decision for the current situation.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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#1 Bryan Tomperi		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Subject: Boeing Field Master Plan</p> <p>Dear Mr. Parrott,</p> <p>After reviewing the proposed Airport Layout Plan, I am highly concerned about the removal of a number of GA hangars that are not being replaced on the field. Buildings numbered 4,5,6,7,9, 88,87,89 are all hangars being removed. Where will all these General Aviation aircraft go? There is a shortage of hangars in the Pacific Northwest. A narrow triangular area labeled as GA redevelopment is shown but due to the geometry cannot come close to what is being taken away from the general flying public. I support making reasonable modifications to provide commercial growth, but it should not be at the expense of taking away the flying opportunities for the public. I request that you ask the planners to take another look at preserving the GA community at Boeing Field.</p> <p>Respectively yours,</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Jim Immler		Displacement/ Loss of Existing GA aircraft storage facilities		<p>To Whom It SHOULD concern,</p> <p>As a Canadian Pilot that frequently utilizes the facilities of Boeing Field I must say that I am very concerned about the Master Plan to remove GA aircraft parking spaces from the field. Boeing Field has always played a critical role for me on business trips as well as an annual Museum of Flight day that I experience with members of my aviation group. As a Canadian I have always been impressed by the usefulness of services at American airports and it is greatly disappointing to see that this tremendous economic value becoming lost. Perhaps with most of the blame falling on bean counters</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				that clearly underestimate the critical stepping stone that GA activity creates in their local community. Please reconsider this potentially devastating elimination of General Aviation services at Boeing Field.		
#1 Jim Evans		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Hello. I am writing to express concern for the proposal to remove GA tie-down spots in the SW parking area. I currently rent a tie-down spot there, and would be displaced. There is no other facility or parking spots available in the entire Seattle metro area that provide equivalent GA access to Seattle. I understand that cargo and corporate growth needs to be accommodated, but I think that it can be done without displacing personal GA use!</p> <p>The plane I keep there is fundamental and key to my business, Bear Air Sport Aviation. Lack of a affordable outdoor tie-down space in Seattle would spell the end of this business. Please work towards a plan that accomodates all users!</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Rachelle Ornan		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Hello,</p> <p>I am writing to give feedback on the proposal to change the SW tie-downs into a cargo terminal!</p> <p>I absolutely oppose this decision, unless there is adequate additional 75+ parking spots created for people like my boyfriend who has his airplane located there. I'm a 13 Boeing veteran, Associate Tech Fellow, and I'm learning how to fly in this airplane. It's short sighted to just wipe these GA aircraft and pilots off the map of Boeing Field. It's the antithesis of what working at Boeing means to me.</p> <p>With proper planning and resourcefulness, I believe</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>everyone should be able to benefit from BFI- ultra-rich and normal people who are just trying to enjoy the hobby and experience of flying.</p> <p>What message does this send to the Raisbeck Aviation high school students across the street? They'll have nowhere to learn themselves and furthermore you'll be putting in their heads that money is king. As if they need more reminders in this town.</p> <p>SUCH the wrong message.</p>		
#1 Paul Larson		Displacement/ Loss of Existing GA aircraft storage facilities		I have been made aware of plans to remove GA accessibility at KBFI. I would like to formally express my opposition to such a plan as a current GA aircraft owner/partner who parks at Boeing Field. Please reconsider your proposition to limit GA which deserves a continued presence at Boeing Field without feeling squeezed out.	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Travis Brandt		Displacement/ Loss of Existing GA aircraft storage facilities		<p>King County Commissioners,</p> <p>I own a small local start-up manufacturing company, dealing in aluminum boats, and have been operating small marine manufacturing companies in the Seattle area since 2004. As a necessary part of our business, our customers, investors and principles, operate part 91 singles and twins in support of our business. Boeing field is known for 'big expensive corporate jets' and, sadly, mall businesses like us are overlooked because we don't have big jets, we fly under the radar, so to speak. That said, millions of local economic dollars change hands in my companies, and many like minded peers, consultants, customer, and investors also rely on various part 91 operations. We've parked, washed, landed, taken off, picked up passengers, et al, and generally</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>this SW parking area enables efficient use of our time and limited resources. Access to this area, or one on the West side, is critical. The East side of the runway is too busy, jam packed, with no reasonable room to park cars, and go at our own safe pace away from the hustle. Our immediate impact to King county has merely been approximately ten million over a few years, however, we are just one business, collectively businesses like ours are easily a billion.</p> <p>This particular area on Boeing Field is unique, and it needs to be retained, eliminating it will pinch operations into potentially unsafe compromises. In comparison, there are no sufficient secure and dependable alternatives at Renton (no approaches and far too cramped) or Auburn (no approaches and completely insecure). Please consider carefully the impact your proposed actions with have to MANY small business, which I guarantee you, are currently being overlooked. I urge you to reconsider, or solve the problem with adequate development of similar areas/access/hangars elsewhere on the field.</p> <p>Respectfully Submitted,</p> <p>Kind Regards,</p>		
#1 Clark Crawford		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Why waste aviation aspects of a historical nature that still provide a niche of usefulness to those that brought the existing field into the world of aviation. To discard all elements of that connection in favor of the almighty dollar is short sighted. Be sensitive to aviation heritage. Keep the General Aviation spaces available and functional in that useful corner of Boeing Field. I first used the facilities of Boeing field in the 1950's and on into the 70's both as private aviation and commercial endeavor. I am in favor of both, even today. Thank you for your consideration. May</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				your heartstrings be plucked and nourished with Aviation tradition and history. Clark Crawford		
#1 Eric Misbe		Displacement/ Loss of Existing GA aircraft storage facilities		As an aircraft owner and user of the SE tie down area I urge you to reconsider the plan to turn the SW tie down area into a cargo ramp area without having a solution / new area for the GA aircraft that would be impacted. General Aviation seems to always be the easy answer to toss aside, yet GA account for a hefty use at KBFI and other area airports as well as generates large revenues for area airports and businesses. As airports get more busy space certainly does become a premium however consideration and accommodation for GA must always remain part of the plan. Thank you for your time.	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
#1 Ben Buehler		Displacement/ Loss of Existing GA aircraft storage facilities		Hello To Whom It May Concern, I just got word that the new Master Plan has a proposal to eliminate the Southwest Hangar and tie down space and not relocate the hangars or tiedown space, This would be a devastating thing to happen for general aviation at KBFI and the surrounding airports, there simply is not enough hangar or tie down space available at KBFI or Surrounding airports they all have long waiting lists for tiedown and certainly hangars. Many of us have been Tenants for 30 plus years and have been contributing to the airport fund which over that period of time is a substantial amount ,and I don't think it is reasonable to evict us we have been your customers. I like many others learned to fly out of KBFI and enjoy the airport and have always been grateful to have a hangar at KBFI . I believe a solution can be found by the management and the consulting firm, either having a different location for air cargo or the SW complex, possibly the Jorgenson	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1

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				complex (not sure what the plans for that property is). I believe since 1976 KBFI has lost over 80 General Aviation Hangar. Thank You for your consideration in this matter. Sincerely		
Unknown		Displacement/ Loss of Existing GA aircraft storage facilities		<p>To whom it may concern:</p> <p>Save the Hangars and Tiedowns!</p> <p>It is not enough that the MOF (Museum of Flight) could remain as the only vestige of GA (General Aviation) and its history at Boeing Field (KBFI)...IF the Master Plan were to eliminate 75 tiedowns and hangars on Apron 2.</p> <p>A number of military, commercial and GA historical records have been set with launches at KBFI.</p> <p>Over the past 40 plus years, I have assisted with emergency aircraft repairs and preparations for record attempts using borrowed hangar space at KBFI.</p> <p>I have commuted to my Boeing job(s) on occasion, tying down on Apron 2 spots coordinated with Operations.</p> <p>Nearby airports or airstrips have been closed since 1975, including: Bellevue Cedar Grove Evergreen (Federal Way) Issaquah Martha Lake Sky Harbor</p> <p>with no replacements in sight (Evergreen Sky Ranch, Black Diamond, was the LAST new airport allowed in King</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				County, in 1964.) Displacing those GA aircraft on Boeing field to a "nearby" (e.g. Olympia, etc.) airport will greatly diminish their utility. (NOTES SUBMITTED INCOMPLETE TO MEET 12-15-20 OPEN COMMENT PERIOD.		
#1 Ghyrn, Colin, and Elizabeth Loveness		Displacement/ Loss of Existing GA aircraft storage facilities		To King County, My name is Ghyrn Loveness, I am a licensed private pilot that has been using BFI since 1987. My brother, Colin, mother, Elizabeth, and I have a shared ownership in a DeHavilland Beaver housed in hangar E1 in the SW hangars at BFI. These are the only hangars within the local area that can fit this size of aircraft in proximity to the central Puget Sound and greater Seattle area. I have enjoyed this airport for many years and It has been always a very handy airport for my family, friends and my business because of its proximity to Vashon Island and West Seattle where my family and myself have lived at since the early 1980s. The master plan is an ambitious plan that does not benefit GA but hinders their progress for present and future generations of aviators. GA is the blood that feeds aviation in America and hurting GA will hurt the progress of all aviation. Your Master Plan will not have value if this blood is cut. It will also leave a large number of current tenants homeless without option for nearby relocation. It will burden neighboring airports and drive away activity, including maintenance, flight training, and sight-seeing activities that support GA operations and inspire and train future generations for STEM careers.	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1

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				<p>The Master Plan is one sided and at a great sacrifice to GA. It helps the few at the expensive of the many. GA is made of Americans that appreciate this country and also share the love of aviation and always willing to help the industry and community. King County should look for a wholistic approach to this Master Plan where King County can find a balance between all because it will benefit all not just a selected group of individuals or entities.</p> <p>The following are some points to consider:</p> <ul style="list-style-type: none"> • General Aviation (GA) has a rich history at Boeing Field, providing jobs, flight training, aircraft charter, maintenance, repair, recreation and more • GA activity at Boeing Field generates significant economic impact to King County – both at the airport and in the surrounding community • The redevelopment of the Southwest area will eliminate an estimated 75+ general aviation hangar and tie-down spaces at the airport, with no plan for relocation on the field for these aircraft • Other airports in the area do not have the additional capacity to accommodate these aircraft, forcing many owners to base their aircraft several hours away, or sell • i strongly oppose the proposed redevelopment of the Southwest tie-down and hangar area unless a new hangar and tie down area, commensurate or larger in size, can be located on the field 		

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				GA deserves a continued presence on Boeing Field! Sincerely,		

Draft Report PUBLIC MEETING #1

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PM 1 Comment I.D. & #	Page	Section or Issue	Comment as Noted	Response to Comment	Action
Josh Pruzek	NA	SW air cargo development and future loss of GA aircraft parking area	Does the AMP provide an estimate of the # of based aircraft displaced by the air cargo development in the SW corner of BFI and how many additional GA aircraft can it accept	<p>There are 32 T-hangar spaces and 30 apron tiedowns provided in the existing southwest GA development area that could potentially be displaced by the future redevelopment of this existing GA aircraft storage area (this site was initially identified for new Southwest Air Cargo Area in this MP Update). However, this site will be identified on the Airport Layout Plan (ALP) as a Future Aviation Redevelopment Area. In addition, King County has not yet acquired the adjacent Woods Meadows property that would likely be required for the development and won't until it becomes available for purchase. Also, King County continues to explore several options on or near the Airport for future aviation development. One of these potential sites that could be used for displaced GA aircraft parking is located on the west side of the Airport, directly south of the existing ATCT facility (i.e., the existing Lot 13 area), and will be identified for this use on the ALP.</p> <p>See revised Chapter F text on pgs. F.24 & F.27, including revised illustrations: Figure F2/pg. F.3 and Figure F16/pg. F.26. Also see revised Executive Summary text on pgs. xxxiii and xxxix, including revised Figure ES1/pg. xliii.</p>	1
South Park resident	NA	Mitigation measures and neighborhood engagement	What mitigation opportunities are you thinking about so engagement with your neighbors is ongoing? Like a fund for visible projects that the neighborhood would benefit from.	<p>FAA regulations indicate that virtually all funds generated at an airport must be used for operation and maintenance of the airport. Exceptions include some monies spent on outreach/communication opportunities with surrounding stakeholders/neighborhoods/communities. Therefore, BFI is limited by FAA constraints with what off-airport projects they can fund or help fund. BFI will continue to engage the surrounding neighborhoods and communities and will strive to stay in regular communication with them.</p> <p>Also, King County is currently coordinating with the City of Seattle regarding the relocation of a segment of Airport</p>	4

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				fencing to improve the existing pedestrian connection between Georgetown and South Park neighborhoods of Seattle. This project could also include a combination of artwork and a landscape buffer along a segment of the Airport's perimeter fencing.	

