

John Parrott, Airport Director
King County International Airport
7277 Perimeter Rd S, Suite 200
Seattle, WA 98108




26 January 2021

Dear Mr. Parrott,

Thank you for your willingness to work with The Friends of Boeing Field (FoBF) on revisions and changes to the King County International Airport (KCIA) Master Plan Update. We agree that the changes that you and your team presented briefly in the virtual meeting held on January 19th, 2021 are more accommodating to the General Aviation (GA) community, and we thank you for that.



Upon further discussion with our membership, we feel it necessary to clarify a few specific points resulting from our meeting and make you aware of where these changes fall short of our current position on the Master Plan Update. For the avoidance of doubt, we believe the airport can support all the needs of the different user groups and appreciate the opportunity to work with you on solutions.


In our meeting with you and your team, you noted the following changes that you will incorporate with your consultant, Mead & Hunt, into a revision to the Master Plan and ALP:


- The GA tie-down parking aisle, immediately to the north of the Museum of Flight (MoF), will be restored to its current footprint, with the parking areas remaining designated as GA tie-downs, transient parking, and the “blue box” for the MoF visitor parking; 
- The “Cargo Development Area” shown in the Southwest parking area, north of the MoF, would be designated as a “Future Aviation Development Area.” The corresponding Master Plan executive summary, narrative, proposed projects list/implementation plan would also be revised to remove references to “Cargo Development” and/or other specific development uses beyond “Future Aviation Development.” 
- The mid-field, west side area (Lot 13) labeled “FUTURE AVIATION REDEVELOPMENT AREA – COORDINATE WITH THE ADO,” would be designated as “Light General Aviation Development” for GA aircraft tie-downs. 


We ask that you confirm the above is correct and reflective of what you and your staff intend to incorporate into your revision to the Master Plan and ALP.

While we appreciate these changes and your willingness to work constructively with us, we remain concerned regarding three outstanding items that have not been addressed by you or your staff’s proposed changes:


1. The concept of the Southwest parking area being developed for cargo purposes was dependent on the Wood’s Meadows property becoming available. Since we were told in our meeting last week that this property is not available for purchase, a specific project plan should be incorporated for a known use of the area compatible with its current footprint. We would propose this be designated as “Light General Aviation Development.” 
2. As a result of the change to the Runway Protection Zone (RPZ) for 14R, the loss of the Northeast parking area will leave many tenants with no place in the Seattle region to relocate their aircraft. We appreciate your team's efforts to find replacement space for displaced aircraft at other regional airports. However, this is not an acceptable solution for us. We propose that no version of the Master Plan Update be finalized without including on-field accommodations for GA 

aircraft commensurate with the forecast presented in the Master Plan. For the avoidance of doubt, this would reduce the number of GA aircraft parking spots at KCIA of 8 aircraft hangar or tie-down locations between 2020 and 2030 (as recorded in Chapter B – Forecast, Table E34 TAF – Airport Planning Forecast Summary, page 51). 

3. There is potential for more flexibility concerning the RPZ for 14R and potential GA parking at the north end of the airport. Specifically, we propose that you show the threshold move as “not required,” pending new Instrument Approach Procedure (IAP) designs. We believe that there is a reasonable opportunity with new IAP designs to allow the GA hangars to be built at the north side of the airport property adjacent to the maintenance area. 

We feel the above additional changes are appropriate and justified. Considering the guiding Assumptions of the Master Plan, specifically Assumption Two, the forecast for GA activity and the well-documented shortage of GA hangar and tie-down capacity in the region necessitate the accommodation of GA, at its current levels, in any future development plan for KCIA. 

Please do not hesitate to contact Stephen Ratzlaff at your earliest convenience if you would like to discuss these concerns further. We appreciate your willingness to work with us and find a fair and reasonable solution to maintaining critical GA capacity at KCIA.

We respectfully request an opportunity to review the results of your changes to the Master Plan before submitting it to King County or the FAA, including the Master Plan, proposed projects list/implementation plan, and ALP. 

Sincerely,



Stephen Ratzlaff
Friends of Boeing Field




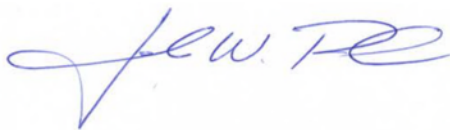
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