

Mid-Field Airpark Alternatives Presentation Comment Log

King County International Airport / Boeing Field



Introduction:

The recently completed airport master plan determined that several aircraft parked at the Northeast Airpark are located within the Runway Protection Zone (RPZ) for Runway 14R. Aircraft parked within an RPZ are incompatible with airport operations and are therefore considered to be non-standard. KCIA staff, with the help of our consultant RS&H, is looking at options to resolve these non-standard conditions by relocating 45 aircraft parking positions from the Northeast Airpark to the Mid-Field Airpark. Development concepts have been generated to accommodate the displaced aircraft. The development concepts address the needs and desires discussed from the visioning session. The purpose of the Mid-Field Airpark Alternatives Presentation was to allow participants to share their thoughts and consideration on the six preliminary development concepts.

Meeting Times:

The Mid-Field Airpark Alternatives Presentation was held on Tuesday, July 6th, 2021 at 11am PDT and 5pm PDT. Registration information was posted to the King County International Airport homepage and sent to the individuals who participated in the initial visioning session held on Thursday, May 27th, 2021.

Participant Input Comments /Questions /Ideas:

Input related to the Mid-Field Airpark was provided either in the form of a question, comment or an idea discussed during the alternatives presentation or submitted directly to KCIA staff. Input will be used to refine alternative concepts and help KCIA staff identify a preferred. A poll was taken during both presentations and a hybrid of Concept No.3, 4 and 5 were selected as the preferred by the participants that attended the presentations. The following table documents the comments, feedback and questions from stakeholders for the Mid-Field Airpark development concepts.

Participant	Session (AM/PM) / Email	Comment / Question / Feedback	Response to Comment
Ian Marks	AM	Can aircraft of larger size be accommodated in the proposed concepts.	The tie-down positions were designed to accommodate aircraft such as the Cessna 172 which has a wingspan of 32 feet. Larger aircraft could be relocated to another area on the airport or in some concepts where extra room is available larger tie-down could be provided. Providing for larger aircraft may reduce the total number of positions available in each concept as additional spacing from taxilanes and facilities would be needed.
Ali Lee	AM	Do the concepts consider reserving land for electric aircraft charging stations?	No, not necessarily; however, the land is preserved in a select number of concepts for support facilities. If during the design for the future Mid-Field Airpark, it became necessary to include an electric charging station one could be added. In addition, the need and location of an electric charging station will also be dependent upon where the users and aircraft manufacturers are located.

Participant	Session (AM/PM) / Email	Comment / Question / Feedback	Response to Comment
Evan Nelson	AM	Is there room to move automobile parking to the west side of the middle and north hangars rather than creating a new space [as shown in Concept 5 and 6], assuming the existing lot is converted to tiedowns?	Thank you for the feedback, we will look at the possibility of extending and/or relocating vehicle parking as described.
Ali Lee	AM	Is there a higher impact on sound for the community depending on where the helicopters are located?	The helicopter noise in each development concept would remain the same. As the helicopters users would be in the same general location and no changes are being proposed to existing helicopter flight procedures.
Evan Nelson	AM	<i>Comment on Concept 4.</i> Appears to be an operational challenge with where the self-service fuel facility is located. The existing design only allows one aircraft to use the facility, if another user needs to re-fuel there is no place for the aircraft to wait.	The concept will be further examined and refined to identify a potential holding box or an area where a second aircraft could wait to fuel that does not impact others operating in the area.
Ian Marks	AM	Concept 3 has a long dead-end taxiway that would create some challenges especially during peak times. Concept 4 addresses the dead end taxiway and provides fuel services which are much needed.	Thank you for providing thoughts and input on the development concepts.
Stephen Ratzlaff	PM	Did the planning study examine how helicopter operations would impact smaller general aviation aircraft?	The planning study did examine how additional aircraft would be integrated with existing helicopter operations. The spacing between existing helicopter parking pads and aircraft tie-downs were not reduced compared to current separations. During the visioning session no issues were brought up to the planning team on existing helicopter to aircraft spacing. Additionally, the design of the helicopter pads are in accordance with FAA standards based on the rotor dimensions of the largest helicopter.
Glen Simecek	PM	Dead end taxiways are not a big concern. We have several dead end taxiways in other areas on the Airport and do not have to wait long if at all to get our aircraft in and out.	Thank you for providing thoughts and input on the evaluation criteria and development concepts.
Alex Barclay	PM	Southwest Airpark has long dead end taxiways and users work with one another to quickly get their aircraft pushed back if another is waiting. Dead end taxiways are not a concern.	Thank you for providing thoughts and input on the evaluation criteria and development concepts.