Draft Report PUBLIC MEETING #2

Comments and Responses: DRAFT REPORT PUBLIC MEETING #2 (10/28/20)

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Robert Ferry/#1	NA	Airport conversion to public park	Big picture: There should be a 30-year strategic plan to convert Boeing Field to a public park. The site is becoming too urban for an airport land use, which is polluting, noisy, and provides little benefit to the general community. Transition flights to surrounding airfields. See Santa Monica and Berlin for precedents.	At this time King County intends to continue operating BFI and provide the positive economic impact produced.	2
Robert Ferry/#2	NA	Airport curfew	There are still large aircraft making landings into the wee hours of the morning. Is it within the scope of the master plan to place curfew on flights after midnight for example?	It was not within the scope of the MP Update to evaluate curfews. The ability of local airport sponsors to unilaterally implement curfews and/or restrictions that affect access to a publicly funded/public-use airport by any type of aircraft has been removed by Congress and authority given to FAA. For an airport sponsor to attempt implementation of such restrictions, a significant study, called a Part 161 – Notice and Approval of Airport Noise and Access Restrictions, must be conducted and approved by the FAA. It involves conducting a noise study similar to a part 150 noise study combined with a detailed analysis of the anticipated or actual costs incurred to the restricted users compared to the benefits gained by the community. There has been only one determination by the FAA that an airport sponsor has fully complied with Part 161, which was at Naples Municipal Airport in Naples, FL. It is an agreement between airlines and the FAA attempting to avoid a patchwork of different use restrictions at airports across the county in return the airlines agreed to phase-out old Stage 2 noisy aircraft.	4
Velma Veloria/#1	NA	Jobs and training availability	What type of jobs and or training will be available to the communities where the airport is located?	There are a wide variety of jobs provided by BFI tenants - from entry level, customer service reps, fuel line personnel, drivers, engineers and pilots at Boeing and UPS. Not all 18,000 jobs mentioned in the video presentation are on the airport, but include transportation providers getting to and from BFI, support for entertainment/food and beverage establishments in Georgetown. Because BFI is responsible for such a small number of jobs at the airport, we are working upstream of the job pipeline to create substantial,	4

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				meaningful opportunities to engage youth. BFI partners with local high schools to host a day of activities called Discover U and partners with the Museum of Flight on Women Fly events. These events educate students on the wide variety of careers at an airport and sparks an interest in the broader aviation field. BFI also has a robust internship program that sponsors interns at all levels from high school, community college, university and graduate school. This program helps to reduce the barriers to entry for careers in aviation and the County.	
Brenda Nelson/#1	---	Airport vitality	This is a vital airport for air medical transports to the only level 1 trauma hospital in 3 states.	Comment noted. Was not aware of this fact.	4
Linda Cox/#1	---	Date of baseline information	What date was the baseline year of the current environmental study?	2015 was the baseline year of the environmental analysis for this MP Update. Some update of the environmental categories occurred in 2019 to get updated information. The baseline aircraft activity was 2015.	4
Niesha Fort-Brooks	---	Archaeological and cultural resources	What is the archaeological and cultural resources? Is this on your website?	The existing archaeological and cultural resources located on BFI and in the surrounding area were identified in the MP Update/Inventory of Existing Conditions chapter and is available on the website.	4
Judy Peterson		RPZ impact on Boeing	Is this new RPZ still impacting the Boeing A6 stall? Hard to view in the slides.	With the 300' runway extension, a corner of the RPZ still overlaps Stall A6. However, there were two design standards that impacted Stall A6: the RPZ and the aircraft parking limit line at 500' from the runway centerline, which is still in place relative to Stall 6. But there is benefit gained from the RPZ repositioning.	4
Robert Ferry/#3		Park expansion study	There is a triangle of land adjacent to Ruby Chow Park (to the southwest and approximately the same size as Ruby Chow, near Jet City fitness) that seems to be entirely unused by KCIA. Has there been a study to expand park area into that triangle in the future (pulling the fence line in)? It seems to be no close to the actual runway.	Not sure what area your referring to exactly and want to be talking about same place. If the area in question is the paved area southwest of the park, BFI hopes to repave and put recreational uses there. Other sections to the north inside the fence line that appear to be unused are within the existing or future RPZ. BFI will want to keep that land open and not	4

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				develop in uses that attract gatherings of people.	
Linda Cox/#2		Pilot communication	What are the plans to inform pilots of approved flight paths for departure and arrivals over West Seattle including violation of the approved flight paths?	BFI has an operations duty manager who works on BFI's noise program that talks with both community members and pilots concerning noise complaints. It is a challenge since BFI has no authority over the surrounding airspace. BFI works with pilots, the community, and the FAA to determine if pilots are following approved procedures. The procedures will vary based on weather conditions (IFR vs VFR), the exact location, and the airspace category. If a location is known, please contact BFI's operations duty manager who can speak more definitively to a specific location.	4
Evan Nelson		Small aircraft storage	If Southwest and/or Northeast tie downs are eliminated, does the airport intend on maintaining small aircraft capacity elsewhere, and if yes, where?	<p>The northeast area is encroached by the RPZ and to meet FAA standards BFI must eventually move the aircraft located there. Some leaseholds have reverted to the airport and the properties will be evaluated to best accommodate all user groups. One of these sites that will be identified on the ALP for small GA aircraft parking is located on the west side of the Airport, directly south of the existing ATCT facility (also referred to as Lot 13). However, BFI will not be able to provide all of the large and small aircraft parking that is desired. BFI has a wait list for hangars and will likely continue to have a wait list for tiedowns. BFI will try to optimize development for all user groups, which is very diverse and includes aircraft from Cessna 152s to B-777Xs. No definitive answer is available at this time.</p> <p>See revised Chapter F text on pgs. F.24 & F.27, including revised illustrations: Figure F2/pg. F.3 and Figure F16/pg. F.26. Also see revised Executive Summary text on pgs. xxxiii and xxxix, including revised Figure ES1/pg. xliii.</p>	1
Robert Ferry/#4		General	Thanks for your responses. I'll follow up with an email regarding that land area in question.	Comment noted. Please do follow up as email address has been posted.	4

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Linda Cox/#3		General	Thank you. This has been very helpful. I'll be in touch to follow up.	Comment noted. Please do follow up.	4
Girmay Zahilay		Public input	Is there where the public can give input?	Yes. KCIACCommunityOutreach@kingcounty.gov	4
Anonymous from Q&A/#1		Public input	Do public comments make a difference? Can you state any examples that have? Also, what will be the noise impact to the neighborhood by moving the runway towards the neighborhood?	<p>Yes. Comments from the public allow BFI personnel to be made aware of how different aspects of the airport affect people. They provide input on what the public thinks about BFI. Different people will have different opinions, so no one opinion will outweigh another and sway a decision one way or the other. Comments provide the decision makers with community and neighborhood concerns so they can make informed, balanced decisions. Comments and opinions can make a difference even if one does not see the exact results for what was advocated.</p> <p>Specific examples from when director John Parrott was the Airport Director at Anchorage include where comments resulted in additional general aviation aircraft parking areas being developed. It was not necessarily where the pilot groups wanted, but continued access to the airport was provided. Have seen where communications improved with surrounding communities to the point that even though not all groups agreed with everything, at least they acknowledged publicly that the airport was listening and discussing. This led to the community better understanding why decisions were being made the way they were and airport staff better understood what was important to the community and how to mitigate negative impacts.</p> <p>When the runway threshold is relocated to the north, the aircraft taking off to the south will be 300' closer to the surrounding area, so there will be some noise impact. There will be no change for aircraft landing from the north</p>	4

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				following the instrument approach procedure glide path. An environmental study specific to that project will be conducted that analyzes, among many other things the noise impacts. If any noise sensitive receptors are within the Day-Night Average Sound Level (DNL) 65 noise contour and experience an increase of 1.5 DNL with the project compared to the modeled noise environment without the project, then the FAA would consider this a significant noise impact.	
Anonymous from Q&A/#2		FAA approval	Have these plans be “pre-approved” by the FAA?	<p>The FAA has been involved and reviewed all chapters throughout the MP Update. However, the FAA only officially approves two elements of an Airport Master Plan – the aviation activity forecasts and the Airport Layout Plan (ALP). If a project is not identified on the ALP, then it is not approved by the FAA and cannot be constructed. Each proposed project must compete for federal funding and will have to be environmentally analyzed; they are not pre-approved by the FAA.</p> <p>In addition, the FAA conditionally approves the ALP, meaning that, among other things, no projects are environmentally cleared through the ALP approval. Each project will require its own environmental analysis and clearance prior to implementation.</p>	4
Linda Cox/#3		Public comment	How do you make a public comment?	Comments made during this meeting are preserved and included in the record of the MP Update. Emails sent to KCIACommunityOutreach@kingcounty.gov are considered public comments and will be included. There is no official form to fill out. Any comment or question made in the public forums will be addressed.	4
Razaq Raji/#1		Fuel farm	Will the proposed fuel farm on the west side of East Marginal Way be above or below grade?	No decision has been made yet. The property west of East Marginal Way has not yet been acquired. If acquisition occurs, then BFI will partner with a developer to permit, build, and operate the fuel farm. It will largely be up to developer, through the permitting process to relay to BFI	4

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				how best to meet the environmental requirements for a fuel farm at any airport location. BFI would rely upon the business and regulatory experts to make necessary decisions.	
Linda Cox/#4		FAA representative	Who is our FAA representative and how do we contact that person?	There is no single FAA representative; there are anywhere from 5 to 7 based on the type of issue you are interested in. No single point of contact. Let BFI know what the issue is and they can direct you to the right person.	4
Anonymous from Q&A/#3		Public input	Where can the public give input if they can't make these calls? Is there an email address?	Yes, KCIACommunityOutreach@kingcounty.gov	4
Anonymous from Q&A/#4		Existing development south of BFI	I joined the meeting late. What construction is happening at the south end of the airport?	Construction across the street in the old Associated Grocers site is Prologis, a logistics company. The northeast part of the property concerned BFI the most. BFI worked with the Facilities Management division of King County and Metro to change the use from an office building (vertical development) to a bus driver training facility (horizontal development). Hopefully at end of a 12-year lease BFI can buy the property and ensure no future incompatible development will occur.	4
Robert Ferry/#5		General	I've sent an email with additional information about the land areas in question. Thanks again for hold this meeting.	Comment noted. Look forward to receiving the email and discussing the property in question.	4

**Draft Report PUBLIC
MEETING #3**

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John Haynes/#1	NA	Future availability of the recorded meeting.	Will the recording be shared later?	Yes, the recorded meeting will be available on the project website: kingcounty.gov/KCIAMasterPlan	4
Deirdre Curle/#1	NA	Sound mitigation options to residents resulting from potential 1.5 DNL increase.	If there is a 1.5 DNL increase in noise, what will King County Airport do to provide mitigation to residents affected by the noise?	That would likely depend upon whether the residential property is located within the previous Part 150 noise mitigation boundary for the 65 Day-Night Average Sound Level (DNL) contour and was sound attenuated as part of the resulting sound insulation program. If the answer is yes, the residence may already meet the specified interior noise reduction level requirements and no new noise mitigation would be required. If the residential property is located outside the previous Part 150 noise mitigation boundary for the 65 DNL contour, but inside the new 65 DNL, and would experience a 1.5 DNL increase resulting from the new project, then the property would likely be eligible for noise mitigation improvements.	4
Ahmad White/#1	NA	Risk of additional noise impacts to Georgetown residents resulting from the RW 14R threshold shift.	Considering that the airport has already had to provide noise mitigation features for the residential Georgetown, what is the risk to noise levels based on moving the runway north and/or additional projected takeoffs and landings of larger aircraft?	Prior to the implementation of the RW 14R threshold relocation project, a detailed noise analysis will be conducted as an element of the environmental screening/documentation for the project. The potential impact of repositioning the RW 14R takeoff noise 300 feet north of the existing threshold will be identified in the noise analysis. Due to the significant reduction in size/coverage between the previous 65 DNL contour generated for the Part 150 noise study compared to the new MP Update 65 DNL contours, it is likely that many of the residential properties in Georgetown that are located within the new 65 DNL contour have already been sound attenuated or were new construction that may already meet the specified interior noise reduction level requirements.	4
Sherell Ehlers/#1	---	Noise and land use evaluation	In assessing noise and land uses, is the study using actual land use or zoned land use? The study should be using actual land use and not zoned. The zoned land use does not accurately reflect the actual use and therefore noise	The existing land use mapping for the Master Plan Update (MPU) is generalized and was compiled from the planning documents prepared by the surrounding jurisdictions in the vicinity of the Airport (i.e., King County, City of Seattle,	4

