

King County International Airport Master Plan Update Community Outreach and Engagement Proviso Response

June 2021



King County

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II. Proviso Text

Ordinance 19210¹

P1 PROVIDED THAT:

Of this appropriation, \$75,000 shall not be expended or encumbered until the executive transmits an airport master plan community outreach and engagement report.

The report shall include, but not be limited to, the following:

- A. A summary of the community engagement completed during the master planning process, such as information on the engagement process, public input methods, public comments received during the process and how public comments were incorporated in the plan; and
- B. An equity and social justice analysis with a description of how tools from the office of equity and social justice were used to ensure input from historically disadvantaged groups, such as people of color and low-income residents, and to shape the master plan.

The executive should electronically file the report and motion required by this proviso no later than June 30, 2021, with the clerk of the council, who shall retain an electronic copy and provide an electronic copy to all councilmembers, the council chief of staff and the lead staff for the government accountability and oversight committee, or its successor.

¹ Ordinance 19210 [\[LINK\]](#)

III. Executive Summary

Ordinance 19210, which adopted the King County 2021-2022 budget, included a proviso directing the Executive to transmit a report summarizing the community engagement completed during the King County International Airport (KCIA) master planning process and an analysis of how tools from the Office of Equity and Social Justice (OESJ) were used to ensure there was input from historically disadvantaged groups. This report reviews the KCIA master planning community engagement and how it aligned with OESJ tools to ensure input from historically disadvantaged groups.

The Airport Master Plan: An airport master plan is blueprint for future airport development. Airport master plans are driven by forecasted aviation demand, environmental, and community impacts.² It describes the short-, medium-, and long-term development plans to meet future demand and ensure assets are properly and cost-effectively maintained.

The Federal Aviation Administration (FAA) requires all airports receiving federal funds to have an airport master plan and specifically an Airport Layout Plan (ALP), that reflects the current and future development plans.³ The FAA approves the aviation demand forecasts and the ALP.⁴

Because of this, KCIA must follow the FAA aviation demand model and follow strict guidance on the ALP. The FAA full guidance on the sections within a master plan, including the ALP, and the community engagement supporting the planning process can be found in the FAA Advisory Circular 150/5070 [\[LINK\]](#) and is heavily cited in this report.

Master Plan Community Engagement Summary: To date, KCIA engaged community and stakeholders in two phases during the master planning process. Phase one took place beginning in 2016 through 2020, with KCIA following FAA guidance on community and stakeholder engagement. During this phase, an Airport Working group (AWG) was created.⁵ This was a group of community, tenant, and business stakeholders who provided technical support and feedback as the KCIA Master Plan update was being drafted. Phase two began in 2020. This phase saw KCIA working broadly with community groups to educate, inform, and receive feedback about the projects within the Master Plan update.

During the second phase, KCIA created a Community Working Group and worked with thirteen different community groups every other week for six months to understand community needs and perspectives, as well as to educate community partners on the complex aspects of airport master planning process. The Community Working Group developed a community focused KCIA Master Plan summary that was translated into eleven different languages. Through this group the summary was distributed to over 1600 community members explaining the KCIA Master Plan update, requesting feedback, and publicizing public meetings.

KCIA contracted with a local woman-owned consulting firm to publicize the Master Plan update and public meeting to the Beacon Hill community and to provide live interpretation during the public meetings. KCIA also contracted with ReWA, a local non-profit that works with the refugee and

² Advisory Circular 150/5070-current addition, pg. 1-2 [\[LINK\]](#)

³ Advisory Circular 150/5070-current addition, pg. 6, 8, 81 [\[LINK\]](#)

⁴ Advisory Circular 150/5070-current addition, pg. 8 [\[LINK\]](#)

⁵ Advisory Circular 150/5070-current addition, pg. 18 [\[LINK\]](#)

immigrant populations, to ensure KCIA could receive feedback from the community members. The ReWA partnership was particularly important to KCIA because refugee and immigrant populations are often the most underserved in traditional outreach.⁶

KCIA attended over fifty meetings with the Community Working Group, community councils, other local community, and aviation groups to discuss the Master Plan update. KCIA also expanded the use of the public-facing Master Plan update website to include all the draft Master Plan update chapters, the Master Plan summary document, videos explaining the Master Plan update projects, Frequently Asked Questions, and all public comment logs created to document all the public feedback. KCIA hosted three virtual public meeting in October 2020 to discuss the Master Plan update and receive feedback with in-person interpretation available in Spanish, Chinese and Vietnamese.

KCIA has continued to work with members of the Community Working Group to understand the needs of the community, educate on the restrictions of KCIA by the FAA, and find ways to work together on projects such as landscaping, internship opportunities, air and noise monitors.

Use of Equity and Social Justice Tools: Beginning in phase 2, KCIA worked closely with OESJ throughout the community engagement process to ensure outreach best practices were consistently being used. The outreach completed by KCIA is summarized using the specific tools of OESJ including the Community Engagement Continuum, the Equity Impact Review tool and the Equity and Social Justice Strategic Plan Implementation Plan. The Community Engagement Continuum can be found in Appendix A. The Equity Impact Review Tool can be found in Appendix B and the Equity and Social Justice Strategic Plan Implementation Plan can be found in Appendix C.

Due to the prescriptive nature of most aspects of the Master Plan update by the FAA, to date much of the engagement with community groups was, by nature, informing, consulting, and educating. However, aspects like the AWG and the Community Working Group provide opportunities for longer-term engagement where the Airport and community can engage in dialogue and work together to find solutions that work for all parties. Via the Community Working Group, the community was able to direct action for things the community wanted, such as summary documents translated into eleven languages, videos describing proposed projects and what meetings and media KCIA should attend or publicize in to promote the public meetings.

The Equity Impact Review tool (EIR) is a process and a tool to identify, evaluate, and communicate the potential impact of a policy or program on equity.⁷ The EIR has five phases to account for the entire life cycle of a project or policy.⁸ The table below summarizes KCIA's community engagement EIR phases.

⁶ King County Equity and Social Justice Strategic Plan, pg. 15 [\[LINK\]](#)

⁷ OESJ Tools and Resources webpage [\[LINK\]](#)

⁸ Equity Impact Review Tool, Appendix B

Equity Impact Review Tool Phase	KCIA Application for Master Plan Process
<ul style="list-style-type: none"> • Phase one: understanding of who will be affected by the policy or program. 	<ul style="list-style-type: none"> • KCIA formed the AWG to provide input on technical and policy issues through the development of the Master Plan Update. • KCIA also launched the Community Working Group to ensure there was a focused attention on the local communities that surround the airport. This group consisted of community leaders from thirteen different community-based organizations.
<ul style="list-style-type: none"> • Phase two: assessing equity and community context of those who will be affected; learning about affected communities and stakeholders' priorities and concerns. 	<ul style="list-style-type: none"> • KCIA convened five meetings with the AWG to receive input on technical and policy issues addressed in work papers that became the basis of the Master Plan update. It was a structured forum to understand the members priorities and concerns throughout the process. • The Community Working Group met bi-weekly for six months to discuss any questions or concerns the group had with the master plan, projects within the master plan, or other questions or concerns with the Airport.
<ul style="list-style-type: none"> • Phase three: analyzing the different actions that could be taken and understanding how different groups may be disproportionately burdened or benefited. 	<ul style="list-style-type: none"> • The Community Working Group and the Airport worked together to develop the community accessible summary document that provided an easy way for community members to understand the projects and provide feedback to the Airport about disproportional burden for the projects. • In phase two Airport Staff accepted feedback on the Master Plan for seven weeks after the public meetings which included a two-week extension, requested by some of the community groups.
<ul style="list-style-type: none"> • Phase four: ensuring communication with affected communities and stakeholders continues throughout the implementation of a policy or program. 	<ul style="list-style-type: none"> • Airport staff attended eight virtual community meetings in October 2020 at the request of the surrounding communities to provide information on the Airport's Master Planning process and hosted five public meetings. • KCIA contracted with ReWA to translate the summary document into multiple languages. • ReWA helped spread the word through local community leaders, distributing over 600 flyers to local markets, community centers and places of worship.
<ul style="list-style-type: none"> • Phase five: ensuring learning and dialog continues is after the policy or program is complete 	<ul style="list-style-type: none"> • KCIA is developing additional community working groups to partner with the Airport at the beginning of high-interest projects to help inform and develop the project based on community needs. • KCIA continues to update its website to make it more user-friendly to the community, especially on issues of most interest to them such as jobs, project timelines and ways to provide feedback.

Beyond the Community Engagement Continuum and the EIR, KCIA will continue to strive to ensure that its community outreach is not only aligned with the King County Equity and Social Justice Strategic Plan Implementation Plan, but furthers the vision of the ESJ Strategic Plan by demonstrating how to put the ESJ Strategic Plan into action with deeply rooted, long-term community engagement.⁹ To date, five of the six ESJ Strategic Plan goal areas were advanced through KCIA's commitment to equity throughout the master planning process. The table below give specific examples of how KCIA achieved specific goals

⁹ Equity and Social Justice Strategic Plan Implementation Plan, Appendix C

within the five goal areas. For reference, the ESJ Strategic Plan Implementation Plan can be found in Appendix C.

Leadership, Operations and Service Goal Area	
Goal 2	KCIA staff working on the Master Plan update, and the community outreach associated with it, have had ESJ training and implemented their learning throughout the engagement process. One of the KCIA staff working on the Master Plan update is one of the ESJ Change Team leaders for the division.
Goal 4	KCIA is taking a pro-equity lens in implementing the community engagement program for the Master Plan update, ensuring that there continues to be participation of local community leaders from the neighborhoods surrounding the Airport. This is important so that it is more than just the well-resourced and organized groups who have a platform for participating. KCIA also did special outreach to ReWA to ensure the perspective of the local immigrant and refugee populations have an opportunity to participate.
Plans, Policies and Budgets Goal Area	
Goal 1	As demonstrated in the narrative above, the community engagement for the Master Plan update incorporates tools developed by the Office of Equity and Social Justice including the Equity Impact Review tool and the Community Engagement Guide.
Community Partnerships Goal Area	
Goal 1	In Phase 2 KCIA provided paid Community Liaison partnerships with both the Beacon Hill based Ecolazos Consulting and the refugee and immigrant support agency, ReWA.
Communication and Education Goal Area	
Goal 1	KCIA provided summary documents in eleven languages spoken in the area and had live interpreters in three languages during the virtual public meeting.
Goal 2	To date, KCIA publicized the public comment period and public meeting to fourteen different media outlets including hyper-local community media outlets, such as Rainier Ave Radio, as well as through King County and community partner social media platforms.
Goal 3	All information about the process is available on a mobile-optimized website specifically dedicated to the Master Plan update and the public meetings are hosted via Zoom and published on the website after the meeting for those who could not attend.
Goal 4	KCIA utilizes cutting-edge Zoom functionality to provide real-time interpretation services during the virtual public meeting.
Facility and System Improvements Goal Area	
Goal 1	Through the community engagement for the Master Plan update, KCIA is working with priority populations and key affected parties in the community to ensure opportunities to advance equity and social justice are included in projects both proposed within the Master Plan update and outside the scope of the Master Plan Update. Examples of this include the KCIA landscape master plan, air and noise monitors, internships, and a community working group for the utility runway rehabilitation.
Goal 3	Through the community engagement for the Master Plan update, KCIA was able to clarify the roles and responsibilities for advancing pro-equity progress with community at the Department, Division and Section levels.

The aviation sector has changed dramatically in the last eighteen months. Many of the forecasts and assumptions used to develop the draft Airport Master Plan were made in 2015 before these recent developments. Because of these evolving elements, the Airport has chosen to defer the final submittal

of the KCIA Master Plan to the FAA until a future date to be determined. These developing factors call for further engagement with airport users, stakeholders, and community, to make sure all voices are heard as King County continues to draft the Master Plan.

