

**Comments and Responses: Friends of Boeing Field (FOBFI) - received 03/12/21**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 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 03/12/21**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
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>	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 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	1

**Comments and Responses: Friends of Boeing Field (FOBFI) - received 03/12/21**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
					facility) that may soon be available for new leases to support additional GA aircraft apron parking facilities.	
#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.”	See response to comment #6 above.  In addition, KCIA will investigate options to automate the process of submitting based aircraft storage applications and monitoring the status of availability.	4