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			mitigation/analysis would be lacking.	City of Tukwila, City of Burien, and City of SeaTac), as well as Google Earth mapping. The environmental screening documentation that will be prepared for the individual projects of the MPU will include a comprehensive analysis of the actual existing land use that could potentially be impacted by the project prior to the implementation of the project.	
John Haynes/#2	NA	Project cost estimates.	Is there a detailed budget to be shared?	Yes, a listing of the recommended projects from the MP Update and their associated planning-level cost estimate is presented in Chapter G of the Draft Report, entitled <i>Financial Implementation Plan</i> .	4
Sherell Ehlers/#2	---	Extent of Georgetown that is visible on Airport base map.	It appears that north Georgetown neighborhood and the Georgetown playfield north of Michigan is missing. Only south Georgetown seems to be shown on the map.	You are correct that the Generalized Existing Land Use map (see Figure A15 of the Inventory of Existing Conditions chapter) needs to be updated to include the Georgetown Playfield and adjacent residential land uses. See revised Chapter A illustration: Figure A15/pg. A.42.	1
Anonymous/#1	---	Threshold crossing height (TCH).	Why not just raise the glideslope to meet the threshold crossing height requirement rather than moving the with all its accompanying noise issues?	Increasing the angle of the glide slope antenna to raise the TCH was one of the first potential solutions that was investigated by the FAA. However, this option was found to negatively impact the south flow arrival stream into SeaTac due to the existing airspace constraints caused by the close proximity of the two airports.	4
Holly Krejci/#1	---	Potential noise impacts on new residential development.	A number of properties within the 2008 contour have been demolished and new multi-family townhome developments have been built in those locations. How would these changes be addressed in new noise assessment?	Typically, existing property owners or developers who redevelop noise sensitive properties within a previously defined noise mitigation boundary that was a product of an FAA Part 150 Noise Study are recommended and sometimes required to incorporate noise mitigating construction improvements into the new project to achieve the desired interior noise reduction guidelines. Thus, depending on the findings of the new noise analysis, the developers of these new townhomes would likely not be eligible for any federal funding assistance of new sound attenuation projects.	4
Anonymous/	---	GA relocation	Where do the GA airplanes from SW parking move to?	Airport Staff is currently investigating how some of the	1

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#2		from existing Southwest GA development area.	And more generally, what is the growth plan for GA?	<p>existing Airport property that is being used by Boeing for temporary overflow B-737 MAX parking could potentially be used for displaced GA aircraft parking. This evaluation also applies to a few small airport leaseholds (e.g., the existing Lot 13 area located on the west side of the Airport, directly south of the existing ATCT facility) that may soon be available for new leases to support additional GA aircraft apron parking facilities.</p> <p>There are 32 T-hangar spaces and 30 apron tiedowns provided in the existing southwest GA development area that could potentially be displaced by the future redevelopment of this area (Airport Staff initially identified this site for a new Southwest Air Cargo facility). However, the site will be identified on the Airport Layout Plan as a Future Aviation Redevelopment Area. King County has not yet acquired the adjacent Woods Meadows property that would likely be required for the redevelopment of the area and won't until it becomes available for purchase. Also, King County continues to explore several options on or near the Airport for future aviation development (e.g., the existing Lot 13 area located on the west side of the Airport, directly south of the existing ATCT facility) will be identified on the ALP for new or displace GA aircraft parking.</p> <p>See revised Chapter F text on pgs. F.24 & F.27, including revised illustrations: Figure F2/pg. F.3 and Figure F16/pg. F.26. Also see revised Executive Summary text on pgs. xxxiii and xxxix, including revised Figure ES1/pg. xliii.</p> <p>Regarding a growth plan for GA at BFI, the decline in GA operations at BFI was steady between 2000 and 2015, with average annual reductions of 4.9% for itinerant GA and 7.1% for local GA operations. 2015 was the base year of the</p>	

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				forecasts for the MPU and GA operations later recorded recent year lows in 2016. The GA operations forecast for the MPU reflect a projected growth in the Business/Corporate and Air Taxi sectors with a corresponding decrease in recreational/training activity. However, even though fewer small GA aircraft operations have been recorded at BFI in recent years, the Airport still maintains a high based aircraft occupancy rate for both T-hangars and apron tiedowns.	
Tony Eayrs/#1	---	Air Cargo demand.	Does the Master Plan Update incorporate a 20-year regional air cargo demand forecast?	Yes, Chapter B of the MP Update includes forecasts for both air cargo weight and air cargo aircraft operations (see pgs. B.32 thru B.35 of the Draft Report.	4
Warren Hendrickson/#1	---	NE GA tiedown ramp.	The impact of the relocated 14R RPZ on the fuel farm was noted. What will be the impact, if any, on the NE general aviation tiedown ramp already within the RPZ and relocated RPZ?	Ultimately, the existing Northeast Tiedown Apron will have to be decommissioned to accommodate the larger Runway Protection Zone (RPZ). The proposed schedule for decommissioning of this aircraft parking area has not been identified, but all of the parked aircraft within the boundary of the RPZ will eventually need to be relocated.	4
Sherell Ehlers/#3	---	Landscape buffer north of the Airport.	What is the plan for increasing the landscape buffer between the Georgetown neighborhood (specifically along Ellis Ave. S.) and the airport property? There is currently little to no buffer and the lighting from the airport property shines into neighborhood windows across the street.	King County is currently coordinating with the City of Seattle regarding the relocation of a segment of Airport fencing to improve the existing pedestrian connection between Georgetown and South Park neighborhoods of Seattle. This project could also include a combination of artwork and a landscape buffer along a segment of the Airport's perimeter fencing.	4
Ahmad White/#2	NA	Future air cargo facility expansion.	You mentioned that one of the goals of the plan was to add capacity for an additional shipping operation. How does your master plan account for additional ground to air transportation needs to accommodate another UPS shipping operation?	Prior to the development of a new or expanded air cargo operation at BFI, a comprehensive vehicular transportation study will have to be conducted as an element of a detailed environmental review/analysis of the project. A determination of the potential level-of-service impacts and any capacity constraints to the surrounding ground transportation system would be documented in the required environmental study prior to the construction of the project.	4

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Jonathan MacKenzi/#1	---	Runway 14L/32R strengthening.	Is there plans for runway 14L/32R to be strengthened during the resurface project to allow heavier business aircraft to it when 14R/32L is closed?	The existing RW 14L/32R pavement strength is very similar to the pavement strength of the primary runway. However, at just over 3700', runway length and existing design standards would be the limiting factors for operations of heavier/larger business aircraft operating on RW 14L/32R during the resurfacing project for the main runway.	4
Sherell Ehlers/#4	---	Future neighborhood sound mitigation.	If the airport is making changes that will increase noise in the neighborhood, will the airport be retrofitting the new construction in the neighborhood since those projects do not have access to the sound mitigation program?	Typically, existing property owners or developers who retrofit property within a previously defined noise mitigation boundary that was a product of an FAA Part 150 Noise Study are recommended to incorporate noise mitigating construction improvements into the project to achieve the desired interior noise reduction guidelines. If the impacted property is located outside the previously defined noise mitigation boundary, then the property may be eligible for funding of sound attenuation projects.	4
Sherell Ehlers/#5	---	Future neighborhood sound mitigation.	No new infrastructure is required to be built to the higher noise standards. The City does not require that.	That may be the case in some or all of jurisdictional boundaries surrounding the Airport, and is why it's the responsibility of the property owner to include the appropriate noise reduction construction improvements to meet the recommended guidelines within the defined noise mitigation boundary.	4
Greg Ramirez/#1	---	Georgetown outdoor noise mitigation.	The Georgetown community has been actively advocating for more outdoor open space (off leash dog park, a connection to south park via bike lanes and pedestrian walkways). How could the King County Airport mitigate the noise pollution in those scenarios? We can't expect the community members to only stay inside to be protected by the sound attenuation.	King County is currently coordinating with the City of Seattle regarding the relocation of a segment of Airport fencing to improve the existing pedestrian connection between the Georgetown and South Park neighborhoods of Seattle. Regarding the outdoor noise levels in the vicinity of the Airport, resulting from the operation of aircraft (e.g., aircraft taxi, takeoff, and landing operations) the Airport Sponsor is really limited in what can be constructed to effectively minimize outdoor noise levels. The Boeing Company has constructed an elevated wall system adjacent to several of their aircraft parking positions on the west side of the Airport that likely serve multiple purposes related to jet blast and noise mitigation, as well as provides a visual barrier. It is possible that some variant of this wall system could be	4

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				constructed at the north end of the Airport, in conjunction with the current artwork and a landscape buffer project that is being planned in this area.	
John Haynes/#3	NA	Existing fuel farm remediation.	Does KCIA expect that remediation tasks will be required for the relocation of the fuel farm?	Yes, it is likely that some degree of remediation will be required given the age of the underground tank facilities. However, this will need to be confirmed following the decommissioning/removal of the existing facility.	4
Holly Krejci/#2	---	Georgetown Apartments.	A community member was concerned about potential impact of RPZ on the Georgetown apartments at the northeast corner of the field - as these are affordable housing units. Can you speak to how these might be impacted.	<p>The answer to this question was excerpted from the following FAA website: https://www.faa.gov/airports/environmental/relocation_assistance/land_acquisition_under_aip/</p> <p>“Land acquisition necessary for Airport Improvement Program (AIP)-assisted airport development or noise compatibility purposes must be accomplished in accordance with Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs (49 CFR Part 24). This is the implementing regulation for the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). The Uniform Act is the Federal law that provides minimum real property acquisition policies and requires the uniform and equitable treatment of persons displaced as a result of a Federally assisted project”.</p> <p>In accordance with the Uniform Act, families and individuals displaced from their dwellings may be eligible to receive two kinds of relocation payments: one to cover moving and related expenses and one to assist in obtaining a replacement dwelling.</p>	4

Comments and Responses: DRAFT REPORT PUBLIC MEETING #3 (10/28/20)

Code for Response Action:

1. Concur that changes are or may be needed to the Master Plan report.
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Laura Wright/#1	---	Final details on Airport MP Update recommendations.	When will we have concrete details on this plan including buildings you are buying, fuel farm relocation determination, and how high planes will be flying over the neighborhood in the new taking off zone? Numbers and facts would be most helpful.	The specific projects recommended in MP Update and tentative phasing plans are presented in Chapter G of the document. The timing of the property acquisition projects is typically driven by the seller of the property. The details on the new fuel farm project will not be known until the final site location is selected and the final design is completed by the chosen operator. Regarding the RW 14R shift project, the majority of the aircraft landing to RW 14R will be at the same altitude over Georgetown as they are today since the Instrument Landing System (ILS) and GPS approaches will not be changing. However, the RW 14R takeoffs will begin at the new threshold location, 300 feet further north. A comparison of Figures E2 and E3 in the Environmental Overview chapter does provide some reference to how the runway threshold project could reposition the DNL noise contours.	4
Adam Malone/#1	---	Planning for future light GA parking.	Since the 737MAX is close to re-entering service in 2021, will this extra space be accounted for when planning light GA parking relocation in this Master Plan Update? If not, why not?	Airport Staff is currently investigating how some of the existing Airport property that is being used by Boeing for temporary overflow B-737 MAX parking could potentially be used for displaced GA aircraft parking. This evaluation also applies to a few small airport leaseholds (e.g., the existing Lot 13 area located on the west side of the Airport, directly south of the existing ATCT facility) that may soon be available for new leases to support additional GA aircraft apron parking facilities. See revised Chapter F text on pgs. F.24 & F.27, including revised illustrations: Figure F2/pg. F.3 and Figure F16/pg. F.26. Also see revised Executive Summary text on pgs. xxxiii and xxxix, including revised Figure ES1/pg. xliii.	1