A few necessary safety and compliance projects will continue, including plans to rehabilitate both runways, replace the current fuel farm that is well past its design life, and investments to protect the airspace and help us meet modern safety regulations. King County plans to submit an updated Airfield Layout Diagram to the FAA this year in order to move forward with these crucial projects.

IV. Background

Department Overview

The King County International Airport (KCIA) is a division within the Department of Executive Services (DES). The Department of Executive Services (DES) provides both internal services to King County agencies and public services directly to King County residents. The divisions and offices that make up DES include: Business Resource Center, Finance and Business Operations Division, Office of Emergency Management, Facilities Management Division, Fleet Services Division, Inquest Program, King County International Airport, Office of Risk Management Services, and the Records and Licensing Services Division.

KCIA provides and maintains safe and secure transportation services and facilities for the King County flying public and aviation community. It improves mobility for people and freight. It supports the quality employment opportunities of our tenants and is a direct employer of a highly skilled, diverse, and productive workforce.

KCIA History

In 1928, King County voters approved funding for construction of the region's first municipal airport. Originally named in honor of Boeing Company founder William E. Boeing, the airport helped to support the early growth of the Boeing Company. Today, King County International Airport-Boeing Field is one of the busiest general aviation airports in the nation, serving about 180,000 flights each year and a wide variety of aircraft, ranging from small recreational airplanes to helicopters, corporate jets, cargo carriers, commercial passenger planes, and military aircraft.

The airport is owned and managed by King County. It is financed by fees paid by airport tenants and customers, receiving no general tax revenues.

Airport Master Planning Requirements

An airport master plan, and specifically the Airport Layout Plan (ALP) which is a component of a master plan, is a requirement of the Federal Aviation Administration (FAA) for receiving federal funds.¹⁰ It is a comprehensive study of an airport. The purpose of a master plan is to provide the framework needed to guide future airport development that will cost-effectively satisfy aviation demand, while considering potential environmental and socioeconomic impacts.¹¹ It usually describes the short-, medium-, and long-term development plans to meet future aviation demand and ensure assets are properly maintained for safe and efficient operations.

¹⁰ Advisory Circular 150/5070-current addition, pg. 6, 8, 81 [\[LINK\]](#)

¹¹ Advisory Circular 150/5070-current addition, pg. 1-2 [\[LINK\]](#)

The FAA requires that all airports that receive federal funds keep its Airport Layout Plan (ALP) current.¹² This means any time there are major changes at the airport or are planned, the ALP must be updated to reflect those changes.¹³ KCIA's last Master Plan was completed in 2004. Therefore, to ensure compliance with the FAA and be consistent with industry best practices, KCIA began to develop a new Master Plan update in 2016.

The ALP, as mentioned above, is a core section of a master plan update showing existing airport facilities and potential development. Potential development is determined from review of the aviation activity forecasts, facility requirements, and alternatives analysis for the airport.¹⁴

The FAA advises that master plans include the following elements:¹⁵

1. Pre-planning – the pre-planning process includes an initial needs determination, request for proposal and consultant selection, development of study design, negotiation of consultant contract, and application for study funding.
2. Public Involvement – once the consultant is under contract and has been issued a notice-to-proceed, a public involvement program is established, where the key issues of various stakeholders are identified and documented. KCIA refers to this as the Airport Working Group, which will be discussed later in this report.
3. Environmental Considerations – a clear understanding of the environmental requirements needed to move forward with each project in the recommended development program.
4. Existing Conditions – an inventory of pertinent data for use in subsequent plan elements.
5. Aviation Forecasts – FAA-approved forecasts of aeronautical demand for short-, medium-, and long-term.
6. Facility Requirements – assess the ability of the existing airport, both airside and landside, to support the forecasted demand. Identify demand levels that will trigger the need for facility additions or improvements and estimate the extent of new facilities that may be required to meet that demand.
7. Alternatives Development and Evaluation – identify options to meet projected facility requirements and alternative configurations for each major component. Assess the expected performance of each alternative against a wide range of evaluation criteria, including its operational, environmental, and financial impacts.
8. Airport Layout Plans – one of the key products of a master plan is a set of drawings that provides a graphic representation of the long-term development plan for an airport. The primary drawing in this set is the Airport Layout Plan. Other drawings may also be included, depending on the size and complexity of the individual airport.
9. Facilities Implementation Plan – provides a summary description of the recommended improvements and associated costs. The schedule of improvements depends, in large part, on the levels of demand that trigger the need for new or improvements to existing facilities.

¹² Advisory Circular 150/5070-current addition, pg. 81 [\[LINK\]](#)

¹³ Advisory Circular 150/5070-current addition, pg. 81 [\[LINK\]](#)

¹⁴ Advisory Circular 150/5070-current addition, pg. 81 [\[LINK\]](#)

¹⁵ Advisory Circular 150/5070-current addition, pg. 5-6 [\[LINK\]](#)

10. Financial Feasibility Analysis – identify the financial plan for the airport, describe how the sponsor will finance the projects recommended in the master plan, and demonstrate the financial feasibility of the program.

The FAA reviews all elements of the master plan to ensure that sound planning techniques have been applied. However, the FAA only approves the forecasts of aviation demand and the ALP.¹⁶ Because of this, KCIA must follow the FAA aviation demand model and follow strict guidance on the ALP.

The difference between a master plan update and a new master plan is technical in nature. Master planning studies addressing major changes that are planned or have happened at an airport, such as constructing a new runway or major expansions, are commonly referred to as “Master Plans,” while those that address small changes and require a relatively low level of effort tend to be known as “Master Plan updates.” In common usage, however, the distinction refers to the scope of master planning studies.¹⁷ KCIA considers this project an update to the existing KCIA Master Plan because major expansion of the airport footprint, additional runway capacity, or an increase in passenger traffic are not considered.

The FAA requires specific community outreach activities be completed as a part of the Master Plan process.¹⁸ The FAA states,

...the level of public involvement in airport planning should be proportional to the complexity of the planning study and to the degree of public interest. Most planning studies will fall between the minimal requirements of a small airport study and extensive public involvement required of a large and complex study.¹⁹

Some tools and techniques the FAA suggest for community outreach include committees, public information meetings, small group meetings, and public awareness campaigns.²⁰

Report Methodology:

The report was assembled by KCIA staff, working with subject matter experts from the Office of Equity and Social Justice (OESJ) to develop the report, as described below.

The Airport partnered with the Office of Equity and Social Justice and community leaders to create opportunities for deep engagement around KCIA’s Master Plan. It is a priority of the KCIA to ensure input from historically disadvantaged groups, such as people of color and low-income residents, be intentionally included to shape and inform the Airport’s Master Plan update. Details of the engagement process to date are provided in subsequent sections of this report.

¹⁶ Advisory Circular 150/5070-current addition, pg. 8 [\[LINK\]](#)

¹⁷ Advisory Circular 150/5070-current addition, pg. 5 [\[LINK\]](#)

¹⁸ Advisory Circular 150/5070-current addition, pg. 17-21 [\[LINK\]](#)

¹⁹ Advisory Circular 150/5070-current addition, pg. 17 [\[LINK\]](#)

²⁰ Advisory Circular 150/5070-current addition, pg. 18-19 [\[LINK\]](#)

V. Report Requirements

This response is organized to align with the proviso requirements to provide an Airport Master Plan community outreach and engagement report.

- A. *A summary of the community engagement completed during the master planning process, such as information on the engagement process, public input methods, public comments received during the process and how public comments were incorporated in the plan; and*
- B. *An equity and social justice analysis with a description of how tools from the office of equity and social justice were used to ensure input from historically disadvantaged groups, such as people of color and low-income residents, and to shape the master plan.*

A. Master Plan Community Engagement Summary

This section summarizes the community engagement completed to date during the master planning process, including information on the engagement process, public input methods public comments received during the process and how public comments were incorporated in the plan.

KCIA is a part of multiple vibrant communities surrounding the airport including geographic areas like Georgetown, Beacon Hill, South Park, and Allentown, as well as culturally and economically diverse communities. Recognizing that robust, intentional community engagement was vital as a part of the master plan process, KCIA prioritized gathering community input and educating communities on the work of the Airport.

It is important to note that the purpose and scope of a Master Plan is prescriptive per FAA guidance. Some aspects of the Master Plan update cannot be changed, even at the request of community. For example, the FAA stipulates what sections must be included in the plan, the order of those sections, and the base level of analysis required for those sections.²¹ KCIA educated stakeholders and community on the purpose of the Master Plan update, its elements, and what is or is not subject to amendment. KCIA staff communicated how community could shape the plan, such as including additional information in the appendices of the Master Plan update but could not alter the format or intent of the document. While largely one-way communication due to the nature of the information and structure of the FAA requirements, KCIA is committed to conducting an equity driven engagement process throughout the master plan engagement effort.

As noted above and detailed in Section B below, the Office of Equity and Social Justice is collaborating and consulting with KCIA staff to ensure KCIA's engagement activities and processes align with and reflect equity and social justice (ESJ) best practices.

²¹ Advisory Circular 150/5070-current addition, pg. 15-103 [\[LINK\]](#)

Outreach Overview

The FAA guidance for public involvement in the master planning process recommends the following components:²²

- Committees – Committees of stakeholders with technical expertise who can provide input and insight on technical issues within a master plan update and community representatives who can raise issues and concerns of the surrounding community.
 - The technical experts evaluate the master plan on its technical merit; this represents the technical advisory committee.
 - Citizen representatives weigh the recommendations against community goals, values, and needs; this represents the citizen advisory committee.
- Public Information Meetings – larger, more formal meetings in open house format with interactive information stations, staffed by subject matter experts or consultants.
- Small Group Meetings – smaller, more informal meetings with stakeholder groups, local community boards, elected officials, and other interested organizations.
- Public Awareness Campaigns – provision of educational materials such as fact sheets, flyers, press releases, and advertisements; includes a dedicated master plan website

As documented in this report, the KCIA executed each of the above components

Outreach Phase One

Airport Working Group: At the start of its Master Plan update work in 2016, KCIA developed an Airport Working Group (AWG), a combined committee of technical experts and citizen representatives, aligning with the “Committees” component recommended by the FAA. The KCIA AWG was convened specifically to consider the KCIA Master Plan update process, the findings of airport inventory and forecast analyses, and the development and analyses of several airside and landside alternatives.

From 2016-2020 KCIA hosted five meetings with the AWG to discuss technical, policy and community issues addressed in work papers that became the basis of the Master Plan update. AWG members include tenant representatives, stakeholders from the Airport Roundtable and representatives from other business, labor, economic development, community, and environmental interests.²³

The AWG worked to understand the scope of the issues, potential solutions, and impacts of these options on the airport, tenants, businesses, surrounding community, environment, and the broader County. For a detailed account of what was discussed at each of the five AWG meetings see the meeting notes in Appendix D.

²² Advisory Circular 150/5070-current addition, pg. 18-19 [\[LINK\]](#)

²³ The Airport Roundtable is an advisory board established and administered by KCIA per KCC Title 15 that makes recommendations to the airport’s administrators, the King County Executive, and the King County Council. [\[LINK\]](#) Its membership includes representatives of aviation-related businesses and communities interested in airport issues. The current list of Roundtable members can be found on the KCIA Roundtable advisory board webpage. [\[LINK\]](#)

For a full list of the members of the AWG and other airport partners involved in the process see the Airport Working Group Charter in Appendix E.

