

The Boeing Company  
P.O. Box 3707  
Seattle, WA 98124-2207

November 30, 2020

Mr. John Parrott, Director  
King County International Airport  
7377 Perimeter Road S.  
P.O. Box 80245  
Seattle, WA 98108-3844

RE: KCIA Master Plan Update – Boeing Input

Dear Mr. Parrott,

The following comments are from Boeing after reviewing the available documents, attending the open forums and attending a Boeing/KCIA meeting on November 13, 2020.

The purpose of this letter is to document concerns Boeing has over some of the non-standard condition solutions and future construction.

- 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.
- 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.
- The B10 rolling gate entrance at the MDC is no longer an issue in this Master Plan
- 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 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.
- 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.
- 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.

- 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.
- 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.

We appreciate King County International Airport making the 2020 Master Plan available to Boeing for review. Please keep us informed on the progression of this plan and any changes which may occur prior to implementation.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kimberly Newton', with a stylized flourish at the end.

Kimberly Newton  
Director, Facilities & Asset Management  
The Boeing Company