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?	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.	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
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. KCIACommunityOutreach@kingcounty.gov	4
Anonymous from		Public input	Do public comments make a difference? Can you state any examples that have? Also, what will be the noise impact to	Yes. Comments from the public allow BFI personnel to be made aware of how different aspects of the airport affect	4

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Q&A/#1			the neighborhood by moving the runway towards the neighborhood?	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. 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. 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 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	

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				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?	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. 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.	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 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.	4
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	4

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				and they can direct you to the right person.	
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