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Sherell Ehlers/#6	---	Future impacts to Steam Plant.	Could you explain in plain language what impacts there may be to the Steam Plant?	The existing RW 14R RPZ currently overlays a portion of the off-airport property associated with Steam Plant. The proposed RW 14R threshold relocation project would slightly reduce the amount of the Steam Plant property that is impacted by the RPZ. King County is in ongoing negotiations with the Steam Plant representatives for a new access road from Ellis Ave., including the operation of the facility as a museum. However, the final approval of the agreement must include a balance of the FAA's safety guidelines for land uses located within the RPZ -both people and property on the ground and the operation of aircraft.	4
Greg Ramirez/#2	---	Community coordination on future fuel farm design/relocation.	Can King County agree to engage with the community about the fuel farm co-design and relocation? We continue to hear a lot of concern about this aspect of the master plan.	The environmental documentation process for the new fuel farm design will include several opportunities for public comment and meeting participation prior to receipt of the environmental clearances and permitting that would be required before construction of the project.	4
Anonymous/#3	---	Existing fuel farm location.	Where is the existing fuel farm?	The existing fuel farm is located at the north end of the Airport, southwest of the intersection of S. Hardy St. and 15 th Ave. S.	4
Holly Krejci/#3	---	Fuel Farm relocation process.	Following up on Greg's question, how might community be a part of the relocation process in advance of SEPA, NEPA?	Airport Staff, through its interaction with the Airport Roundtable, postings on the Airport's website, and community involvement presentations with various neighborhood associations surrounding the Airport, is able to disseminate information regarding upcoming projects at BFI. The site selection and ultimate design process for the Airport's new fuel storage facility is the type of project that would be coordinated with the various on- and off-Airport stakeholders.	4
Laura Wright/#2	---	Community impact of the MP Update.	What are you doing to make KCIA reflect the communities it is impacting the most? Are there any efforts to have some cultural or gender diversity in your group or to hire people from the Duwamish Valley for jobs that hold decision making power? There seems to be some serious equity problems with this presentation.	The King County HR department maintains a rigorous program and protocols to promote nondiscrimination and equal employment opportunities for both its Staff and the contractors that are selected to provide services for King County. These requirements include: <ul style="list-style-type: none"> Nondiscrimination in Employment and Provision of Services 	4

Comments and Responses: DRAFT REPORT PUBLIC MEETING #3 (10/28/20)

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				<ul style="list-style-type: none"> • Equal Employment Opportunity Efforts • Equal Benefits to Employees with Domestic Partners • Nondiscrimination in Subcontracting Practices • Compliance with all applicable federal, state and local laws, ordinances, executive orders and regulations that prohibit discrimination • Compliance with Section 504 of the Rehabilitation Act of 1973, as amended (Section 504) and the American with Disabilities Act of 1990 as amended (ADA) <p>The Airport is also working upstream of the job pipeline to create substantial, meaningful opportunities to engage local youth. BFI partners with local high schools to host a day of activities called Discover U and partners with the Museum of Flight on Women Fly events. These events educate students on the wide variety of careers at an airport and sparks an interest in the broader aviation field. BFI also has a robust internship program that sponsors interns at all levels from high school, community college, university and graduate school. This program helps to reduce the barriers to entry for careers in aviation and the County.</p>	
John Haynes/#4	NA	General.	Great job John and Team!	Comment noted.	4

Comments and Responses: DRAFT REPORT PUBLIC MEETING #3 (10/28/20)

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Warren Hendrickson/ #2	---	Typo on pg. F.4 of Chapter F.	Just a note as the draft documents are reviewed and finalized: Chapter F, on page F.4, discusses Runway 14R. However, in the “Dimensions” section of that page, this runway is labeled 14L. Just a minor typo to be aware of...	Comment noted. Correction will be reflected in Final Report. See revised Chapter F text on pg. F.4.	1
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Refugee Women's Alliance

Comments and Responses: Refugee Women’s Alliance - received 12/07/20

Code for Response Action:

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Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
#1 Henok/ student	1	Potential job creation.	NA	"I agree with all statements on the master plan . Especially I am excited after the end of the project it will create a job opportunities for the community. Hoping also it will create good opportunity for business for immigrant and refugees to open their business in the airport and outside the Airport".	Comments noted.	4
#2 Rodas/ Uber driver	1	Potential job creation and vehicular access improvements	---	"The expansion of this project will bring more job opportunities for the residents living around the airport as well as the cities in seattle and it's surrounding cities .It also strengthen the economy of the state. On the other hand there are things need to get in to consideration beside the expansion of the airport. Mainly the roads around the airport has limited access and should be upgadeded parallaley to this project "	Comments noted. Yes, several of the proposed airport development projects will require an analysis of the existing vehicular transportation system surrounding the Airport prior to the implementation of the project.	4
#3 Feyisa Wario/ Airport Employee Union Member	1	Potential job creation and environmental impacts.	---	"The project is huge and the most part looks great, specially the job that will be created during the construction and even after its completion will be awesome. When it comes to the environment, how friendly it will be?"	Comments noted. Yes, each of the projects identified in the MP Update must undergo a comprehensive environmental review process and obtain environmental approvals prior to construction.	4
#4 Tigist Biru/Former Airport Employee	1	Economic impacts/benefits to the surrounding community.	---	"I agree 100 % with the plan,but I am afraid how emigrants and refugees benifeted from the business will be created after the end of the project. Finnaly, I would like to sugest this project shouldn't affect the residents lifestyle and economy around the airport."	Comments noted.	4
#5 Yonas Mamo/ Airport Employee	1	Future noise impact considerations.	---	"I am happy to get a chance to review the master plan. It is good proposal and my only feed back is the plan has to consider noice disturbance protection and keeping communities day to day activities."	Comments noted. Yes, each of the projects identified in the MP Update must undergo a comprehensive environmental review process (including a noise analysis) and obtain environmental	4

Comments and Responses: Refugee Women’s Alliance - received 12/07/20

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Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
					approvals prior to construction.	
#6 Abayneh Lema	1	Potential job creation.	---	"Thank you for giving me a chance to send my feedback. I am totally agree with the masterplan .please start it and let job opportunites expand for those affected by Covid-19."	Comments noted.	4
#7 Fathi Karshi/ Director of DEI	1	Future environmental impact considerations.	---	"This is mostly residential areas that is also historically populated by lower households. Though there seems to be benefit for those in Upper Beacon Hill residents (never mind the noise pollution generated by the expansion), one wonders what equity measures have been put in place to 1 : See to it that residents in this area A are not inequitably - displaced as did the population on Marine Drive, just behind SeaTac airport during the third way expansion? And secondly, How and what measures are in place not to destroy historical landmarks like the old firehouse building located around the proposed section A?"	Comments noted. Yes, each of the projects identified in the MP Update must undergo a comprehensive environmental review process (including a noise, social justice, and historical properties impact analysis) and obtain environmental approvals prior to construction.	4
#8 Mahdi Ali / IT Specialist	1	Potential community benefits of implementing the MP Update.	---	" The proposal, for me, generates more questions than answers. I hope this will benefit the community in a clearly visible way. For example, how would this project help refugee and immigrant communities? Would they benefit in terms of work/jobs while being considerate of language and technical difficulties?"	Comments noted. According to the King County International Airport Economic Impact Study, BFI's economic impact is more than \$3.0 billion in terms of local business sales that support 18,600 jobs and generates \$1.3 billion in labor income to King County. The Airport's 150 tenant businesses, which include the Boeing Company's various civilian and military aircraft Flight Test and Delivery Center operations, directly support 5,209 jobs in the local economy.	4
#9 Mona	2	COVID19 impacts on the	---	" I have seen the graphs and the numbers of the increasing needs and the predictions of increasing in flights, Now, is	The forecasts of aviation activity that were developed for the MP Update were prepared prior to the pandemic and were	4

Comments and Responses: Refugee Women’s Alliance - received 12/07/20

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Adam / Nurse		MP Update aviation activity forecasts.		that after COVID19 ? if not, Would predictions stand when COVID19 is put in plan?"	not reflected in the projections. However, previous economic downturns (e.g., the financial crisis of 2008) and the associated slow economic recovery were integrated into the forecasts generated for the MP Update.	
#10 Yahya Al Garib / Iraqi Community Center	2	Potential job creation and career growth.	---	"When it comes to the plan it makes it seem like there might be more job openings, however, will the refugee and immigrants really benefit from those job openings? In other words, will those jobs be only for the experienced, and those with senior positions? What kind of jobs will there be available for our community members? Will they just be minimum paid jobs, or will there be opportunities with this airport in terms of career and not just jobs for our refugee and immigrant community?"	Comments noted. See response to comment #8 above. Given the variety of disciplines and technical skillsets required for many aviation-related occupations, the pay scale for these positions tend to be above average, but also offer a variety of entry points with opportunities to grow and advance within the companies.	4
#11 Alan Abdulkade/ Resident	2	Potential environmental impacts.	---	"The master plan is only planning about the airport however, I don't see any plan about the effect that the airport will have on the street, and the area around the airport and if there is an effect, is the planning process taking measures in regards to those effects?"	Comments noted. Yes, see response to comment #3 above.	4
#12 Mahdi Ali / IT Specialist	2	Potential community benefits of implementing the MP Update.	---	"It looks like a good project, hopefully it'll bring jobs and opportunities for our communities specially as we face economical hardship due to covid19"	Comments noted. See response to comment #8 above.	4
#13 Hamse	2	Potential community	---	"This is an amazing project, local airport is beneficial to the betterment of the whole local community in terms of jobs	Comments noted.	4

Comments and Responses: Refugee Women’s Alliance - received 12/07/20

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Nepe Mohamed / Owner Nepe Truck Co.		benefits of implementing the MP Update.		and better opportunities, so it’s definite first salute of approval from me. The future of our young community is in good hands with such projects”	See response to comment #8 above.	
#14 Mohamud Mohamed / International Aid worker	2	Potential community benefits of implementing the MP Update.	---	“It looks good but I wish it was for commercial flights as well, pre-covid19 I was travelling a lot for work and the SeaTac airport line is horrible.”	Comments noted.	4
#15 Joseph Ngun Lian Cung / Secretary Seattle Chin Youth Organization	2	Potential safety concerns due to flight training and location of fuel storage facility. Also would like more job opportunities for neighboring immigrant populations.	---	"Seeking public opinion is an excellent way to start a big project like the Master Plan. Safety and the environment vital matter for the locals and communities. I think improvement and development is a good thing; however, dismissing safety isn't. Putting a new fuel farm storage is a great idea, but it should carefully be located far away from people and homes. According to the airport activity by type graph, the airport is mostly used for recreational/ training. The airport is not for training because many families live near the field, so the training number should be reduced in the future. The airport employed more than 18,600, however, in my opinion; they did not represent much of our local and communities. King County is a diverse community, and employees of King County International Airport-Boeing needs to be more diverse like King County."	Comments noted. The MP Update recommends the relocation of the Airport’s existing fuel facility to be further separated from the adjacent residential land uses. Also, the FAA mandates strict safety protocols for flight instruction and the Airport Sponsor cannot limit or restrict the level of flight training activity that originates from BFI. Also, the King County HR department maintains a rigorous program and protocols to promote nondiscrimination and equal employment opportunities for both its Staff and the contractors that are selected to provide services for King County. Airport Staff also interacts with area schools and administers an Airport internship program that draws upon applicants from the area neighborhoods and jurisdictions in the vicinity of the Airport.	4
#16 No Uk Cung / Vice President	3	Potential community benefits of implementing	---	"Honestly, this is one of the best things we have in the Seattle area because some companies are moving to other places but KCIA is stable and stayed. And it has plans to extend places and businesses - Thank God! Younger people	Comments noted.	4

Comments and Responses: Refugee Women’s Alliance - received 12/07/20

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Seattle Chin Baptist Church		the MP Update.		or next generations will have more opportunities and grow their lifestyle in the future. I totally agree with the KCIA Master Plan."		
#17 Sumyat Thu / Board Member North West Communities of Burma	3	Options to seek additional community input on the MP Update.	---	"My first impression is that people from Burmese community who would be living near that airport would have more thoughts and feedback on the plan. So, it might be helpful to post it via the NWCB facebook and collect responses."	Comments noted.	4
#18 Zen K Ning / President of Innkuan of WA	3	Concern over BFI use by mostly economic elites.	---	"To be honest KC airport is not for our communities. it's mostly used by the millionaires and billionaires for their jet to land and take off. I'd prefer they spend taxpayers' money on SeaTac International Airport for the latest security system and faster screening with less traffic."	Comments noted. BFI is operated as an enterprise fund, so no local tax dollars are used to fund the airport. All the costs of operating the airport are paid for through user fees, user leases and federal grants from the FAA. BFI also serves a vital role in the movement and transfer of air cargo within the Seattle Metropolitan area and the final delivery of Boeing commercial service aircraft throughout the world.	4
#19 Merigieta Zeru / Church Leader Medhane Alem Eritrean Orthodox	3	Potential community benefits of implementing the MP Update.	---	"The more service provided, the more job opportunity and more activities that help for the progress of the people. I think this will increase the number of visitors to the city, so it means the visitors will use different services that can help as a source of income."	Comments noted.	4