KCIA hosted a public meeting in June of 2019 where members of the AWG, Roundtable, neighbors, tenants, and the interested public provided comments and discussion that informed the preferred alternative of the Master Plan update. This public meeting aligns with the “Public Information Meeting” component recommended by the FAA. This public meeting was in an open house format with interactive information sections staffed by KCIA subject matter experts and consultants standing by large story boards with information on the proposed Runway Protection Zones, runways and Taxiway alignments, changes to the Airport’s northwest quadrant and existing conditions and work already underway. The public meeting minutes and storyboards can be found on the Master Plan website.^{24, 25}

Outreach Phase Two

In early 2020, KCIA staff launched a comprehensive community outreach campaign so that interested community members and other stakeholders could provide feedback on, and ask questions about, projects proposed in the Master Plan update. While FAA guidance would have recommended simply advertising and hosting another open house public meeting, and attending community council meetings, in alignment with the “Public Information Meetings” and “Small Group Meetings and Briefings,” KCIA was not content to just meet the FAA standard.²⁶ As a large part of the vibrant, economically and racially diverse neighborhoods of Georgetown, Beacon Hill, South Park, and Allentown, it was important to the County that the Airport to spend time and resources to work directly with community members, hearing and understanding their concerns and educating on the master plan process. Notably, the COVID-19 pandemic complicated this effort, as meetings and outreach had to be conducted online.

One key element of KCIA’s more-extensive outreach effort conducted in Phase Two was to identify and engage with groups who had not previously been engaged in the work of the KCIA. This included groups and organizations marginalized from active participation by barriers like funding, staffing resources, or language accessibility. KCIA staff worked with OESJ staff to identify community groups for outreach. Based on OESJ’s extensive experience working in community, OESJ staff recommended that KCIA reach out to the following organizations based on their proximity to the airport:

- Asian Counseling and Referral Service (ACRS)
- Asian Pacific Islanders for Civic Empowerment (APACE)
- Coalition of Immigrants, Refugees and Communities of Color (CIRCC)
- Duwamish River Cleanup Coalition (DRCC)
- El Centro de la Raza
- Refugee Women’s Alliance (ReWA)
- Villa Comunitaria (formerly South Park Information & Resource Center)

²⁴ 2019 Public Meeting Notes [\[LINK\]](#)

²⁵ 2019 Public Meeting storyboards [\[LINK\]](#)

²⁶ Advisory Circular 150/5070-current addition, pg. 18-19 [\[LINK\]](#)

KCIA next developed a community working group comprised of representatives from those organizations who responded to KCIA’s initial outreach, as well as other community activists and organizers from the local area identified based on community recommendations.

The community-based organizations represented in the KCIA Community Working Group are:

- Georgetown Community Council
- Beacon Hill Community Council
- South Park Community Association
- Equity in Education Coalition
- Faith Action Network and the Coalition of Immigrants, Refugees and Communities of Color (CIRCC)
- Duwamish River Clean Up Coalition
- Beacon Hill Business Association
- Duwamish Valley Safe Streets
- Puget Sound Sage
- Climate Reality Seattle
- Somali Health Board
- White Center Community Development Association
- ReWA

Community Working Group:

KCIA staff convened and facilitated what became known as the Community Working Group starting in July 2020. The Community Working Group met twice monthly to discuss questions or concerns about projects within the master plan, projects outside the master plan and other questions or concerns with the Airport. Having such time and content-intensive meetings over the course of six months with community is above and beyond the FAA standard.²⁷

The bi-weekly Community Working Group meetings provided KCIA with the opportunity to learn from community and understand their needs as well as the opportunity for KCIA to share information about the Airport. This group helped develop a written summary of the major projects and other relevant information. The summary was created based on community feedback that groups wanted a simple document that could be translated and distributed through community channels. Groups conveyed that the summary needed to be free of jargon and not overly technical or complex. KCIA staff worked closely community members reviewing each proposed project to determine which projects should be highlighted on the summary document. As part of this effort, the Community Working Group helped to identify the major spoken languages that the document should be translated into. The languages include Vietnamese, Cambodian, Somali, Chinese (both simplified and traditional), Tagalog, Spanish, Arabic, Tigrigna, Amharic, and Burmese. The summary document can be found in Appendix F. Translations can be found on the KCIA website [\[LINK\]](#).

KCIA’s Director and staff were invited by members of the Community Working Group to attend community meetings. This provided an opportunity to create awareness of Master Plan public meetings and answer questions or concerns of the wider community directly. It also allowed KCIA to find trusted local partners to help distribute the summary document to community those with limited internet

²⁷ Advisory Circular 150/5070-current addition, pg. 18-19 [\[LINK\]](#)

proficiency. This aligns with and exceeds the “Small Group Meeting” component recommended by the FAA. The community groups include the following:

Community Group Meeting Attended	Attended Community Meeting	Partnered to Distribute the Master Plan Summary
Beacon Hill Council	X	X
Beacon Business Association	X	X
Georgetown Community Council Board	X	X
Georgetown Community Council	X	
South Park Community Council	X	
South Park Safe Streets	X	X
ReWA		X
Puget Sound Clean Air Agency	X	
Duwamish River Clean-up Coalition	X	
Friends of Boeing Field	X	

Immigrant and Refugee Communities: ReWA

Understanding that refugee and immigrant populations are often the most underserved in traditional outreach, KCIA contracted with ReWA to translate the Master Plan summary into Arabic, Burmese, Somali, and Tigrinya.^{28, 29} ReWA’s community reach includes the following communities: Kent, Tukwila, Des Moines, Seattle, Renton, SeaTac, Federal Way, and Burien, White Center, and Skyway. ReWA shared master plan information with community leaders and community members for feedback and questions through their forty case managers.

Specific actions taken by ReWA in partnership with KCIA included:

- Distributed nearly 600 translated hardcopy Master Plan summary documents to sixty-six different local stores, ethnic markets and bazaars, apartment complexes, multicultural community centers, mosques, churches, local and ethnic cafes and restaurants and community libraries in Kent, Tukwila, Des Moines, Seattle, Renton, SeaTac, Federal Way, and Burien.
- Shared links to translated materials on ReWA’s social media account, along with personal social media shares.
- Provided project information to over 150 ReWA staff and provided the web link to the Master plan in ReWA’s October newsletter.
- Active outreach to community members and leaders for their feedback via phone calls and emails, with twenty-five community members and leaders responding.

KCIA staff were able to respond to all questions received through ReWa, as documented in a public comment log. The public comment logs, discussed in more detail below, can be found in Appendix G.

²⁸ ReWa [\[LINK\]](#)

²⁹ King County Equity and Social Justice Strategic Plan, pg. 15 [\[LINK\]](#)

Other Ways KCIA Engaged with Community/Shared Information:

As recommended by the Community Working Group to provide another medium besides documents to learn about the Master Plan update, video format was used to provide access to information about the Master Plan update. Three videos were produced in 2020, in advance of the public meeting, to aid participants. One video discussed the major projects in the Master Plan update; another discussed environmental considerations of Master Plan projects; while a third video addressed in-depth the environmental aspects each of KCIA Master Plan projects. Other materials were also provided in advance of the 2020 public meeting via the website.

All chapters of the draft KCIA Master Plan update, the summary document which was translated into eleven languages, the three videos, and the public meeting presentation are available on the Master Plan website.³⁰ These communication formats were created by KCIA to ensure interested community members had a variety of ways to participate in the KCIA master planning process and learn about the projects.

KCIA contacted local neighborhood media to publicize the Master Plan update public meetings. KCIA master planning information was distributed through the following:

- Georgetown Gazette (September and October): KCIA sponsored the October Gazette and had the entire summary document distributed with the Gazette to over 600 Georgetown residents
- Rainier Avenue Radio, live interview, Friday, 10/16/2020: The interview was re-broadcast at least three times on the station and was also shared to Facebook.³¹
- West Seattle Blog, 10/14.2020³²
- Unincorporated News and Plane Talk (King County)
- Two posts on KCIA's Facebook page, two posts on the Beacon Business Alliance Facebook page, as well as a post on ReWA's Facebook page and individual case manager's Facebook pages
- Five tweets via King County's Twitter account and three from the Beacon Business Alliance Twitter account

A total of almost 1000 hard copies of the master plan summary distributed through community groups into the community (not including ReWA's 600 copies) via the following:

- 630 Georgetown residents via the Georgetown Gazette
- 200 to South Park residents in English, Spanish, Somali, Khmer, and Vietnamese through community organizers
- 30 copies in English, Spanish and Khmer languages to a Beacon Hill community member who distributed them in the Beacon Hill Community
- 120 copies in English, Somali, Mandarin, Vietnamese, and Spanish to BBA to be distributed to Beacon Hill Businesses

³⁰ KCIA Master Plan website [\[LINK\]](#)

³¹ Rainier Avenue Radio interview [\[LINK\]](#)

³² West Seattle Blog [\[LINK\]](#)

Master Plan Public Meetings:

Three public meetings were held on October 28th, 2020 via Zoom at different times of the day to ensure the most opportunity for involvement (8am, noon, 6pm). In-language interpreters in Spanish, Vietnamese and Mandarin Chinese available during the meetings. The Master Plan update Zoom public meetings provided the opportunity to discuss in greater depth the Master Plan work with community, including specific chapters of interest to community groups. It also provided opportunities for KCIA staff to answer questions.

Over fifty community members attended the three meetings. The questions and answers from the public meetings have been posted to the Master Plan website as well as a recording of one of the meetings. The questions and answers can be found in Appendix G with the other response logs.

Public Comment/Input and Master Plan Development:

KCIA accepted feedback about the Master Plan for seven weeks after the public meetings, extending the deadline by two weeks at the request of community members. In each meeting attended by the KCIA Director and staff, multiple ways community could voice their feedback (i.e. written letter, email, phone) were identified. The summary document also provided feedback options. The Airport received 186 comments during the public meetings, 115 comments via email, 25 comments from ReWA's outreach, and 12 formal letter responses. All of which were sent to the KCIA via email.

KCIA created a standard template response log to record questions or comments as well as the Airport's response, that came in via email or letter. To make it very clear which comments were relevant to be incorporated in the Master Plan update itself and how, the template coded each comment and response with the following 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.)

Response logs were created for each letter received and one for all email feedback. The response logs and letters were published on the Master Plan website and can be found in Appendix G.

KCIA also developed a Frequently Asked Questions document that summarized the hundreds of comments into the top questions and respective answers. This enabled easier and more efficient access to the information by the public and KCIA staff. The Frequently Asked Questions document can be found on the Master Plan website and is attached as Appendix H.

Community Feedback Incorporated into the Master Plan:

While many of the comments provided were outside the scope of the Master Plan update and were not able to be addressed in the report, KCIA was able to address the comments related to the text of the Master Plan update and the ALP. Comments that led to changes were primarily focused around the ALP.

Input recommending reduction in light general aviation parking spaces was a focus in the ALP feedback. The airport, working with the Friends of Boeing Field, a general aviation (GA) advocacy group, addressed this feedback by updating the ALP.³³

The City of Seattle requested a reference in the Master Plan to King County's Strategic Climate Action Plan goal to reduce county-wide emissions by 50 percent by 2030. The Airport agreed and added it to the Inventory of Existing Conditions chapter on page A-47 and the Environmental Overview chapter on page E-4.

Many of the comments that were brought up in the Working Group, public meetings and as public comments were not applicable for the Master Plan update. As noted, the Master Plan update has specific requirements and limitations for feedback. As a planning document for the FAA to ensure the airport has the infrastructure needs to meet the forecasted demand for aviation, it is not the venue for the County or KCIA to address changes to the County Strategic Climate Action Plan, hiring practices, landscaping, or air and noise monitors.