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Stephen Ratzlaff	PM	The development should include a self-service fuel facility. A self-serve can save users roughly 70 cents to a dollar in fuel costs versus fueling their aircraft at the FBO.	Thank you for providing thoughts and input on the evaluation criteria and development concepts.
Patrick Guilfory	PM	Need to provide a restroom and a wash rack. The wash rack does not have to be in the Mid-Field Airpark, but somewhere on the airfield.	Thank you for providing thoughts and input on the development concepts.
Patrick Guilifory	PM	Some development concepts show extra space behind aircraft tie-downs, could this space be used by larger aircraft. In addition, did the study examine spacing requirements for low and high winged aircraft?	Development concepts that show extra space behind the tie-down positions could be used for larger aircraft; however, if larger aircraft are parked in the tie-downs, separation from the taxiway centerline to the aircraft tie-downs would increase. Additionally, aircraft tie-down positions are spaced in accordance with FAA standards. This accounts for ensuring proper separation in the event a high wing and low wing aircraft are parked side by side.
Mark Lawless	PM	For Concept 3, look at replacing the two parking positions south of the helicopter pads with a self-service fuel facility.	Thank you for your input and considerations. The planning team will further examine the idea.
Glen Simecek	PM	Prop wash from helicopter operations can pose a hazard to aircraft operations, even small maintenance items may arise for aircraft in the area.	Prop wash can pose hazards to persons and property on the ground as foreign object debris (FOD) can become projectiles. Only trained personnel should be within the 35mph prop wash radius when operations are occurring. The location of helicopter pads will be designed to meet FAA standards and account for rotor wash up to 35 mph per FAA guidance.
Stephen Ratzlaff	PM	Prefer to see helicopter operations separated from the general aviation aircraft as shown in Concepts 5 and 6. Self service fuel facility may be better suited towards the front of development versus in the back.	Thank you for providing thoughts and input on the development concepts.
Alex Barclay	PM	What is the timeline to implement this project?	Currently, we are in the planning phase, next we will begin developing a project one-pager that will define the plan and begin to program the project in the Airport's Capital Improvement Program. Based on other project priorities and available funding the project will move forward. The Airport's fiscal year consists of two calendar years, the soonest it could be programmed for design would be 2023.

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Jerry Spring	Email	I would like to thank Matthew Sykora and the design team for their presentation on July 6. I am encouraged by the proposals that are providing for maximum number of spaces for small general aviation aircraft. I favor Mid-Field Airpark Concept No.4. A question I have is would it be possible to take the idea for the gas [self-service fuel facility] and wash rack in Concept No.6 and put it in No.4 where we currently drive into the area.	Thank you for providing thoughts and input on the development concept. The planning team will explore the possibility of moving support facilities to fit user and tenant needs.
Stephen Ratzlaff / behalf of Friends of Boeing Field and The Tenant Association	Email	Our preferred alternative is Design [Concept] No.4, or No.6. The reasons for this are that they provide necessary services of self-serve fuel and wash rack, while providing the number of necessary spaces. However, we think some reconfiguration is necessary. In particular, the self-serve fuel needs to have: 1) space for at least one aircraft to wait if the fueling station is occupied, and 2) space for the fueling aircraft to exit. One idea is to place the tank next to the helicopter pads so that it can block the debris from the rotor wash. Another idea is to place the wash pad near the fuel tank so it can serve as a waiting area for fuel when not used for washdown.	Thank you for providing thoughts and input on the development concept. The planning team will explore the possibility of moving the self-service fuel to a location as described.