Comments and Responses: Refugee Women’s Alliance - received 12/07/20

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Tewahedo Church						
#20 Abraham / Former Director Eritrean Community	3	Potential community benefits of implementing the MP Update.	---	In general, it is good for us. It Is good to see the area is growing and developing."	Comments noted.	4
#21 Estifanos / Computer Science Student	3	Future noise and air quality impact considerations.	---	"Noise pollution in that area will increase; and it will impact the people who lives in that area. Air quality will be affected, and this will affect health and wellbeing of the community who lives in its surrounding. Generally, it could be better if there is a probability of moving to a suburb area like 20 to 30 miles away from the community area. KCIA can try to identify the population that can be affected by this project and arrange an assistance in psychological and behavioral treatment."	Comments noted. Yes, each of the projects identified in the MP Update must undergo a comprehensive environmental review process (including a noise and air quality analysis) and obtain environmental approvals prior to construction.	4
#22 Eyasu / Teacher Renton School District	3	Potential community benefits and environmental concerns of implementing the MP Update.	---	"It will create job opportunity, will increase the economy of the area, business transaction, transportation opportunity, hotels, restaurants, other companies, parking, it will affect the external businesses in that area both negatively and positively. Environmental degradation, natural ecosystem disturbance and loss of natural ecosystem balance. There will be noise and smell pollution that can affect the birds, insects and other living things. The impact to the water area nearby should be study. There could be oil leaks that might affect the neatness of the water bodies."	Comments noted. Yes, the economic impact of the Airport to the regional economy is significant (see response to comment # 8 above. Also, each of the projects identified in the MP Update must undergo a comprehensive environmental review process/impact analysis and obtain environmental approvals prior to construction.	4
#23 Fanus; A nurse at	4	Concern over property value impacts due to	---	"If KCIA are planning to buy extra space from the area, it will affect others who want to buy land, homes or business place from the same area. There might be buying power	Comments noted.	4

Comments and Responses: Refugee Women’s Alliance - received 12/07/20

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CHI hospital		future property acquisition by the Airport.		imbalance.		
#24 Isaac	4	Future noise impact considerations to new property owners.	---	“Noise pollution is the biggest problem to the people who live in that area. Specially those who bought houses around that place. When they buy the house that environment might be quite area, but through time it is getting more unplanned noisy for the residents.”	<p>Comments noted.</p> <p>We concur that a projected increase in aircraft operations, as outlined in the Master Plan Update, would result in an increase in aircraft noise at KCIA, which was documented in the Environmental Overview chapter of the MP Update (see pgs. E.10-19). However, please note that King Co. completed a comprehensive noise study for KCIA in 2005 (i.e., an FAR Part 150 Noise Compatibility Program) that resulted in FAA approval and funding of several noise mitigation projects at KCIA. One of these key projects from the Program provided a voluntary multi-year sound attenuation program for single-family homes located in parts of the Georgetown, Beacon Hill and Tukwila/Allentown neighborhoods. This project, which was 95% federally funded by the FAA, provided \$40 million for the sound insulation of just under 600 homes in these neighborhoods.</p>	4
#25 Angesom	4	Potential community benefits of implementing the MP Update.	---	“To increase service is good on my side, Improvement is always essential. I am happy to hear the plan.”	Comments noted.	4

Seattle City Light (SCL)

Comments and Responses: Seattle City Light (SCL) - received 12/01/20

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SCL Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
#1	2	Availability of report graphics in Chapters D & F to assist with the review process.	---	All figures in Chapters D and F are missing, including, Fig. F-2 Airport Layout Plan Drawing. Meaningful public comment is not possible, especially in a highly technical area such as airport planning, without graphics. Part of the controlling documents for the Airport are the figures, not text documents, so the public cannot understand what the Airport is proposing, committing to, or being held to without complete diagrams. This Airport Master Plan process has been going on for at least 4 ½ years; it is unreasonable to skimp on the information to the public at the end of the process just to save a few weeks. The full document including all the figures should be provided and a completely new public comment period established.	<p>We agree with your comment. A PDF version of these chapters was prepared with the intension of posting on the website. It appears that a pdf version of the word document for these two chapters (without the graphics) was inadvertently posted by mistake.</p> <p>Thank you for bringing this to our attention. These chapters, with the associated graphics, have been posted to the website and Airport Staff will provide two additional weeks for your review, if needed. We apologize for the oversight. Also, please note that the Airport Layout Plan Drawing, which is the same drawing as Fig. F2 in Chapter F, was also posted on the website under the Airport Layout Plan working draft document tab and has been available for review throughout the formal public comment period.</p> <p>All of the Chapter D & F illustrations are included in the Revised Draft Report.</p>	1
#2	2	Building hatch color edits to existing off-airport are needed to the base drawing for several Inventory chapter graphics.	---	Figs. A 3,4,5, and 7 show the GTSP as an on-airport building, and p. A-58 describes the GTSP as being within BFI, while p. E-13 says the GTSP is “not located on Airport property.” Please state clearly that the GTSP is immediately adjacent to, and is not, and has never been, on KCIA property.	<p>Agree. The building hatch color for the Stream Plant and adjacent buildings will be changed on the base drawing to match the legend for off-airport buildings.</p> <p>Each of the Chapter A illustrations have been updated as noted above (see Figures A2-A5, A7-A9, & A11-A19/pgs. A.7, A.9, A.14, A.16, A.22, A.25, A.27, A.33, A.36, A.38-39, A.42-43, A.57, A.60, & A.63)</p>	1
#3	2	Update all references to GTSP from Registered Historic Site to National	pg. A.58 & others	P. A-58 and numerous other locations in the various documents describe the GTSP as a Registered Historic Site. The GTSP should be described more accurately as a National Historic Landmark – a designation which indicates a much higher value as an historic resource, than one that is just registered.	<p>Agree. All GTSP references will be updated National Historic Landmark.</p> <p>See revised Chapter A text and Table A15 on pg. A.58.</p>	1

Comments and Responses: Seattle City Light (SCL) - received 12/01/20

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SCL Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
		Historic Landmark.				
#4	3	Noise and land use evaluation	pg. xxxviii of the Executive Summary document	On p. xxxviii of the summary, the following item is listed: “Future RPZ Use Agreement: <ul style="list-style-type: none"> □ Runway 14R approach RPZ – 1.3 acres” What does this mean? Does this mean that KCIA is seeking a use agreement for 1.3 acres in the (alleged) RPZ? Where? With whom? Under what terms?	KCIA is seeking to negotiate an off-airport RPZ land use compatibility agreement with Seattle City Light that is consistent with FAA guidelines for RPZ land use compatibility.	4
#5	3	Off-airport RPZ control options.	pg. C.37	P. C-37 includes: “Further consideration will be given to the options the Airport has in regard to achieving full control of all RPZ’s.” What are those options? Do they include condemnation? If so, please make clear whether, in the County’s view, this would also include the ability for King County to condemn city property.	Text will be edited to add reference to the various options that Airport Sponsors have to provide or promote land use compatibility with RPZs. These can include property acquisition, RPZ easement acquisition, and negotiated RPZ land use agreements. KCIA has no intention to pursue any land acquisition projects identified in the Master Plan Update using condemnation. See updated Chapter C text on pg. C.37.	1
#6	3	Runway 14R/32L Alternative One: Uncontrolled RPZ acquisition options	pg. D.19	P. D-19 includes: “GTSP property @1.9 acres...approximately 1.9 acres to the north...is recommended for future RPZ easement or property acquisition to provide King County with land use controls.” Please indicate which specific properties are recommended for which means of providing KCIA “with land use controls.”	The location of the 1.9 acres of uncontrolled RPZ is identified on Figure D2/pg. D.16. This alternative presents two potential options for acquiring future control of this off-airport RPZ property. These include fee simple property acquisition or RPZ easement acquisition. Neither option is recommended in this section of the chapter.	4
#7	3	Location of recommended RPZ property acquisition at north end of Runway 14R/32L	pg. D.69	On p. D-69, the CDP summary says “RW 14R RPZ – 1.0 acres (To be acquired)”. Which 1.0 acres? Acquired by what means?	The location of the uncontrolled RW 14R RPZ properties recommended for fee simple acquisition are identified on Figure D32/pg. D.72 and Figure F2/pg. F.3. There is no Seattle City Light property identified for acquisition in the Master Plan Update.	4
#8	3	Airfield access	pg. E.8	On p. E-8, it states: “the 300 foot- Runway 14R extension ... would change access.”	Relocation of the Runway 14R threshold will require	1

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		change		For what facility or entity would access be changed? How?	extension of the parallel taxiways (i.e., TW A and TW B) to serve the new runway threshold location. Text will be edited to clarify the proposed taxiway access change. See updated Chapter E text on pg. E.8.	
#9	3	Text typo	pg. xxxv of the Executive Summary document	On p. xxxv of the summary, there is the following item: “Runway Protection Zones (RPZs). The size of both approach and departure RPZ’s for Runway 14L are to be maintained at 1,000 feet x 1,510 feet x 1,700 feet and...” We believe this should read “14R”, not “14L”.	Agree. Text will be revised as suggested. See updated Executive Summary text on pg. xxxv.	1
#10	3	Clarification of Table D11 text is needed.	pg. D.57	On p. D-57, for Alternative One, the chart states “no change” in RPZ. However, RPZ Easement/Property Acquisition line in the chart shows “significant change”. This is just one example of the confusion in the documents about whether the RPZ in Alternatives One, Two and Four is the existing condition, or in fact a change in the baseline which is the approved 2004 AMP. In any event, there is an inconsistency within this chart.	The existing “(No Change)” entry for the RPZ component is correct. In addition, we propose that our assessment of the noted “significant” impacts of the RPZ Easement/Property Acquisition component for each alternative is correct given the potential acquisition cost of the property.	4
#11	3	Text typo	pg. D.59	On the chart on p. D-59, Environmental issues should read “possible incompatible land use/NHRP property”	Disagree. Steam Plant property is located within both the existing and proposed Runway 14R RPZ.	2
#12	3	Text typo	pg. F.4	On p. F-4, we believe that the Runway Protection Zones section is meant to apply to 14R, not 14L	Agree. Text will be revised as suggested. See updated Chapter F text on pg. F.4.	1
#13	4	Background info on steam plant ownership/operation	---	Page 109 of the 2004 AMP EIS includes this reference: “The steam plant was inactivated in 1977. It is currently owned by Seattle City Light and managed by the Georgetown Powerplant Museum as a museum and educational facility, with a broad variety of uses. It is used regularly for tours and training classes in boiler operations and related topics.” This is accurate and we appreciate KCIA’s recognition that museum activities are a long-standing feature of City	Comment noted.	4

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#14	4	Info on Airport Height Overlay District	pg. A.40	<p>Light's use of the GTSP.</p> <p>P. A-40 describes that the City of Seattle's Airport Height Overlay District "shall not restrict heights in Transition Areas to less than 37 feet (37)". This is accurate. However, the document should further educate the reader that this is the only applicable height regulation in that area for non-airport property.</p>	<p>Comment noted. Additional explanatory text on the application of the height restrictions specified by the Airport Height Overlay District is already provided on pg. A.40.</p> <p>In addition, the GTSP structure is identified as an existing Part 77 obstruction to the Runway 14R approach surface (with existing obstruction light), which is documented on Figure F3 of the <i>Airport Plans</i> chapter and Sheet #4 of the draft Airport Layout Plan Drawing Set.</p>	4
#15	4 & 5	Question regarding change of the existing Runway 14R RPZ dimensions since the 2004 MP Update.	---	<p>The 2004 adopted Airport Master Plan is helpfully provided in the project website. Table C-2 of that document specifies that the dimensions of the 13R RPZ are 500 ft X 1,010 ft (13R was, of course, the old designation of the runway now called 14R). Diagrams in the 2004 AMP also show that this RPZ does not include any part of City Light's property around the GTSP.</p> <p>A multitude of documents included in the present Master Plan Update website show that something has changed. The "existing" 14R approach RPZ is described as 1,000 ft X 1,510 ft X 1,700 ft. Dozens of text and diagrammatic references show that this RPZ now overlaps a good portion of City Light's GTSP property. But the documents are not completely consistent in this view. For instance, on p. D-27, the "existing" ¾ mile, 1,000/1,510/1,700 RPZ is mentioned as possibly requiring an EA and Section 106 consultation. On p. D-28, Alternative One's disadvantages for the "existing" ¾ mile visibility and RPZ are indicated as requiring additional planning as well as the preparation of an Environmental Assessment and a Section 106 consultation.</p> <p>If the "existing" RPZ had been appropriately approved and established, why would these additional</p>	<p>You are correct in noting that something has changed regarding the dimensions of the Runway 14R RPZ dimensions since the publication of the 2004 Airport Master Plan.</p> <p>The required dimensions of the RPZ are dictated by the existing visibility minimums that are provided by the individual runway ends (e.g., a visual approach vs. various instrument approaches). Instrument approaches that offer lower visibility minimums specify increasingly larger RPZ sizes. The 2004 Airport Master Plan documented the existing and future approach visibility minimums for Runway 14R at 1-mile, which specified an approach RPZ dimension of 500' x 1,010' x 1,700'.</p> <p>During the early stage preparation of this MP Update, it was determined that some of the Runway 14R instrument approach procedures had been upgraded to provide ¾-mile visibility minimums, which require the slightly larger RPZ dimensions (i.e., 1,000' x 1,510' x 1,700'). This improved instrument approach capability was made possible due to criteria changes within FAA's Terminal Instrument Procedures order but was implemented without knowledge to both BFI Staff and FAA Airport District Office Staff.</p>	4