However, KCIA documented all comments and feedback, related to the Master Plan update or not, and replied via the response logs. All the response logs were posted on the KCIA Master Plan update website and those who gave us their email addresses were informed that the logs were posted. At the same time, the dialogues, connections, and relationships built between community and the KCIA around the Master Plan update became the starting point to address these community concerns.

Continued Engagement:

KCIA is committed to build upon the dialog and relationship-building that the community engagement helped to foster. Community working groups will continue to provide ongoing partnership and dialogue with community members as an avenue to bring interested community members into the early stages of project planning. KCIA is also developing a more robust website to make it easier for community member to be engaged and informed on the work done at KCIA.

While COVID-19 brought an array of challenges, it also provided an opportunity for the KCIA to think outside the box on how to conduct safe and equitable community engagement in virtual environment. As a result, KCIA was able to provide more sustained, grassroots engagement with a wider variety of community groups, including those routinely excluded from engagement activities. A richer and substantive dialogue resulted from the outreach, deepening KCIA's relationship with the surrounding communities, and establishing the groundwork of trust and collaboration to build on for years to come.

B. Equity and Social Justice Analysis

This section provides a description of OESJ equity tools utilized by the KCIA during the master planning process to date. It is important to note that nearly all KCIA master planning engagement occurred *before* the adoption of the 2021-2022 budget and the proviso requesting this report. Because of the timing of the adoption of the budget, this section summarizes KCIA's outreach to date using the Community Engagement Continuum, the Equity Impact Review tool, and the Equity and Social Justice Strategic Plan Implementation Plan. The Community Engagement Continuum can be found in Appendix A. The Equity

³³ The specific update included identifying one vacant parcel for the relocation of light GA parking spaces and changed the label in the southwest parking area from Cargo Development to Aviation Redevelopment.

Impact Review Tool can be found in Appendix B and the Equity and Social Justice Strategic Plan Implementation Plan can be found in Appendix C.

As identified earlier, the KCIA continues to work closely with OESJ to ensure that community engagement around the master planning work is guided by community engagement best practices, including providing accessible, translated materials, utilizing multiple methods of communication, and gathering and documenting feedback.

Applying Community Engagement Continuum

The OESJ developed the Community Engagement Continuum as a part of a Community Engagement Guide in 2011 to assist County agencies working to achieve the goals of the Equity and Social Justice Strategic Plan. The Continuum provides details, characteristics, and strategies for five levels of community engagement. The Continuum shows a range of actions from county-led information sharing that tends to be shorter term to longer-term community-led activities.³⁴

Given the fixed nature of many aspects of the Master Plan it was necessary to educate community groups on the purpose of the Master Plan and what elements could be amended subject to community input. This was primarily one-way communication, falling under the “County Informs” level of engagement from the Community Engagement Continuum. KCIA staff communicated how community could shape the plan, such as including additional information in the appendices of the Master Plan update but could not alter the format or intent of the document.

At the same time, KCIA identified opportunities to engage in dialogue and co-create with community where possible. For example, KCIA established and hosted the Community Working Group meetings which allowed KCIA and community to work together and collaborate. As noted above, the Community Working Group developed community accessible documents explaining the Master Plan update and identifying ways for people to engage with the Airport. This helped to address the problem of community members trying to understand the details of the very technical master plan documents. It also allowed KCIA to educate community on some of the more technical information so that community members could have a better understanding of the issues addressed in the Master Plan update. These two examples would fall under the “County and Community Work Together” and Community Directs Action” level of engagement from the Community Engagement Continuum. Notably, this level of engagement by KCIA with community is above and beyond what the FAA requires for airport master planning.

KCIA found ways to co-create with community in other ways as well. KCIA and the Community Working Group developed a community-friendly executive summary containing community-relevant information community members would be interested in, such as the top projects, airport operation forecasts and community benefit of the airport, as well as jobs and economic impact. Community also advised KCIA on the specific languages the summary document should be translated into, what neighborhood meetings Airport staff should attend, and what media outlets KCIA should publicize in for public input. These examples fall under the “County and Community Work Together” and Community Directs Action” level of engagement from the Community Engagement Continuum.

³⁴ OESJ Community Engagement Guide [\[LINK\]](#)

Utilizing the Equity Impact Review Tool

The EIR is a process and a tool to identify, evaluate, and communicate the potential impact of a policy or program on equity.³⁵ The purpose of the EIR is to ensure that equity impacts are holistically considered and advanced in the design and implementation of any proposed action, whether that is a planning effort, policy decision or a capital program.³⁶ The EIR process has five phases, as outlined below.

- **Phase one:** understanding of who will be affected by the policy or program.
- **Phase two:** assessing equity and community context of those who will be affected; learning about affected communities and stakeholders' priorities and concerns.
- **Phase three:** analyzing the different actions that could be taken and understanding how different groups may be disproportionately burdened or benefited.
- **Phase four:** ensuring communication with affected communities and stakeholders continues throughout the implementation of a policy or program.
- **Phase five:** ensuring learning and dialog continues is after the policy or program is complete.

The Equity Impact Review tool can be found in Appendix B.

Community engagement for the Master Plan update began in 2016 continuing through 2020 and beyond.

Every element of the EIR community engagement process is incorporated into KCIA master planning outreach. As shown below, some KCIA outreach clearly aligns with the distinct phases of the EIR, where other areas span multiple phases of the EIR.

Below is a high-level review of how the community engagement done by KCIA from 2016 through 2020 for the Master Plan update aligns with the five phases of the EIR.

EIR Phase One

- KCIA formed an Airport Working Group (AWG) to provide input on technical and policy issues through the development of the Master Plan Update.
- AWG members included tenant representatives, stakeholders from the Airport Roundtable and representatives from other business, labor, economic development, community, and environmental interests. This ensured that the varied stakeholder groups would all be represented, and one group did not have an outside influence on the process.
- KCIA also launched the Community Working Group to ensure there was a focused attention on the local communities that surround the airport. This group consisted of community leaders from thirteen different community-based organizations.

EIR Phase 2

- KCIA convened five meetings with the AWG to receive input on technical and policy issues addressed in work papers that became the basis of the Master Plan update. It was a structured forum to understand the members priorities and concerns throughout the process.

³⁵ OESJ Tools and Resources webpage [[LINK](#)]

³⁶ Equity Impact Review tool [[LINK](#)]

- KCIA hosted a public meeting in 2016 and 2019 where members of the AWG, Roundtable and the interested public could come and provide feedback and concerns that informed the preferred alternative of the Master Plan update.
- The Community Working Group met bi-weekly for six months to discuss any questions or concerns the group had with the master plan, projects within the master plan, or other questions or concerns with the Airport.

EIR Phase 3

- The Community Working Group and the Airport worked together to develop the community accessible summary document that addressed projects of high interest for communities. The summary document can be found in Appendix F.
- Summary document was translated into eleven languages determined by Community Working Group to best meet area needs.
- This document provided an easy way for community members to understand the projects and provide feedback to the Airport about disproportional burden for the projects.
- Community identified two of the projects of most concern: relocation of the runway 300' to the north and the relocation of the refueling station.
- Both of these projects, if implemented, will have community involvement throughout the process.
- Airport Staff accepted feedback on the Master Plan update for seven weeks after the public meetings which included a two-week extension, requested by some of the community groups.
- A standard template was created to make it clear how the airport responded to each comment that was submitted.
- All feedback and responses were published on the Master Plan update website.

EIR Phase 4

- Airport staff attended eight virtual community meetings in October 2020 at the request of the surrounding communities to provide information on the Airport's Master Plan.
- KCIA contracted with ReWA to translate the summary document into multiple languages.
- ReWA helped spread the word through local community leaders, distributing over 600 flyers to local markets, community centers and places of worship.
- ReWA translated questions and provided them to the airport for response. Prior to the public meetings, at the recommendation of the Community Working Group, KCIA produced three videos discussing the Master Plan.
- Master Plan virtual public meetings were held on October 28th at 8am, noon, and 6pm to provide options for interested community members depending on their work schedules. Interpreters for Spanish, Vietnamese, and Mandarin Chinese were provided.

EIR Phase 5

- KCIA is developing additional community working groups to partner with the Airport at the beginning of high-interest projects to help inform and develop the project based on community needs.
- KCIA is piloting this with the Landscape Plan, Air and Noise Monitor program and the Utility Runway project.
- KCIA continues to update its website to make it more user-friendly to the community, especially on issues of most interest to them such as jobs, project timelines and ways to provide feedback.

Utilizing the Equity and Social Justice Strategic Plan Implementation Plan

Beyond the Community Engagement Continuum and the EIR, KCIA ensured its community outreach not only aligned with the King County Equity and Social Justice Strategic Plan Implementation Plan, but furthered the vision of the ESJ Strategic Plan by demonstrating a template for how to put the ESJ Strategic Plan into action with deeply rooted, long-term community engagement.

King County’s Equity and Social Justice Strategic Plan provides a framework and direction for how County agencies will use the strategies of the ESJ Strategic Plan within and across six Goal Areas.³⁷ The supporting Implementation Plan for each Goal Area lays out specific goals for the County that will help achieve each Goal Areas through action. The six Goal Areas are:

- Leadership, Operations and Service
- Plans, Policies and Budgets
- Workplace and Workforce
- Community Partnerships
- Communication and Education
- Facilities and System Improvements

The following table illustrates how the community outreach for the Master Plan update aligns with specific goals associated with the five applicable ESJ Implementation Plan goal areas. For reference, the ESJ Strategic Plan Implementation Plan can be found in Appendix C.

Leadership, Operations and Service Goal Area	
Goal 2	KCIA staff working on the Master Plan update, and the community outreach associated with it, have had ESJ training and implemented their learning throughout the engagement process. One of the KCIA staff working on the Master Plan update is one of the ESJ Change Team leaders for the division.
Goal 4	KCIA is using a pro-equity lens in implementing the community engagement program for the Master Plan update, ensuring that there is participation of local community leaders from the neighborhoods surrounding the Airport. This is important so that it is more than just the well-resourced and organized groups who had a platform for participating. KCIA also did special outreach to ReWA to ensure the perspective of the local immigrant and refugee populations had an opportunity to participate
Plans, Policies and Budgets Goal Area	
Goal 1	As demonstrated in the narrative above, the community engagement for the Master Plan update incorporates tools developed by the Office of Equity and Social Justice including the Equity Impact Review tool and the Community Engagement Guide.
Community Partnerships Goal Area	
Goal 1	KCIA provided paid Community Liaison partnerships with both the Beacon Hill based Ecolazos Consulting and the refugee and immigrant support agency, ReWA.
Communication and Education Goal Area	
Goal 1	KCIA provided the summary documents in eleven languages spoken in the area and had live interpreters in three languages during the virtual public meeting.

³⁷ King County Equity and Social Justice Strategic Plan [\[LINK\]](#)

Goal 2	KCIA publicized the public comment period and public meeting to fourteen different media outlets including hyper-local community media outlets, including Rainier Ave Radio, as well as through King County and community partner social media platforms.
Goal 3	All information about the Master Plan update is available on a mobile-optimized website specifically dedicated to the Master Plan update and the public meetings are hosted via Zoom and published on the website after the meeting for those who could not attend.
Goal 4	KCIA utilizes cutting-edge Zoom functionality to provide real-time interpretation services during the virtual public meetings.
Facility and System Improvements Goal Area	
Goal 1	Through the community engagement for the Master Plan update, KCIA is working with priority populations and key affected parties in the community to ensure opportunities to advance equity and social justice are included in projects both proposed within the Master Plan update and outside the scope of the Master Plan Update. Examples of this include the KCIA landscape master plan, air and noise monitors, internships, and a community working group for the utility runway rehabilitation.
Goal 3	Through the community engagement for the Master Plan update, KCIA is clarifying the roles and responsibilities for advancing pro-equity progress with community at the Department, Division and Section levels.

