

Comments and Responses: Washington Seaplane Pilots 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.
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	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>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 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>	1

Comments and Responses: Washington Seaplane Pilots 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.
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
#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 facilities.	---	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 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	<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 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.</p>	1

Comments and Responses: Washington Seaplane Pilots 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.
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
				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.		
#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 itinerate 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