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				<p>planning/regulatory/consultation steps be necessary? One is drawn to infer that the “existing” RPZ is not, in fact, properly established or approved and is in fact not the existing baseline at all.</p> <p>The statement on p. D-5 provides some helpful information: “It has been confirmed through this planning process that the previous review of these non-standard conditions, which were documented in previous planning documents (i.e., the 2004 NEPA ENVIRONMENTAL ASSESSMENT/SEPA ENVIRONMENTAL IMPACT STATEMENT FOR PROPOSED MASTER PLAN IMPROVEMENTS AT BFI and the 2006 MODIFICATION OF STANDARDS ALTERNATIVE ANALYSIS document for BFI) and recorded as Modification of Standards (MOS) on the approved 2007 Airport Layout Plan Drawing Set were never “officially” approved by FAA.”</p> <p>Supposedly the creation of an expanded RPZ is documented in these documents. The 2004 NEPA EA/ SEPA EIS is provided on the project website but no mention is made there (nor in the adopted 2004 AMP) of an expanded RPZ. One is left to conclude that the 2006 MOS Alternative Analysis and the approved 2007 Airport Layout Plan Drawing set document this RPZ expansion, but that is not clear because they are not provided on the project website. Please provide these documents on your website (and allow for an extended public comment period once the complete documents are provided.)</p> <p>Please state clearly if KCIA is relying on these documents to establish that the RPZ shown as “existing” in this Update was properly approved by FAA. If that is KCIA’s contention, please explain why your document on p. D-5 states that the 2006 MOS and 2007 ALP drawing set were “never ‘officially’ approved by FAA.”</p> <p>Please provide the NEPA, SEPA, and Section 106</p>	<p>Typically, the implementation of a new instrument approach requires environmental clearance documentation. This process was not completed for the implementation of the Runway 14R improved instrument approach and resulting RPZ enlargement at BFI.</p> <p>For the purposes of this MP Update, it was determined appropriate to recognize the larger RPZ, dimensioned at 1,000’ x 1,510’ x 1,700’, as the current “existing” RPZ (consistent with the existing instrument approach visibility minimums). However, the continued need for the previously required environmental clearance documentation (e.g., Environmental Assessment and Section 106 consultation) has been documented and will be completed as a separate stand-alone planning project.</p> <p>It should also be noted the statement on pg. D.5 in the comment is in reference to a section of the MP Update (see pgs. D.4-D.11) that summarizes the existing non-standard runway and taxiway design conditions that currently exist at the Airport. It was thought that modification of standards had been approved by the FAA for several of these that were previously identified on the Airport Layout Plan, but that was confirmed to not be the case. Therefore, each of these previous non-standard conditions, along with others that include the Runway 14R land use compatibility issue, have been documented in this MP Update for FAA review.</p>	

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				documentation that shows that proper environmental compliance was done by KCIA and FAA for any asserted expansion of the RPZ subsequent to 2004.		
#16	5	Question regarding existing Runway 14R RPZ designation & environmental clearance requirements	---	<p>A reference on p. D-25 states: “The encroachment of the Runway 14R approach RPZ onto adjacent property associated with the Georgetown Steam Plant (a structure listed on the National Register of Historic Properties) is a result of the existing ¾ mile visibility minimums...Due to the fact the existing 2007 Airport Layout Plan (ALP) identifies only 1 mile visibility minimums for the existing and future Runway 14R IAPs, additional environmental coordination and documentation would be required to consider the various environmental impact categories...to support the larger Runway 14R approach requirements.”</p> <p>This also states that the 2007 ALP is the “existing” plan, which is problematic. It also leaves a little more confusion of whether the 2007 ALP has a 1-mile visibility requirement (small RPZ) or a ¾ mile visibility requirement (bigger RPZ.) It does indicate that there are presently unperformed environmental coordination and documentation requirements that are necessary to establish the larger RPZ. This reinforces our inferences drawn from pp. D-27 & 28.</p> <p>There is a reference on p. E-9 to the “the FAA approved Airport Layout Plan (King County 2012).” What is this document? Is it the 2007 ALP? If so, why is it described as “approved” when on p. D-5 it is described never having been “officially” approved by FAA. What is the King County 2012 reference?</p> <p>Given all the above, including KCIA’s statement on p. D-5, please explain how KCIA can assert that the 1,000/1,510/1,700 RPZ can be viewed as the “existing” RPZ.</p>	<p>We agree with your comment: “the existing 2007 Airport Layout Plan (ALP) identifies only 1 mile visibility minimums for the existing and future Runway 14R IAPs, additional environmental coordination and documentation would be required to consider the various environmental impact categories...to support the larger Runway 14R RPZ requirements.” See additional information in the Response to Comment #15.</p> <p>The reference on pg. E.9 to the “the FAA approved Airport Layout Plan (King County 2012) is a typo and will be edited to (King County 2007).</p>	4
#17	6	Existing	---	It is clear that the existing RPZ and the true baseline, is in	Comments noted. The rationale for designation of the larger	4

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		Runway 14R RPZ designation		fact the 500 ft X1700 ft X1,010 ft RPZ adopted as part of the 2004 AMP. The Master Plan Update documents should be revised to reflect that and all necessary SEPA, NEPA and Section 106 compliance must be done before considering any expansion of this RPZ. The impacts of any RPZ expansion should be measured against the adopted 2004 AMP RPZ. On a related note, references on pp. E-8 & 9 state that “one NHRP-registered historic site, the Georgetown Steam Plant is potentially impacted by the 300 foot- Runway 14R extension, which would reposition the Runway 14R RPZ to encompass less of the Steam Plant property than under existing conditions.” Given the conclusion above, the 300 foot 14R extension (if done in conjunction with a ¾ mile visibility requirement) would also impact the GTSP property more than the true 2004 baseline.	Runway 14R RPZ, dimensioned at 1,000’ x 1,510’ x 1,700’, as the current “existing” RPZ was presented in the Response to Comment #15. In addition, environmental clearance documentation (e.g., Environmental Assessment and Section 106 consultation) have been identified as being needed for both the previous RPZ enlargement and the future repositioning of the existing RPZ associated with the proposed Runway 14R threshold relocation project.	
#18	6 & 7	Confusion regarding reference to future studies, agency coordination, and regulatory compliance remediation.	---	There are many references in the documents to additional studies and similar activities that are needed: “To facilitate the MOS preparation effort, a supplemental planning study will be undertaken to further define the long-term improvement/resolution options (beyond the 20-year planning period of the Master Plan Update) for the Airport’s existing nonstandard design conditions.” p. D-6 □ “Potential Compliance/Mitigation Options o ...undertake the required environmental documentation to address the location of the Georgetown Steam Plant within the Runway 14R approach RPZ.” p. D-7 “...application of FAA’s Interim Guidance on Land Uses within a Runway Protection Zone could require additional environmental review and documentation to assess the land use compatibility of the Steam Plant” p. D-9 “may require additional environmental documentation and approvals to support and retain the ¾ mile visibility minimums.” p. D-18 “Subsequent to the preparation of this draft chapter, the decision was made to retain the existing	We agree with your comment that the MP Update makes reference to several additional studies that must be undertaken to address the variety of existing non-standard conditions that were discovered during the planning process. To help summarize this list we will make reference to the project list (see Tables G2, G3, and G4) identified in Chapter G/Financial Implementation Plan. 1) The first project of interest is the required environmental clearance documentation (e.g., Environmental Assessment and Section 106 consultation) that is required for the larger (1,000’ x 1,510’ x 1,700’ Runway 14R RPZ. Since this type of environmental study is typically prepared internally by the FAA, it was not included in the Airport’s Capital Improvement Plan (CIP) project list, but is documented throughout the MP Update.	4

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				<p>IAP visibility minimums and address the existing RPZ land use compatibility issues in a supplemental study to the Master Plan Update.” p. D-9 footnote “Hot Spot #1. A new EA may be required to change the PPRP designation.” p. D-12 “Subsequent to the preparation of this draft chapter during the MP update, the FAA elected to address the land use compatibility guidance from the Interim Guidance on Land Uses within a Runway Protection Zone in a separate follow up study to the MP Update.” p. D-18 footnote 5.</p> <p>There are two problems with these statements. The first is that they are mostly unclear about the nature of the action that is being recommended. Are these supposed to be Section 106 consultations? NEPA EA’s? SEPA analysis? When they refer to “studies” what is being proposed to be studied? Also, in what way can these actions resolve the incompatibility of a use on non-airport property which KCIA is seeking to include in an expansion of the RPZ? IS KCIA considering attempting to restrict City Light’s property rights?</p> <p>The second problem is the implication that all these activities should be done after this AMP is adopted by the County and the ALP is approved by the FAA. If this is correct, then it leaves questions about mitigation and resolution of these potential impacts until after the main decisions are made. This is not the correct approach to SEPA and NEPA.</p> <p>Full environmental compliance (including SEPA and NEPA) should be done before the AMP and ALP are recommended for adoption or approval. If the AMP and ALP are considered programmatic decisions rather than project decisions, then SEPA and NEPA compliance (and Section 106 compliance and noise compliance) should be done on the programmatic decisions. And as we commented above, mitigation and resolution of impacts from past KCIA</p>	<p>2) Year 2020/Project A.2: Prepare request and submittal for update of existing ATC Operational Waiver to address non-standard centerline separation distance between existing parallel runway configuration.</p> <p>3) Year 2021/Project A.1: Prepare consolidated EA or EIS for various Phase I projects: acquire property (multiple parcels), relocate/construct new fuel storage facility, and implement pavement maintenance/ reconstruction</p> <p>4) Year 2021/Project A.2: Prepare request and submittal for modification of standards to address multiple existing non-standard conditions: 1) Runway 14R/32L OFA, 2) Runway 14R/32L to Taxiway A centerline separation, and 3) Runway 14R/32L to Taxiway B centerline separation</p> <p>5) Year 2023/Project A.9: Prepare consolidated EA or EIS for various Phase II projects: 300-foot runway/TW A/TW B extension north; RW 14R approach RPZ property acquisition (multiple parcels); ALS and various other lighting relocation/upgrades; removal of future RW 14R VGAS obstruction, construct new airport maintenance facilities, and implement pavement maintenance/reconstruction (This project would also likely include the land use compatibility guidance from the Interim Guidance on Land Uses within a Runway Protection Zone</p> <p>6) Year 2024/Project A.4: Prepare OAP and remove</p>	

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				actions should be completed before a decision is made to create any new impacts from further Airport expansion.	<p>future obstruction to Runway 14R VGAS surface (i.e., one tree)</p> <p>7) Phase II//Project B.5: Prepare ATCT Siting Study for relocation of existing ATCT</p> <p>8) Phase II//Project B.8: Prepare consolidated EA for various Phase II and Phase III projects: construct new southwest cargo development area, property acquisition for Runway 14R Departure RPZ, and implement pavement maintenance/reconstruction</p> <p>9) Phase III//Project C.9: Prepare consolidated EA for various Phase III projects: install Runway 32L ALSF-1, removal of future RW 32L obstructions (OFZ), and implement pavement maintenance/reconstruction</p> <p>Regarding the comment that “Full environmental compliance (including SEPA and NEPA) should be done before the AMP and ALP are recommended for adoption or approval.”</p> <p>We concur that the environmental processing of the improved visibility minimums for the Runway 14R instrument approach procedures does still need to be prepared by the FAA. Also, keep in mind that FAA’s approval of the ALP is conditional, meaning that, among other things, no projects are environmentally cleared through the ALP approval process. Each project will require its own environmental analysis and clearance prior to implementation.</p>	
#19	7	On-going coordination between King County and	---	Also, on p. E-8 indicates that “It is recommended that BFI and King County continue to coordinate with Steam Plant representatives about the compatibility of the Steam Plant within the RPZ.” What does this mean? City Light has been	King County and Steam Plant representatives will continue to negotiate on the final details of the proposed new access road and the terms of a future RPZ use agreement.	4