VI. Next Steps

The aviation sector has changed dramatically in the last eighteen months. Many of the forecasts and assumptions used to develop the draft Airport Master Plan were made in 2015 before these recent developments. For example:

- While the COVID pandemic has obviously had a major impact on passenger flight traffic, air cargo operations have also been greatly affected. While KCIA has a very small passenger operation, it is a major cargo hub;
- Several aircraft manufacturers are working to bring electric planes to market in the next decade or two;
- One of the leading aircraft engine manufacturers recently announced that it is developing a new engine sustainable aviation fuel (SAF) technology;
- New research has provided better insight into the climate and public health effects of airports;
- Regional air mobility is evolving, with the state of Washington studying the possibility of building another large passenger airport in the region by 2050; and
- King County began work earlier this year to obtain accreditation with the Airport Carbon Accreditation Program (ACAP).

Because of these evolving elements, the Airport has chosen to defer the final submittal of the KCIA Master Plan to the FAA until a future date to be determined. These developing factors call for further engagement with airport users, stakeholders, and community, to make sure all voices are heard as King County continues to draft the Master Plan.

A few necessary safety and compliance projects will continue, including plans to rehabilitate both runways, replace the current fuel farm that is well past its design life, and investments to protect the

airspace and help us meet modern safety regulations. King County plans to submit an updated Airfield Layout Diagram to the FAA this year in order to move forward with these crucial projects.

VII. Appendices

- A. Community Engagement Continuum
- B. Equity Impact Review tool
- C. Equity and Social Justice Strategic Plan Implementation Plan
- D. KCIA Airport Working Group Meeting Summaries
- E. KCIA Airport Working Group Charter
- F. KCIA Master Plan Update Summary
- G. KCIA Master Plan Update Public Comment Logs
- H. KCIA Master Plan Update Frequently Asked Questions



Community Engagement Continuum

The continuum provides details, characteristics and strategies for five levels of community engagement. The continuum shows a range of actions from county-led information sharing that tends to be shorter-term to longer-term community-led activities. The continuum can be used for both simple and complex efforts. As a project develops, the level of community engagement may need to change to meet changing needs and objectives.

The level of engagement will depend on various factors, including program goals, time constraints, level of program and community readiness, and capacity and resources. There is no one right level of engagement, but considering the range of engagement and its implications on your work is a key step in promoting community participation and building community trust. Regardless of the level of engagement, the role of both King County and community partners as part of the engagement process should always be clearly defined.

Levels of Engagement				
<p>County Informs</p> <p>King County initiates an effort, coordinates with departments and uses a variety of channels to inform community to take action</p>	<p>County Consults</p> <p>King County gathers information from the community to inform county-led interventions</p>	<p>County engages in dialogue</p> <p>King County engages community members to shape county priorities and plans</p>	<p>County and community work together</p> <p>Community and King County share in decision-making to co-create solutions together</p>	<p>Community directs action</p> <p>Community initiates and directs strategy and action with participation and technical assistance from King County</p>
Characteristics of Engagement				
<ul style="list-style-type: none"> • Primarily one-way channel of communication • One interaction • Term-limited to event • Addresses immediate need of county and community 	<ul style="list-style-type: none"> • Primarily one-way channel of communication • One to multiple interactions • Short to medium-term • Shapes and informs county programs 	<ul style="list-style-type: none"> • Two-way channel of communication • Multiple interactions • Medium to long-term • Advancement of solutions to complex problems 	<ul style="list-style-type: none"> • Two-way channel of communication • Multiple interactions • Medium to long-term • Advancement of solutions to complex problems 	<ul style="list-style-type: none"> • Two-way channel of communication • Multiple interactions • Medium to long-term • Advancement of solutions to complex problems
Strategies				
<p>Media releases, brochures, pamphlets, outreach to vulnerable populations, ethnic media contacts, translated information, staff outreach to residents, new and social media</p>	<p>Focus groups, interviews, community surveys</p>	<p>Forums, advisory boards, stakeholder involvement, coalitions, policy development and advocacy, including legislative briefings and testimony, workshops, community-wide events</p>	<p>Co-led community meetings, advisory boards, coalitions, and partnerships, policy development and advocacy, including legislative briefings and testimony</p>	<p>Community-led planning efforts, community-hosted forums, collaborative partnerships, coalitions, policy development and advocacy including legislative briefings and testimony</p>

2015 Equity Impact Review Process Overview

Updated March 2016

The Equity Impact Review (EIR) process merges empirical (quantitative) data and community engagement findings (qualitative) to inform planning, decision-making and implementation of actions which affect equity in King County.

When conducting this review process, please a) consider organizational and cultural diversity, b) include members who regularly engage with communities or connect with key affected parties/stakeholders, c) involve managers and leadership, and d) engage subject-matter and feasibility experts.

Purpose: Ensure that equity impacts are rigorously and holistically considered and advanced in the design and implementation of the proposed action (plan/policy/program development, operations modification, capital programs/projects, etc.)

How and When to Use the EIR Process: It is expected that the Equity Impact Review is embedded within the development and implementation processes of the proposed action.

As a team, use the [equity tools](#) – Equity Impact Review process, Community Engagement and Language Access guides, and available data resources – to complete the EIR worksheets and understand how - and to what extent - your proposal impacts equity. The checklist on Page 2 will indicate successful completion of the EIR process.

REMEMBER: For each stage of the EIR process, consider how these frameworks of equity are being impacted.

Distributional equity—Fair and just distribution of benefits and burdens to all affected parties and communities across the community and organizational landscape.

Process equity—Inclusive, open and fair access by all stakeholders to decision processes that impact community and operational outcomes. Process equity relies on all affected parties having access to and meaningful experience with civic and employee engagement, public participation, and jurisdictional listening.

Cross-generational equity—Effects of current actions on the fair and just distribution of benefits and burdens to future generations of communities and employees. Examples include income and wealth, health outcomes, white privilege, resource depletion, climate change and pollution, real estate redlining practices, and species extinction.

EQUITY IMPACT REVIEW PROCESS



Phase 1: Scope. Identify who will be affected.

- Identify how your action will affect/serve [people and places](#) using [demographic information](#). Consider in particular low income populations, communities of color, and limited-English speaking residents.
 - Reach: which people and places will be affected by your action?
 - Intensity: what effects, impacts and/or outcomes will your action have on people and places?
 - Duration: how long will the action have an effect– short-, medium-, and/or long-term?
- Identify the group of stakeholders and affected parties – including those who have historically *not* been/felt included or engaged – and their roles in decision-making.

Phase 2: Assess equity and community context.

- Learn about affected communities’, employees’, and/or stakeholders’ priorities and concerns. (Use the [Community Engagement Guide](#) to help with this.)
- Know which determinants of equity will be affected by your intended outcomes – both directly and indirectly. (Reference the [Determinants of Equity report](#).)
- Know how your proposed course of action will affect known disparities within relevant determinants. (Use quantitative data and/or gather new information.)
- Identify potential unintended equity-related outcomes of this action.

Phase 3: Analysis and decision process.

- Project or map out how key alternatives will affect community and employee priorities and concerns.
- Evaluate each alternative for who will be disproportionately burdened or benefit - now and in the future. How will alternative actions differ in improving or worsening current equity conditions?
- Include [upstream](#) alternatives (and related costs) that target root causes to eliminate disproportionate impact.
- Prioritize alternatives by equitable outcomes and reconcile with functional and fiscal policy drivers.

Phase 4: Implement. Are you staying connected with communities and employees?

- Based on earlier use of Community Engagement Guide, communicate with communities, stakeholders and employees about how you will implement your action.
- Engage with affected communities and employees to guide successful implementation.
- Advance “pro-equity” opportunities when possible, i.e. [contracting](#), hiring and promotion, materials sourcing, etc.
- Measure and evaluate your intended outcomes in collaboration with affected communities. Are there sufficient monitoring and accountability systems to identify unintended consequences? How will course corrections be handled if unintended consequences are identified?

Phase 5: Ongoing Learning. Listen, adjust, and co-learn with communities and employees.

- Evaluate whether your action appropriately responds to community priorities and concerns.
- Learn *with* the community to adjust your action as their priorities and concerns shift.
- Communicate progress to all stakeholders. Plan to include community feedback into future planning.

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

2016-2018

(Preliminary Version)



King County

EQUITY AND SOCIAL JUSTICE STRATEGIC PLAN

2016-2022

IMPLEMENTATION PLAN FOR SIX GOAL AREAS



FOR THE EQUITY AND SOCIAL JUSTICE STRATEGIC PLAN

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HOW TO READ THE GOAL AREAS

King County's Equity and Social Justice (ESJ) Strategic Plan provides a framework and direction for how the County will use the four strategies of the Plan within and across our six Goal Areas. The supporting draft Implementation Plan for each Goal Area lay out the proposed actions that will help create shifts in how we govern, build our internal capacity, and intersect and coordinate with regional collaborators to become 'pro-equity'.

Each Goal Area Implementation Plan includes these parts:

GOALS

High-level and aspirational, these goals chart a 6-year path toward the shared vision.

OBJECTIVES

SMART objectives (specific, measurable, achievable, relevant, and time-bound) help departments/agencies and the County as a whole, measure the progress toward each goal. Objectives will be modified and updated on a two-year cycle as we grow, learn and make progress.

■ MINIMUM STANDARDS

The proposed Minimum Standards establish a set of core expectations and standard practices necessary to sustain progress in advancing equity and social justice in each Goal Area. Many of the proposals elevate some of the 'best-practices' underway within County departments and agencies.

■ WITHIN NEXT YEAR & IN 2017 AND 2018

Lays out the proposed actions that departments and agencies are expected to take within the next year, and through the next biennium.

■ RESPONSIBILITY AND STAKEHOLDERS

Lists the groups who are accountable for implementing the proposed actions. Where centralized capacity-building functions are proposed, appropriate departments and agencies have been identified as owners of those functions.

IMPLEMENTATION PROCESS

Many of the goals and objectives in this Strategic Plan can and will be pursued with current levels of resourcing and by re-prioritizing. At the same time, some goals and objectives propose system, practice and policy changes that are new, significant, and/or require King County to identify significant new resources for successful implementation. As a result, elements of this Strategic Plan are contingent on appropriate resourcing, including in the biennial budgets. Therefore, the Goal Areas will be implemented using two-year cycles to build our organization's capacity in ESJ 'adaptive management' as described in the Executive Summary. Departments and agencies will be expected to complete department/agency-level ESJ Strategic Plan Implementation Action Plans by February 2017.

LEADERSHIP, OPERATIONS & SERVICES



Advance pro-equity practices and systems at all levels through accountable leadership and employees who are change agents.

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

LEADERSHIP, OPERATIONS & SERVICES

GOAL 1: Develop effective and accountable leadership for advancing ESJ to drive pro-equity governance at all levels of the organization

Objective: By 2018, all supervisors, managers and directors will have ESJ measures in their performance appraisals and/or professional development plans.

Objective: Each year through 2022, there will be a 3 percent increase in employees answering positively to (strongly agree or agree) the Employee Survey question, "Department leadership does what it says it's going to do."

Objective: Each year through 2022, there will be a 3 percent increase in employees answering positively to (strongly agree or agree) the Employee Survey question, "I have the support to apply equity and social justice to my work."

GOAL 2: Develop an organization where all employees are change agents who actively apply their ESJ knowledge to their work

Objective: Each year through 2022, there will be a 3 percent increase in employees answering positively to (strongly agree or agree) the Employee Survey question, "I have the skills to apply equity and social justice to my work."

