

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

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.)

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

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					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?	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.	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