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		Steam Plant representatives about the compatibility of the Steam Plant within the RPZ		negotiating with KCIA about the Airport's impacts on GTSP for 19 years now with no final resolution in sight. Please explain the basis for the assumption that continued coordination will resolve issues arising from further RPZ expansion.		
#20	---	Comments on adherence to stated assumptions and goals in the MP Update.	---	<p>There are several references to Assumptions and Goals in the documents:</p> <p>"Assumption Four. The fourth assumption is to encourage the protection of existing public and private investment in land and facilities and advocate the resolution of any potential land use conflicts, both on and off airport property." [p. xxxiv]</p> <p>"Goal 6: Communications and Community Partnerships Neighborhood & community. Act as a partner to neighboring residents, businesses and organizations." [p. A-3, pp. D-3 &4.]</p> <p>We comment that KCIA's actions have not been consistent with this Assumption and this Goal.</p>	Comment noted. Given the existing site constraints of both the Airport and the surrounding environs, all of the Airport Stakeholders (e.g., King Co., neighboring residents, businesses and organizations) must continually work to mitigate potential land use conflicts and maintain ongoing communication efforts.	4
#21	7 & 8	Additional info requested on the relationship of IFR minimums and IFR accessibility to the Airport.	---	<p>On p. D-28 it states that Alternative One provides the opportunity to increase IFR access capability to Airport by 8.8 hours annually if the existing Runway 14R ILS can receive environmental clearance for the ¾ mile visibility minimum approach procedures.</p> <p>Please state the baseline against which this 8.8 hour increase due to an expanded RPZ is measured. In other words, a 1-mile visibility gives X hours/year of runway use. A ¾ mile visibility requirement would give X + 8.8 hours of use. What is "X"? The Airport's general value to the local economy is clear, but please describe the incremental benefit to the economy of this additional 8.8 annual hours of operation in terms of jobs, \$ of economic activity, \$ of taxes</p>	<p>An instrument approach to a runway is defined by two weather variables: cloud ceiling and visibility. At the onset of the MP Update, the existing ¾-mile visibility approach to Runway 14R was provided by an RNAV GPS approach that offered a 703-foot ceiling minimum. Based upon 10 years of weather data, this combination of IFR minimums were available on average at BFI 3.6% of the time annually, which equates to 13.1 days of the year. At that same time, the existing Runway 14R ILS approach provided ceiling and visibility minimums of 273 feet and 1 mile, which were available 6.2% of the time annually or 22.6 days of the year.</p> <p>In 2017, the Runway 14R ILS approach minimums were</p>	4

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				generated, etc. We are assuming that KCIA must view these incremental benefits as substantial since they are driving a preference to expand the RPZ despite the well-documented land use incompatibility problems that flow from that preference.	<p>updated to a 290 foot ceiling and ¾-mile visibility and the ceiling was again increased in 2019 to 308 feet, due to revisions in the FAA's Terminal Instrument Procedures order and the updated obstacle data set. These updated minimums resulted in a decrease in the annual availability of the Runway 14 ILS approach from the original 6.2% (i.e., 22.6 days) to 6.0% (i.e., 21.8 days), a reduction of 19.2 hours annually. If the Runway 14 ILS approach visibility minimums were now raised to 1 mile, the annual availability of the procedure could be reduced to 5.8%, resulting in a potential reduction of 17.5 hours annually. The text on pg. D.28, referencing 8.8 hours, will be updated to 17.5 hours to reflect the revisions to the ILS minimums that occurred in both 2017 and 2019.</p> <p>The operational availability of an airport is extremely important to commercial operators that provide scheduled services. This is particularly true of the existing UPS cargo operation at BFI. The future environmental clearance documentation that will be required to review the instrument approach upgrade (e.g., Environmental Assessment and Section 106 consultation) will likely include a detailed assessment of the cost/benefit of the improved minimums to the existing air cargo operation, including documentation of the additional information that has been requested in your comment.</p>	
#22	8	General comments on future noise analysis and on-going settlement negotiations.	---	The power point slide on Part 150 noise compares 2008 noise model results and 2018 noise model results. The proper baseline for noise impact analysis of the alternatives are that of the most recent data, not those of 12 years ago. There are several references to the noise impact on the GTSP from PPRP conversion/runway extension (p. D-48, D-60, and E-8.) We remind KCIA that City Light has offered KCIA an aviation easement that would cover noise from normal operations of aircraft, subject to resolution of	Comment noted regarding reference to the previous Part 150 noise contour. The power point slide reference to the 2008 noise contours was included for reference only to demonstrate the current reduction in the noise contours compared to the previous noise study. It is recognized that any future noise evaluation, as a component of an environmental clearance document, would include the generation of current year baseline contours, comparison to	4

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				all other terms of a final access settlement. But since KCIA has not agreed to such a final settlement, then all legal requirements for noise analysis and mitigation need to be met prior to any decision to extend the runway and convert the PPRP.	future noise contours, and identify potential noise impacts “with” and “without” the proposed development project.	
#23	email	Chapter D mapping edit	---	On Fig. D4 (p. D.20) , Fig. D5 (p. D.21) and Fig. D13 (p. D.34), there is a blue building shown immediately to the NW of the Georgetown Steam Plant, partly in the RPZ for that particular alternative. However it is not shown in the many other figures. Is it meant to signify a new building, or is it inadvertently included in these three figures?	That blue building represents the previous future location for the SRE building. Due to the proposed runway threshold shift and RPZ enlargement, it was removed from all of the other illustrations in the chapter and should have been removed from these Alternative One illustrations. This building will be deleted from the drawings for the Final Report. See updated Chapter D illustrations: Figure D4/pg. D.20, Figure D5/pg. D.21, & Figure D13/pg. D.34.	1
#24	email	Additional info requested on the relationship of IFR minimums and IFR accessibility to the Airport.	---	I would like to ask for one more clarification within the comment period window, even though it does not relate to any of the figures in Chapters D & F. Can you try to explain it to me one more time about the Airport’s operational availability. You state that “If the Runway 14 ILS approach visibility minimums were now raised to 1 mile, the annual availability of the procedure could be reduced to 5.8%...”. It seems obvious that the overall availability of the runway for operations would be much greater than that – 100’s of days. It seems as though its availability would be the sum of its availability under ILS plus its availability from much better weather conditions for much of the average year. I must be missing something. Could the Runway 14 total availability (Instrument and non-instrument[??]) with ¾ mile visibility =A, be compared to the Runway 14 total availability (Instrument and non-instrument[??]) with 1 mile visibility =B? I get it that A will be greater than B (evidently by 17.5 hours in an average year). But what is A on an absolute	Visual Flight Rules (VFR) conditions occur whenever the cloud ceiling is at least 1,000 feet above ground level and the visibility is at least three statute miles. These conditions occur at BFI approximately 91.7 percent of the time annually, which equates to approximately 335 days/year. The weather parameters and percentages described in the response to comment #21 above are only related to Instrument Flight Rule (IFR) conditions (i.e., the various weather conditions below the VFR parameters). The total operational availability of a runway on annual basis, based upon weather, is represented by the combination of VFR conditions plus the percentage of IFR weather access that is provided by the instrument approach procedure.	

Comments and Responses: Seattle City Light (SCL) - received 12/01/20

Code for Response Action:

1. Concur that changes are or may be needed.
2. Disagree with intent or context of comment, no changes recommended.
3. FAA decisions required or additional information necessary from King County, FAA, etc.
4. No action necessary (i.e., an opinion given, or only clarification requested, etc.)

SCL Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
				scale?		

The Boeing Company

Comments and Responses: The Boeing Company - received 11/30/20

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#1	1	Potential impact of future Runway 14R RPZ on stall A6.	---	The North RPZ no longer affects the Boeing large aircraft stall, A6, as it did in prior reiterations. Boeing would like to verify this does not change as this project progresses and into construction.	Comments noted. Yes, the future RW 14R RPZ will be repositioned off of the existing A6 stall, but the stall could still be potentially impacted by the aircraft parking limit line, which measures 500 feet from the RW 14R/332L centerline.	4
#2	1	Future taxiway access by wide body aircraft to future RW 14R departure threshold.	---	Since the removal of the B1 access ramp is in the plan, verification by an outside firm will be needed to determine if the proposed north access ramp will allow our wide body aircraft (767, 777-x) to make the required turns to access runway R14. Boeing would like the opportunity to review the dimensioned Construction Documents and the associated construction schedule for this project to determine the impacts, if any, to our production capacities. If reconfiguration of our existing stalls, B15 and B16, is imminent, then Boeing and KCIA will need to discuss how this will affect our business.	Comments noted. Yes, confirmation of taxiway access by Boeing's wide body aircraft to the future RW 14R departure threshold will be verified during the design/engineering phase of the project.	4
#3	1	Direct taxiway access to the Runway 32L threshold from the MDC apron.	---	The B10 rolling gate entrance at the MDC is no longer an issue in this Master Plan.	FAA's review of the Airport Layout Plan Drawing Set for the MP Update did not include any comments on the existing direct taxiway access from the MDC apron to the runway using the TW B10 connector. However, the existing taxiway access restrictions, to and from the MDC apron, will need to be included in a finalized "Through-the-Fence" access agreement with BFI Staff.	4
#4	1	Future purchase and development of the Jorgensen Forge property.	---	The future intentions of King County purchasing the Jorgensen Forge property and constructing a fuel farm and new FAA control tower, may affect the Boeing Thompson site, which is directly south of the Jorgensen site, along with the Plant 2 site located to the north. Boeing's concerns are around the demo and construction of these proposed projects regarding possible vibrations and demolition dust for both the Thompson P8 assembly site and the Plant 2 laboratories located to the north. We have additional	Comments noted.	4

Comments and Responses: The Boeing Company - received 11/30/20

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				concerns around possible electronic interference from Boeing, and to Boeing, if a new FAA control tower is constructed nearby. Boeing would like to be kept informed on the status of the intent of this property if purchased by King County.		
#5	1	Future construction of new airplane stalls on Lot 12.	---	The construction of additional airplane stalls on Lot 12 is currently in Boeing's Capital Plan. If the control tower relocates, we assume the ARFF station will relocate with it. If this holds true, Boeing may alter our existing plans for the Lot 12 build. Boeing would like a better idea of which out years this relocation could occur so educated decisions can be made on our future projects.	Comments noted. The potential relocation of the ATCT has been identified as Phase II project (i.e., the 6 to 10-year timeframe) in the MP Update. Also, there are no current plans to relocate the existing ARFF facility, as they have a very strict response time requirements per the FAA and need to be as close to the center of the main runway as possible.	4
#6	1 & 2	West side airport service road reconstruction.	---	The West Service Road may be reconstructed and could lessen Boeing's ability to use certain airplane stalls (Lot 12). The project may also include the relocation of the Boeing Pump Station for the mitigation of the Object Free Area of Taxiway B. Boeing would like to be included in discussions and design reviews, if this project moves forward.	Comments noted. The Airport has a project on the books in 2023 timeframe to look at the impacts of the FAA's new Airport Design Advisory Circular (Draft AC 150/5300-13B, Airport Design) that is currently being reviewed. Based upon the initial review of the draft, it appears that some of the current taxiway OFA impacts may no longer be an issue if the revised criteria is published as presented.	4
#7	2	BFI operational impacts during reconstruction of Runway 14R/32L.	---	The main runway repaving project could interfere with Boeing's ability to conduct flight tests and to deliver aircraft during the construction period. Boeing would like to be closely involved in the project approach, phasing and construction scheduling to ensure Boeing's business is not adversely affected.	Comments noted.	4
#8	2	Stormwater management of airport property during	---	Due to the large list of KCIA Master Plan projects, Boeing is anxious with how KCIA plans on protecting our existing stormwater systems during all construction phases. Boeing would like to be kept current on any groundwater/stormwater plans being considered.	Comments noted.	4

Comments and Responses: The Boeing Company - received 11/30/20

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		construction of MP projects.				