GOAL 3: Visibly and publicly display progress on Equity and Social Justice

Objective: By 2018 implement a system to display progress on the ESJ Strategic Plan at the County and department/agency levels, and then through 2022 report progress on an on-going basis.

GOAL 4: County operations, programs and services are pro-equity in our service delivery – responsive and adaptive, focused on those whose needs are greatest – and collaborate with other King County and external service providers.

Objective: By 2022, all departments and agencies will use ESJ values and their guidance document (see Goal 2 in Plans, Policies & Budgets Goal Area) to guide their operations, programs and service delivery.

Minimum Standards

- Elected leaders and directors are ultimately responsible for ESJ, and other leaders and employees are responsible for implementation. For leadership minimum standards, see matrix of standard work (last page of this goal area's Implementation Plan).
- ESJ goals and measures are built into department director contracts/agreements.
- Implement a visible system of accountability and progress for ESJ Strategic Plan Goal and Policy Areas.
- On a biennial basis, "plan, do, check, adjust" the Implementation Plans of the ESJ Strategic Plan.
- ESJ Strategies of investing in employees, community partnerships and upstream and where the needs are greatest should be incorporated into development of and adjustments to operations, programs and services.
- Operational deployment and related resource (e.g., grant awards) distribution should reflect our equity and social justice policy intent.

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

LEADERSHIP, OPERATIONS & SERVICES

Within the next year

- Create a partnership for top elected leaders (Executive and other Separately Elected Officials) to convene and advance ESJ
- Move responsibility of ESJ to elected leaders and directors, and other leaders and employees are responsible for implementation
- Build in ESJ goals and measures into department director contracts/agreements
- Implement the minimum standards (roles and responsibilities)
- Cabinet meetings regularly focus on Equity and Social Justice Strategic Plan, aligning with Best Run Government efforts
- New joint and regular meeting with Inter-Branch Team and Ops Cabinet (e.g., every other month) to oversee the implementation of the ESJ Strategic Plan and its six goal areas
- Create a system to receive and share information consistently about the ESJ Strategic Plan with employees and the public

In 2017 and 2018

- Implement a visible system of accountability for the 6 goals areas, and report out on ESJ Strategic Plan progress
- On a bi-annual basis, “plan, do, check, adjust” the operational plans of the ESJ Strategic Plan, such as the minimum standards for all goal areas.
- Provide technical assistance and support to guide pro-equity operational deployment

Responsibility and stakeholders

- The Executive and separately elected leaders partner and lead ESJ
- The Executive holds directors accountable for leading their departments
- Elected officials and directors are ultimately accountable for advancing the ESJ Strategic Plan and the six goal areas
- Operations Cabinet and ESJ Inter-Branch Team members work together to support Elected officials and directors in the implementation of the ESJ Strategic Plan in departments and agencies
- Each ESJ Strategic Plan Goal Area will have a lead, a team, and will report regularly to IBT, Cabinet and Operations Cabinet, and to employees and the community more generally
- The Leads of the ESJ Strategic Plan Goal Areas make up the Strategic Plan Core Team
- The Director of the ESJ Office will be the facilitator of the ESJ Strategic Plan process and implementation

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

LEADERSHIP, OPERATIONS & SERVICES

OPERATIONS: ACCOUNTABILITY AND LEADERSHIP						
	Elected leaders	Cabinet and directors	Operations Cabinet	Inter-Branch Team (IBT)	Employees, managers & supervisors	ESJ Office
	<ul style="list-style-type: none"> Elected officials partner to discuss/advance ESJ 	<ul style="list-style-type: none"> Guide cross-department and agency work/scouting for new opportunities Learn from each other/share successes/challenges 	<ul style="list-style-type: none"> IBT and Ops Cabinet have bi-monthly forum on progress on ESJ Strategic Plan 	<ul style="list-style-type: none"> IBT and Ops Cabinet have bi-monthly forum on progress on ESJ Strategic Plan Support director and deputies in implementation, coordination and accountability of ESJ Strategic Plan Learning community for ESJ 	<ul style="list-style-type: none"> Participate in feedback mechanisms to provide data to inform state of our efforts (survey, workshops) Include items from other goal areas, such as workforce/workplace 	<ul style="list-style-type: none"> Lead and facilitate ESJ Strategic Plan process and implementation Lead and facilitate ESJ at Cabinet, Ops Cab and IBT
As bodies or groups		<ul style="list-style-type: none"> Lead action plans & set tone for implementation of ESJ ESJ in performance reviews ESJ in management meetings IBT member integrated into management structure or regularly attending leadership meetings Tier 4 boards Incorporating into budget and program development/evaluation decisions Increase ESJ visibility and engagement internally & externally 	<ul style="list-style-type: none"> Support directors and remove barriers for IBT members 	<ul style="list-style-type: none"> Fully participate on IBT, including work teams / committees IBT member integrated into management structure or regularly attending leadership meetings Provide leadership and technical assistance to their departments/agencies and internal ESJ team Coordinate, track, and report on action plans 	<ul style="list-style-type: none"> Have an annual development goal related to ESJ Responsible for implementing all elements and goal areas of ESJ Strategic Plan 	<ul style="list-style-type: none"> Lead and develop: <ul style="list-style-type: none"> Tools Trainings Presentations ESJ employee engagement Communications Local, regional & national relations, convenings, collaborations Technical assistance to agencies and community
	As members					

PLANS, POLICIES & BUDGETS



Promote accountability to ensure our plans, policies and budgets incorporate our ESJ values so that we equitably address the needs of our communities.

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

PLANS, POLICIES & BUDGETS

GOAL 1: Department and agency business plans, including line of business and other planning processes, include analyses of equity impacts from their operations, services and programs, as well as equity targets and measures of progress.

Objective: By 2017, develop an improved, streamlined Equity Impact Review Tool that incorporates the ESJ Strategic Plan guidance and enables improved planning and budgeting to improve equity analysis and outcomes.

Objective: By 2018, have demonstrated the use and value of the Equity Impact Review Tool in no less than 10 major policy, planning, budgeting, or facility siting decisions.

GOAL 2: Policy guidance incorporates the ESJ Shared Values from this Strategic Plan, into analysis and decision-making for operations and service delivery.

Objective: By 2018, 100% of departments and agencies will develop and publish ESJ guidance that is aligned with this plan and clearly lays out how their organization will incorporate the ESJ Shared Values from this plan, into analysis and decision-making for their operations and service delivery.

GOAL 3: Budget decisions, rates, and allocation, including the base budget, reflect the values and strategies of the ESJ Strategic Plan and are tied to ESJ outcome measures and tracked.

Objective: By the 2019/2020 budget submittal, 100% of decision-making for the budget and rates will be backed by an equity analysis and, whenever appropriate, be tied to ESJ outcome measures.

Objective: The 2019/2020 budget submittal will include funding that is allocated using a Participatory Budgeting process.

Objective: By 2022, King County's advocacy at the State has resulted in a sustainable and more equitable funding structure for services most needed by our residents and our growing population. King County maintains growth in cost for services at or below inflation and population growth.

Minimum Standards

- For County-level plans¹ and department-level plans, involve community organizations, partners and stakeholders early and use the Community Engagement Guide at the beginning of the process to define community involvement.²
- County and department level policies³ explicitly include equity and social justice as a principle and have community participation from the start.
- County and department/agencies' budget requests and decisions reflect the County's equity goals and priorities by highlighting the ESJ Strategic Plan strategies of investing in employees, community partnerships, and investing upstream and/or where the needs are greatest—with transparent and accountable leadership.
- County and department/agency budget requests and decisions identify where budget changes impact communities of color, low income residents, and limited-English speaking populations; and, if the impacts are negative, identify ways to address and mitigate those impacts.

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

PLANS, POLICIES & BUDGETS

Within the next year

The King County Executive's strategic budget direction includes the following priorities:

- Invest in upstream strategies and where needs are greatest, on community partnerships and on employees.
- Fund and implement major initiatives that move King County towards upstream investments, such Best Starts for Kids' Youth and Family Homelessness Prevention Initiative and Communities of Opportunity.
- Fund targeted ESJ investments in the 2017/2018 biennial budget process.
- PSB will continue to improve and integrate guidance and tools for comprehensive incorporation of ESJ considerations into the Line of Business planning process.
- PSB supported by OESJ will improve guidance for deeper analysis of equity impacts in budget changes and overall resource allocation during the 2017/2018 biennial budget process, and produce an equity budget policy paper.

In 2017 and 2018

- Clear and ambitious ESJ goals and objectives will be embedded in all King County plans, policies, rates, and budgets.
- PSB will lead an assessment of all fees and rates charged to external county customers to identify opportunities where more equitable rates will improve outcomes and make recommendations that will inform rate setting in the 2019 Executive Budget submittal.
- Community input and participatory budgeting will be incorporated into the budget process for the 2019/2020 biennial budget, which begins in 2018.
- Departments and agencies will more equitably engage all levels of the County's workforce and their customers in operational planning and decision making.
- PSB supported by OESJ will provide improved guidance and develop training on the use of demographic data to better understand how and whom our decisions impact.
- Measurements of ESJ progress, both enterprise level and department-specific, will be displayed on visual management (aka. tier boards) and a part of regular agency performance discussions and review.
- Community-relevant measures of progress for the ESJ Strategic Plan will be included in the county's public performance reporting website.

Responsibility and Stakeholders

Elected leaders will hold department and agency directors responsible for implementation of this goal area in agency plans, policies and budgets. Progress on ESJ goals will be measured, displayed on visual management boards, and discussed throughout County departments and agencies.

¹Recent examples include the Strategic Climate Action Plan and Comprehensive Plan

²Community engagement and ESJ considerations are minimum standards for strategic planning as defined in [King County Strategic Planning Guidebook](#)

³Recent examples include Best Starts for Kids, low-income transit fare

WORKPLACE & WORKFORCE



Invest in having a pro-equity organization and workplace culture for every employee, driven by a racially diverse and culturally responsive workforce at all levels.

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

WORKPLACE & WORKFORCE

The suite of proposed actions is a roadmap for achieving the four goals and objectives of the ESJ Strategic Plan Workplace & Workforce Goal Area by 2022 through standard and shared work. Employees first shaped these ideas. Then, the ESJ Strategic Plan Workplace & Workforce cross-agency team of subject matter experts helped identify and develop Countywide systems changes to remove barriers in ways that increase access to resources and decision-making and result in greater opportunities for employees by race and place in the organization.

This team included representatives from the Office of Equity and Social Justice (OESJ), Best-Run Government: Employees Diverse & Agile Workforce (BRG:E DAW) group, ESJ Inter-Branch Team, Equal Employment Opportunity/Affirmative Action (EEO/AA) Committee, unions, and various departments and agencies who are already leading the way.

The team developed these ideas into achievable and meaningful actions listed in this section of 2016-18 Implementation Plan. These actions help King County advance workplace and workforce equity on three levels:

- **Using a racial equity framework to identify gaps and prioritize actions to meet the goals and objectives below. King County is developing an ESJ Organizational Maturity Model will help departments/agencies pinpoint how to become more equitable and racially just.**
- **Creating Countywide minimum standards that improve daily work lives for employees and increase their access to resources and decision-making – especially for employees most impacted by race- and place-based inequities – by lifting up some of the County’s current best practices in this goal area**
- **Phased systems transformation that shape more equitable outcomes in recruitment, hiring, promotion and retention of a racially diverse workforce**

Responsibility and Stakeholders

King County Executive Office, including OESJ and Office of Performance, Strategy and Budget (PSB), Department of Executive Services Human Resources Division (HRD), Office of Labor Relations, and all King County departments and agencies

* The actions between 2016 and 2018 are designed to help accountable entities build capacity to meet the recommended minimum standards below by 2022. Resources to support the strategies outlined below are included in the 2017/18 budget proposals.

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

WORKPLACE & WORKFORCE

GOAL 1: EQUITABLE AND INCLUSIVE WORKPLACE CULTURE

Require and sustain a daily workplace culture where every employee experiences trust and respect, is treated with dignity, and feels engaged and confident to perform well.

Objective: Engage all departments/agencies so that by 2022, all leadership and management are trained and practicing fully equitable and racially just leadership behaviors by actively removing barriers that have unintended consequences on workplace and workforce equity (*see notes on ESJ Organizational Maturity Model on page 21*).

Progress measure: Each year through 2022, there will be a 3 percent increase in employees answering positively to (strongly agree or agree) the Employee Survey question, "My supervisor takes action to create a racially just workplace."

Objective: Train all managers so that by 2022 they have the people-skills, cultural competencies, and their leadership support, to help any of their employees do their best work and grow professionally at the County.

Objective: Review all disciplinary policies and practices for consistency with ESJ Shared Values and actions taken to eliminate disproportionate impacts on any groups.

Minimum Standards for Goal 1 Met by 2022

- Each department/agency tracks ESJ Strategic Plan Workplace/Workforce Goal area action plans and metrics on their visual and performance management systems (tier boards) – working with Office of Equity and Social Justice (OESJ) – and uses ESJ adaptive management practices.
- Using 360-type or similar assessments and ongoing follow-up and coaching, all directors, deputy directors, managers and supervisors develop and apply King County's core competencies in creating multicultural, inclusive workplaces, coaching every employee to grow. Through follow-up and coaching, they will develop a plan for reducing individual bias in decision-making. *A cost-effective alternative assessment tool will be developed using existing County resources.*

Within the next year

- ESJ Strategic Plan Workplace & Workforce Goal Area committee will develop and launch the Equity and Social Justice Organizational Maturity Model to help departments and agencies chart their progress toward the goals and objectives for workplace and workforce equity (Action 1 in table on next page). (In process)
- Each department and agency to use the ESJ Organizational Maturity Model to identify gaps and prioritize actions to meet the goals and objectives, and have a corresponding action plan displayed on their visual management systems (tier boards) (Action 1 in table on next page). *OESJ and Workforce Equity Manager will provide training and on-going support for departments and agencies.*
- Best-Run Government: Employees (BRG:E) and OESJ will lead a work team to develop a restorative workplace model (and include departments and agencies where such efforts are underway), that helps rehabilitate workgroups by rebuilding trust and sustaining an equitable, respectful and racially just workplace culture. (In process)
 - To identify and better understand root causes of issues that lead to unhealthy workplace culture, Office of Risk Management, BRG:E and OESJ will develop a system of tracking and monitoring the number and types of complaints and grievances filed by employees, and their final resolutions.

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

WORKPLACE & WORKFORCE

- Department of Executive Services Human Resources Division (HRD), supported by OESJ and working with the County’s Employee Engagement Manager and Workforce Equity Manager, will launch these activities to build capacity of our managers and supervisors as people leaders who can successfully grow and manage an equitable, engaged and racially just organization (in process):
 - Establish core competencies (including people-skills and cultural awareness for managing racially diverse workgroups) for all employees, including managers/supervisors and leaders (Action 2 in table on page 21).
 - Develop and implement Leadership Essentials: a centralized skill development training for managers and supervisors built around core competencies (Action 2 in table on page 21).

In 2017 and 2018

- All departments/agencies to train at least 95% of managers and supervisors (this group includes nearly 500 employees Countywide) on leadership and coaching at least using HRD’s Leadership Essentials by end of 2018.
- All departments/agencies to train 100% of HR managers (total number of HR managers is close to 30 employees) on leadership and coaching at least using HRD’s Leadership Essentials by end of 2017.
- Using existing County resources, OESJ and HRD will work with the HR community and Department of Information Technology to develop *a cost-effective alternative assessment to the Lominger “360” assessment*.
- Managers and supervisors in the Leadership Essentials cohorts begin utilizing “360”-type assessments (or a similar alternative) in 2017.
- BRG:E and OESJ will launch equitable, racially just and restorative workplace model pilot in high-potential workplaces.
- In 2017, Deputy County Executive for Operations will begin requiring departments and agencies to report on the number and types of complaints and grievances filed by employees—and their final resolutions—on a quarterly basis.
 - In 2018, departments and agencies will review baseline data, identify trends, and create action plans to decrease negative trends. Deputy County Executive for Operations will request updates on actions plans and their related outcomes.

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

WORKPLACE & WORKFORCE

GOAL 2: EQUITABLE WORKFORCE DEVELOPMENT

Systematically develop and retain a more racially diverse and culturally responsive workforce at all levels: leadership, management, and staff.

Objective: By 2022, to the extent consistent with federal and state law, **all new hires and promotions in the highest salary ranges** (top 20% of the salary range or salary range 65 and higher), within each department and agency, reflect our region's projected workforce demographics for 2030.

Objective: By 2022, all departments and agencies have fully active school-to-work pipelines from historically economically disadvantaged communities.

Minimum Standards for Goal 2 Met by 2022

- All recruiting policies and hiring practices, including job classifications, are developed to “screen-in” candidates and eliminate barriers to recruitment—such as unnecessary education requirements and experience—and hiring of a racially diverse and culturally responsive workforce by shifting the hiring process to focus on the core competencies of the ideal candidate (*see Language Access minimum standards for hiring from the Communication & Education Goal Area*). (In process)
- All internal promotions are developed to “screen-in” candidates and eliminate barriers to recruitment—such as unnecessary education requirements and experience—by shifting the hiring process to focus on the core attributes of competitive internal candidates. (In process)
- All departments and agencies advertise in a range of places where a wide variety of candidates is more likely to look for job postings, and launch more robust outreach efforts. (In process)
- All subject matter reviewers in screening process successfully complete “Countering Bias” training and Implicit Association Test (IAT) before and after the training to identify and understand their biases.
- All hiring authorities and *internal* hiring panel members **a)** individually take the Implicit Association Test (IAT) and **b)** as a team, successfully complete “Countering Bias” or other approved culturally-responsive hiring training, prior to being selected for hiring panels, during candidate review process, and discuss and take steps to reduce individual bias in interviews and candidate selection process.
 - All hiring panels are strongly encouraged to use “Guidelines for Multicultural Interactions” (or similar facilitation tools) in their hiring processes.
- Require diversity of race, gender and age on interview and hiring panels. (In process)
- HRD conducts semi-annual audits of all hires and promotions for positions in the top 20% of the salary range or salary range 65 and higher, by department and agency to determine whether best practices were used to maximize opportunities to increase number of racially diverse, culturally responsive hires (Goal 2 objective).
 - **For the top 20% of the salary range or salary range 65 and higher hiring and promotion processes:**

In workplaces where outcomes do not support Goal 2, hiring authorities must provide justification—prior to making an offer—about their candidates of choice, if their selections differ from those recommended by their hiring panels.

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

WORKPLACE & WORKFORCE

Within the next year

- Workforce Equity Manager, working jointly with the County's Human Resources (HR) community, will develop bias and culturally responsive hiring training and coaching for current recruiters, and hiring authorities and managers, on effective outreach, culturally responsive hiring and partnerships with our communities and employees. (In process)
- HRD will develop policy and/or process to require diversity of race, gender and age on interview and hiring panels.
- HRD will develop mechanism to link use of "Countering Bias" or other culturally responsive hiring trainings to employees' PeopleSoft records determining who will be eligible to participate in recruitment and hiring processes – from screening to hiring.
- Deputy County Executive for Operations will begin requiring departments and agencies to report on successful completion of bias and culturally responsive training **and their outcomes** on diverse hires and promotions in the top 20% of the salary range or salary range 65 and higher.
- OESJ will develop a centralized Employee-Youth Mentorship & Employment Program for youth who face barriers to employment, shaped by a cross-agency workgroup.

In 2017 and 2018

- OESJ and HRD will develop and pilot strategic workforce development planning.
- By December 2017, OESJ and HRD will develop a feasibility study for a centralized recruitment program for the whole organization targeting effective outreach, recruitment and diverse and culturally responsive hires, especially in leadership and management positions.
- Each department and agency will develop an equitable, culturally responsive workforce development plan – including a school-to-work pipeline and a succession plan – that grows internal talent and hires to reflect the mosaic of King County communities at every level.
- OESJ will launch a centralized Employee-Youth Mentorship & Employment Program for youth who face barriers to employment, shaped by a cross-agency workgroup.

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

WORKPLACE & WORKFORCE

GOAL 3: EQUITABLE EMPLOYEE DEVELOPMENT AND ACCESS TO OPPORTUNITIES

Establish a shared-commitment, resources and support—between leadership, managers, staff, and labor—to grow every employee’s talent through training, development, coaching and mentoring.

Objective: By 2022, *at least* all employees earning in the bottom 20% of the salary range have active employee development plans (if they want) including a skills inventory, training and “on-the-job” exposure. Employees should jointly develop these plans with their supervisors/managers (and have support from their labor unions if applicable).

Objective: By 2022, King County has easy-to-understand career paths that employees use for equitable access to advancement opportunities in management, leadership and other County work areas.

Minimum Standards for Goal 3 Met by 2022

- Special duty and term-limited temporary opportunities (internally offered as special duty assignments) of six (6) months or more are **advertised and open to all employees**, subject to applicable labor contract provisions, HR policies and programs designed for employee advancement and training, and budget constraints. *Placements of less than six (6) months may be filled in accordance with clearly documented and communicated agency procedures.* (In process)
- Every employee has a development plan that includes quarterly check-ins on the employee’s experience at the County and the County’s role in retaining that employee, as well as an action plan (training, ‘on-the-job’ exposure, etc.) for how the employee plans to grow her/their/his talent at King County—if they want.
- Managers, supervisors and HR community members successfully demonstrate their proficiencies in being able to support employees as they navigate career pathways for advancement.
- All department and agencies equitably resource employee training and development, with primary focus on employees earning in the bottom 20% of the salary range and those who have historically had limited access to training.
- Job classifications have transparent career paths and associated competencies, skills and training to guide employee career development. (In process)

Within the next year

- HRD, OLR and Labor partners will launch Opportunities at Work, an apprentice program to support employee development in the trades. (In process)

In 2017 and 2018

- By early 2017, HRD and OLR will work with departments, agencies and labor unions, to create trainee job classifications to provide opportunities for a less experienced workforce to enter County service.
- HRD will create development plan templates, and training on employee development and workplace planning for managers and supervisors.

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

WORKPLACE & WORKFORCE

- Departments and agencies offer employees earning in the bottom 20% of the salary range and those who have historically had limited access to training, a “Stay Interview” as a part of their development plan to help them grow in the organization.
- HRD’s reclassification efforts to develop transparent career pathways will continue, and be included in the 2019-20 biennial budget’s Total Compensation bargaining. (In process)
- HRD will map competencies, skills and existing training to multiple career pathways in support of employee development and career advancement. (In process)

GOAL 4: EQUITABLE ACCESS TO DECISION-MAKING

Build an organization of shared decision-making and shared-responsibility between staff, managers, leadership and labor partners, that is grounded in consistent and effective communication, accountability and transparency.

Objective: By 2022, each employee at every level of the organization is given opportunities to engage in a shared decision-making process—throughout the year—to innovate and solve problems within their roles, around business practices, policies, programs and decisions that impact them and our communities.