Washington Seaplane Pilots Association

Comments and Responses: Washington Seaplane Pilots Association - received 12/16/20

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#1	1	Concern regarding planned loss of small GA aircraft storage facilities (i.e., both tiedowns and T-hangars).	---	As it is currently slated, the Master Plan for KBFI will remove over 75 tie-down spots and hangar spaces in the southwest corner next to the Museum of Flight, in addition to the removal of tie-down spaces at the northeast corner. The deleterious impact this will have on general aviation operations at KBFI is impossible to overstate. There is already a critical shortage of aircraft parking in the Seattle area. KBFI is the closest airport to downtown Seattle. Currently, it is extremely difficult to obtain a parking spot for an aircraft at any airport within an hour drive of downtown Seattle. By removing over 75 parking spaces and reducing the footprint of space available to general aviation operators, King County Airport management will exacerbate the already critical state of aircraft parking and will likely price most light aircraft owners out of the Seattle area.	<p>Comments noted.</p> <p>The MP Update does identify a potential demand scenario for the future redevelopment of the existing southwest GA T-hangar and apron area to accommodate a new air cargo facility. However, the site will be identified on the Airport Layout Plan as a Future Aviation Redevelopment Area. The future development boundary for this site will maintain the existing twelve apron tiedowns located north of the Museum of Flight (MOF) and positioned within the existing access corridor defined by the current MOF Through-the-Fence agreement.</p> <p>See revised Chapter F text on pgs. F.24 & F.27, including revised illustrations: Figure F2/pg. F.3 and Figure F16/pg. F.26. Also see revised Executive Summary text on pgs. xxxiii and xxxix, including revised Figure ES1/pg. xliii.</p> <p>Please note the decision to redevelop this area of the Airport was introduced in the previous Master Plan, with the planned removal of the three T-hangars and the acquisition of the adjacent Woods Meadow property being reflected on the current 2007 Airport Layout Plan. Airport Staff's initial recommendation to propose the new Southwest Air Cargo Area in this MP Update originally included a provision for the development of a new North General Aviation Aircraft Storage Area to accommodate the relocation of displaced based aircraft. Schematic layouts for these new GA facilities were presented in the draft Working Paper Three document and meeting notes on this topic are presented on the MP Update website, under the tabs: Master Plan Update – Meeting 3 Summary and Master Plan Update – Meeting 4 Summary. FAA's ultimate decision to no longer support the Threshold Crossing Height (TCH) waiver on Runway 14R</p>	1

Comments and Responses: Washington Seaplane Pilots Association - received 12/16/20

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					landings for large aircraft required the 300-foot relocation to the north of the Runway 14R threshold, and thus eliminated the potential development of a new GA aircraft storage area at the north end of the Airport.	
#2	1	Potential relationship between the aviation activity forecasts and the MP Update recommendations to relocate GA aircraft storage facilities.	---	KBFI's own forecast shows a dramatic reduction in the number of light general aircraft operations at Boeing Field. This stands in contrast to the FAA's expected increase in nationwide light GA operations, indicating that the Master Plan's authors are aware that the proposed changes at the airport will essentially shut light GA operations out from the airport. The larger number of turbine aircraft will also come with a much larger noise footprint than the light general aviation aircraft that currently use the airport.	<p>Comments noted.</p> <p>Regarding a growth plan for GA at BFI, the decline in GA operations at BFI was steady between 2000 and 2015, with average annual reductions of 4.9% for itinerant GA and 7.1% for local GA ops. 2015 was the base year of the forecasts for the MPU and GA ops later recorded recent year lows in 2016. The GA operations forecast for the MPU reflect a projected growth in the Business/Corporate and Air Taxi sectors with a corresponding decrease in recreational/training activity. However, even though fewer small GA aircraft operations have been recorded at BFI in recent years, the Airport still maintains a high based aircraft occupancy rate for both T-hangars and apron tiedowns. In addition, the BFI aviation activity forecasts for the MP Update were prepared early in planning process, prior to the formulation and selection of the development area alternatives, and prior to FAA's determination on the required runway threshold shift, which impacted both the proposed new north GA development area and the existing northeast tiedown apron.</p>	4
#3	2	Proposed redevelopment of the existing Southwest General Aviation Area with future Air Cargo	---	The effects of this will be felt across the community, not just amongst airport owners or the companies who service those aircraft. As general aviation dies in the Seattle area, children will no longer get aircraft rides, locals will not be able take plane tours, and city dwellers will have no place to take flight lessons. As has been proven time and time again in other cities, an	<p>Comments noted.</p> <p>As noted in the response to comment #1, the existing/future development boundary for the southwest GA area will maintain the existing twelve apron tiedowns located north of the Museum of Flight (MOF), which are positioned within the existing access corridor defined by the current MOF Through-the-Fence agreement. So, an existing small general</p>	1

Comments and Responses: Washington Seaplane Pilots Association - received 12/16/20

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		facilities.		airport which is disconnected from the local community loses the local community's support. The overwhelming majority of community members in the City of Seattle will never be able to afford to charter a private jet, but nearly all community members can sign up for an air tour; take their child to a Young Eagles, Civil Air Patrol, or Red Tail Hawks event; or volunteer to help with general aviation-supported disaster relief. Shutting general aviation operations out form KBFI will separate the airport from the local community.	aviation development area will be maintained directly adjacent to the MOF facility (the existing dedicated tiedowns for itinerant aircraft will be maintained), which would allow the MOF to maintain its current aviation-related educational programs (e.g., first flights) with King County youth. See revised Chapter F text on pgs. F.24 & F.27, including revised illustrations: Figure F2/pg. F.3 and Figure F16/pg. F.26. Also see revised Executive Summary text on pgs. xxxiii and xxxix, including revised Figure ES1/pg. xliii.	
#4	2	Proposed redevelopment of the existing Southwest General Aviation Area would impact existing dedicated GA tiedowns for museum visitors and special events.	---	In addition, there is space provided for access to guests of the Museum of Flight in the southwest corner of the airport. This provides space for three or four itinerant aircraft which are typically used for visitors to the Museum to access GA aircraft for rides or visits. This too is an important connection with the community to encourage support of the airport. We also request that KBFI modify the master plan to preserve these spaces for the Museum of Flight.	Comments noted. See response to Comment #3 above.	4
#5	2	Data request on existing/future light GA aircraft parking positions.	---	Furthermore, we would appreciate in your response to this letter a summary of the current number of GA Light Aircraft parking spaces today and what the expected number will be when the Master Plan is fully implemented.	The MP Update documented baseline count of 159 tiedowns spaces for based aircraft and 101 spaces for itinerant aircraft. The percentage of light aircraft parking spaces was tabulated, but it's projected that the majority of the spaces for based aircraft are sized for light aircraft parking. Since Airport Staff will be looking for other locations on the Airport to relocate existing tiedown positions, a future count can not be estimated at this time.	4

Comments and Responses: Washington Seaplane Pilots Association - received 12/16/20

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Washington Pilots Association

Comments and Responses: Washington Pilots Association - received 12/16/20

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Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
#1	1	Recommended Runway 14R threshold relocation.	---	#1) Runway End Relocation 300' North. Without modifications to FAA standards this decision will eliminate a primary “tie-down” / GA storage area. This aircraft parking location must remain . . .!	<p>Comments noted.</p> <p>Following FAA’s decision to no longer support an existing Threshold Crossing Height (TCH) waiver of on Runway 14R landings for large aircraft, the FAA evaluated numerous alternatives for achieving the flight procedure standards, but determined that the proposed 300-foot relocation of the threshold to the north was the only viable option.</p> <p>Please note that the MP Update originally planned for the development of a new North General Aviation Aircraft Storage Area to accommodate the relocation of displaced based aircraft from the existing southwest general aviation development area. Schematic layouts for these new GA facilities were presented in the draft Working Paper Three document and meeting notes on this topic are presented on the MP Update website, under the tabs: Master Plan Update – Meeting 3 Summary and Master Plan Update – Meeting 4 Summary. Ultimately, the FAA’s recommendation for the RW 14R threshold relocation eliminated the potential development of a new GA aircraft storage area at the north end of the Airport.</p>	4
#2	1	Opposition to the proposed redevelopment of the existing southwest GA development area to accommodate future air cargo facilities.	---	#2) Redevelopment of the General Aviation tiedown and Hangar Area for Air Cargo . . . To increase the air cargo footprint at the expense of GA is unacceptable. I urge you to first contact the homeowners from the Magnolia Residential District and measure their resistance. Should those cargo haulers begin “. . . to drop their gear at 2 am over my house . . .”, the protests will be loud and clear. Again, there is NO case to be brought, be it financial or capacity, that supports the removal of GA.	<p>Comments noted.</p> <p>The MP Update does identify a potential demand scenario for the future redevelopment of the existing southwest GA T-hangar and apron area to accommodate a new air cargo facility. However, the site will be identified on the Airport Layout Plan as a Future Aviation Redevelopment Area. The future development boundary for this site will maintain the existing twelve apron tiedowns located north of the Museum of Flight (MOF) and positioned within the existing access corridor defined by the current MOF Through-the-Fence agreement.</p>	1

Comments and Responses: Washington Pilots Association - received 12/16/20

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					<p>See revised Chapter F text on pgs. F.24 & F.27, including revised illustrations: Figure F2/pg. F.3 and Figure F16/pg. F.26. Also see revised Executive Summary text on pgs. xxxiii and xxxix, including revised Figure ES1/pg. xliii.</p> <p>Please note the decision to redevelop this area of the Airport was introduced in the previous Master Plan, with the planned removal of the three T-hangars and the acquisition of the adjacent Woods Meadow property being reflected on the current 2007 Airport Layout Plan. Also, see response to Comment #1 above.</p> <p>In addition, this Plan has been circulated as part of the Master Plan Update public outreach project with neighboring communities, but will have to also undergo both the SEPA and NEPA review process before a future project at this site can be constructed.</p>	
#3	1	Demand for Large Aircraft Parking Ramp near the terminal.	---	#3) Large Aircraft Parking Ramp near the terminal. While some sports teams “occasionally” desire convenient parking there are alternatives for team members at other airports. At the same time Boeing Field has long ignored accommodations for all transient aircraft.	<p>Comments noted.</p> <p>The new Large Aircraft Parking Ramp at the Passenger Terminal is a project that has been on the radar of Airport Staff for a number of years to accommodate increasing demand for large aircraft charter activity in the vicinity of the terminal. Various development alternatives were examined in the MP Update to accommodate both airside and landside demand for these facilities.</p> <p>Currently the Airport is unable to accommodate all of the larger charter aircraft looking to utilize BFI due to limited parking availability.</p>	4
#4	1	BFI’s challenges to	---	The Washington Pilots Association has been a part of numerous aviation studies focused on the Puget Sound	Comments noted.	4

Comments and Responses: Washington Pilots Association - received 12/16/20

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		accommodate existing demand from all aviation user groups given the existing site development constraints of the facility.		Region; be it LATS, PSRC, Port of Seattle, Air Cargo Studies, The Commercial Aviation Coordinating Commission, and numerous other Aviation Division studies. They all point to the same problems . . . capacity for Commercial Enplanements, Cargo, and General Aviation. Unfortunately, GA is the first to be sacrificed . . . We strongly encourage King County to look at the bigger picture and work with all the area's airports to solve for our regional aviation problems. Boeing Field is so much more than an isolated airport in the middle of Seattle. And General Aviation is so much more compatible with downtown.	Airport Staff acknowledges the challenges of planning for the future development of an airport that is severely site constrained, but has high demand for facilities to serve all sectors of aviation. The airport is supportive of working with the FAA and WSDOT to look at the system as a whole.	

WSDOT Aviation

Comments and Responses: WSDOT Aviation - received 12/16/20

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Comment I.D. & #	Page	Section or Issue	Para/Line/ Sentence	Comment as Noted	Response to Comment	Action
#1	1	Concern regarding the MP Update recommendation to relocate GA aircraft storage facilities.	---	<p>The 2017 Washington Aviation System Plan (WASP) classifies KCIA as a “Major Airport” with the primary activities of this classification being commercial service and aerospace manufacturing. WSDOT Aviation, a member of the Washington Commercial Aviation Coordinating Commission (CACC), acknowledges that Washington State has capacity issues with commercial passenger service, air cargo, and general aviation aircraft storage. Commercial passenger service and air cargo demand is projected to double in the next twenty years. Thus, the CACC is working to add capacity throughout the state aviation system to accommodate future demand including general aviation storage.</p> <p>For your consideration, WSDOT Aviation recommends that the Master Plan include a commitment from King County to conduct or participate in developing a plan to accommodate tenants at the airport should future projects displace them. In accordance with both state and federal grant assurances, airport sponsors are required to undertake reasonable consultation with affected parties when making decisions to commence any airport development project.</p>	<p>Comments noted.</p> <p>Airport Staff acknowledges the challenges of planning for the future development of an airport that is severely site constrained, but has high demand for facilities to serve all sectors of aviation. However, we are currently investigating how some of the existing Airport property that is being used by Boeing for temporary overflow B-737 MAX parking could potentially be used for displaced GA aircraft parking. This evaluation also applies to a few small airport leaseholds (e.g., the existing Lot 13 area located on the west side of the Airport, directly south of the existing ATCT facility) that may soon be available for new leases to support additional GA aircraft apron parking facilities.</p> <p>See revised Chapter F text on pgs. F.24 & F.27, including revised illustrations: Figure F2/pg. F.3 and Figure F16/pg. F.26. Also see revised Executive Summary text on pgs. xxxiii and xxxix, including revised Figure ES1/pg. xliii.</p> <p>Airport Staff are happy to work with WSDOT to see what can be done at BFI to help solve the regions aviation capacity problem as a whole and not just at BFI.</p>	1