Minimum Standards for Goal 4 Met by 2022

- All departments and agencies inform and update employees, in an equitable way, of the County’s major initiatives (i.e. Equity and Social Justice, Best-Run Government, Continuous Improvement, Regional Mobility, Best Starts for Kids, and Climate Change), at minimum, on an annual basis.
- Hiring panels consistently include frontline staff and community partners, where appropriate and feasible.
- Departments and agencies provide opportunities (at least quarterly) that seek process improvement ideas from individuals, teams or work units. Approved ideas receive a reasonable level of resources to meet the improvement goal.
- Workgroups routinely include Continuous Improvement efforts to remove barriers for employees to drive employee engagement, contributions and innovations as a standard business practice.
- For major staff reductions (not including reduction in vacancies), the County:
 - Gathers and maintains demographic data, including race/ethnicity and gender of employees on proposed and final layoff lists.
 - Transparently communicates demographic data of proposed and final layoff lists to employees in departments/agencies impacted by staff reductions.
 - Uses demographic trends to identify and address barriers within Labor Agreements that negatively impact the County’s ability to retain a racially diverse and culturally responsive workforce at all levels.

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

WORKPLACE & WORKFORCE

Within the next year

- All departments and agencies continue current Employee Engagement efforts around action planning and implementation.
- Departments and agencies begin to identify staff—through a fair and open process—who will participate on interview panels for 2017.

In 2017 and 2018

- Departments and agencies send identified pool of staff interviewers to complete appropriate training prior to interview panel participation.
- Departments and agencies develop annual plans for how they continue to include and train staff on an ongoing basis as it relates to interview panels and hiring decisions.
- Starting in 2017 (if not already started), departments and agencies provide opportunities (at least quarterly) that seek process improvement ideas from individuals, team or work units. Approved ideas receive a reasonable level of resources to meet the improvement goal.

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

WORKPLACE & WORKFORCE

Table 1: Summary of proposed actions shared above and details of what they are.

PROPOSED ACTIONS	REASONING
<p>1. Organization-wide use of King County’s Equity and Social Justice Maturity Model on Becoming Fully Equitable and Racially Just to identify gaps and prioritize actions to become a more ESJ-mature organization. Recommend including key community partners to review on a regular basis.</p>	<p>The ESJ Maturity Model on Becoming a Fully Inclusive and Racially Just Organization is being designed to help departments/ agencies build values-based culture change in a shared and systematic way, while enabling them to innovate and define how they will progress based on their unique circumstances. An external review – by a trusted and willing community partner of the agency/department – will support an honest assessment of progress.</p>
<p>2. A centralized, basic skill development training for managers and supervisors that specifically builds the following competencies and utilizes a “360” (or similar) assessment for professional growth and accountability.</p> <ul style="list-style-type: none"> ■ How to have multicultural interactions, communication, and expectation-setting that are 1) empathetic and 2) culturally-specific and respectful ■ How individual bias shapes manager decisions on how they see, treat, discipline, evaluate, reward and develop their employees ■ Understanding, preventing and effectively addressing micro-aggressions in the workplace ■ How to build shared-decision making, shared-responsibility in a multicultural workgroup 	<p>Many of the supervisors and managers have been selected for their project management and technical skills and may not have not been sufficiently trained on how to manage people. The county will need to provide them with appropriate training to develop the skills and competences to manage a culturally diverse and nimble workforce. Managers and supervisors also need to be trained on bias and micro-aggressions, how to identify them and how to handle them in the workplace and in their workgroups. In addition, in order to have the most competent managers and supervisors, they need to engage in a “360” or similar evaluative assessment by the employees they supervise to insure accountability to both their staff and leadership.</p>
<p>3. A healthy, restorative workplace model that effectively rehabilitates workgroups to rebuild trust and sustain a healthy, inclusive and respectful work culture.</p>	<p>In many workplaces, engaging with employees revealed the failure to address micro-aggressions and other unfair treatment in the workplace resulted in an unhealthy work environment. In order to provide the best services to the public and maintain a healthy and productive workgroup, we need to be able to address these concerns in a way that restores trust and respect within the workgroup.</p>
<p>4. A feasibility study of a centralized recruitment program for the whole organization targeting effective outreach, recruitment and racially diverse and culturally responsive hires, especially in leadership and management positions.</p>	<p>King County’s workforce roughly reflects the racial diversity of our communities, but this diversity is not present at every level of our organization. Becoming more equitable and racially just at the highest levels can effectively further our goal to be more culturally responsive to all our communities. Having centralized recruitment – instead of the current decentralized and non-standardized system – will increase focus, quality and efficiency toward a common objective.</p>
<p>5. Training and coaching for current recruiters, and hiring authorities and managers on effective outreach, culturally responsive hiring and partnerships with our communities and employees.</p>	<p>The goal is for all of our recruiters, hiring authorities and hiring managers to have standard competencies on racially diverse and culturally responsive hiring to be able to help the organization achieve the stated goals above. This training would build capacity and a standardize practices on culturally responsive recruitment, hiring and promotions.</p>
<p>6. A cohesive workforce development strategy that includes competitive hiring pipelines and links an employee’s career development with our changing workforce needs.</p>	<p>Fewer than half of the employees who participating in the 2015 Employee Survey responded positively to having fair and equal access to staff advancement opportunities and receiving open and honest communication from senior leaders. It is projected that 40% of our workforce will leave county employment in the next five years because of regular attrition and retirement, which provides a unique opportunity to equitably develop a career “pathways” and school-to-work pipelines that meet both the needs and expectations of an increasingly diverse workforce and a culturally responsive organization.</p>

COMMUNITY PARTNERSHIPS



Invest in community-based partnerships that will steadily inform the County's decision-making and foster full and equitable civic participation.

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

COMMUNITY PARTNERSHIPS

GOAL 1: Systematically provide resource support to community-based organizations to leverage their expertise toward advancing ESJ outcomes.

Objective can be achieved by *adopting one of the following approaches* to investing in community partnerships:

Approach 1: By 2018, develop funding strategy that directs a percentage of the department's or agency's resources toward investment in community-based organizations with demonstrated success in engaging populations currently underserved by the department and least represented in the department's decision-making.

Approach 2: By 2018, develop and implement hiring plan for Community Liaison(s) to build and sustain partnerships between the department or agency and populations currently underserved by the department or agency and least represented in the department's or agency's decision-making. Liaisons will be centrally coordinated as a Countywide network to ensure continuity and efficiency in County engagement with community partners.

Objective: By 2020, department or agency can demonstrate inclusion of communities of color, limited-English speaking communities, and low-income communities in program and budget planning, and decision-making.

Objective: By 2020, department or agency will report budget allocation toward community partnerships or staff hired to serve as Community Liaisons.

Minimum Standard for Goal 1

- Community Engagement Guide is consistently applied to all outreach activities, primarily to create opportunities for residents to express their priorities and have a meaningful role in decision-making.

GOAL 2: Expand and promote diversity among applicant pool by creating pro-equity contracting processes that are visible and accessible to contractors of varied size and capacities, consistent with state and federal law.

Objective: By 2018, departments and agencies adopt a process of identifying deliverables for the year that will require external support, using an equity lens to ensure that, where possible, the work is structured to encourage participation by community-based organizations, small businesses and independent contractors.

Objective: By 2018, department or agency can demonstrate expanded outreach in publicizing contracting opportunities.

Objective: By 2020, departments and agencies can report an annual increase in the number of community-based organizations and small, minority-owned/women-owned/veteran-owned businesses servicing its external contracts, consistent with state and federal laws.

Minimum Standards for Goal 2

- Augment outreach lists to include individuals and businesses from communities currently underrepresented in department's contractors and vendors.
- Promote contracting opportunities via the Office of Equity and Social Justice (OESJ) website and community mailing list. Work with OESJ to provide technical assistance and other support that will eliminate barriers faced by contractors that are traditionally underrepresented in the County's applicant pool.

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

COMMUNITY PARTNERSHIPS

GOAL 3: Provide non-monetary support to community-based partners that builds their internal capacities.

Objective: By 2018, technical assistance programming is developed that connects department's or agency's resources to capacity development of community partners (e.g. training, data sharing, peer-to-peer network development)

Objective: By 2020, department or agency can report technical assistance provided to community-based organizations and/or contractors serving communities of color, LES communities, and low-income communities. The report will include survey from partners describing increased capacities and any other non-monetary benefits provided by the department.

Minimum Standard for Goal 3

- Community engagement is approached as an opportunity to ascertain capacity-building needs of current and potential community partners.

Within the next year

- Complete assessment that examines current working relationships with community-based organizations; quality of service delivery to communities of color, Limited English Speaking (LES) communities, and low-income communities; and inclusion of communities of color, LES communities, and low-income communities in department's or agency's program and budget planning.
- Complete asset mapping of community-based organizations that are positioned to improve department's or agency's service delivery and engagement with underserved communities.
- Resources are dedicated to support FTE(s) in the OESJ to manage central coordination of Community Liaisons, creating an integrated approach to the County's work across departments and agencies and that is regional in scope.
- Risk management policies are revised to differentiate between insurance and indemnification liability required for large companies versus small businesses, community-based organizations and independent contractors.
- Complete assessment of department's or agency's internal resources and practices that offer technical and capacity-building value to community partners. Assessment should include survey of community-based organizations to clearly ascertain current needs and priorities. Outreach should be centrally coordinated and conducted in partnership with other departments.

COMMUNICATION & EDUCATION

King County, Washington

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Advance our education and communication to better engage our residents and communities in ways that are inclusive, culturally responsive and socially just.

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

COMMUNICATION & EDUCATION

GOAL 1: LANGUAGE ACCESS

As one in five county residents speaks a language other than English at home or is limited-English speaking (LES), update King County tools for public-facing communication and education to align with current populations, needs, and demographic changes.

Objective: By 2020, home pages of every department on the County website will be available in the six top tier languages as defined by the County demographer, based on the most recent census data. Critical documents and community notifications will also be available in the six top tier languages to provide more inclusive processes that guide the County's areas of focus and resource allocation.

Key metric to assess success: number of pages available in top six languages.

Minimum Standards for Goal 1

- By 2020, make home pages of every department on the County website available in the six top tier languages as defined by the county demographer, based on the most recent census data.
- Promote plain language and culturally-competent language as a standard for all online communications and job announcements to make translation and outreach easier.
- Prioritize language skills in hiring to increase staff ability to serve Limited-English speaking (LES) customers.
- Each department should setup an account for language interpretation services by phone and train at least one person in a public-facing role in how to access the service.

GOAL 2: ENGAGEMENT ACCESS

Develop tools for better engaging with County services and opportunities for input on County projects and initiatives, regardless of neighborhood, immigration status, or primary language used for communication; and improve engagement by increasing capacity-building outreach and marketing buys with smaller, community-based organizations and media outlets.

Objective: By 2020, King County will have a consistent, shared, and proven suite of tools for effective engagement with community members on critical topics and issues.

Key metric to assess success: percentage of progress toward establishing tools for engagement.

As a major tactic, designated Web Team and communication staff in King County's Department of Information Technology will work with an employee stakeholder group, such as the County's Public Information Officers and Communication managers to decide on the suite of tools which should be both high-touch and high-tech (e.g., meetings, phone tree, webinars, social media communities, and other emerging online engagement software tools such as Telephone Town Halls).

Minimum Standards for Goal 2

- Ensure translations for major hearings through improved coordination between outreach and communication staff in departments and with separately-elected staff.
- Departments and agencies can demonstrate improved communication with, education and outreach to, and interactions with communities of color, LES communities, and low-income communities through increased

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

COMMUNICATION & EDUCATION

number of translated documents and materials, increased number and quality of outreach activities over the previous year, or an increase in the participation level of residents at recurring or annual activities.

- Departments and agencies can demonstrate improved employee engagement through feedback from periodic surveys or focus groups, and an increase in employee participation in engagement activities.

GOAL 3: TECHNOLOGICAL ACCESS

Given the digital divide and that many communities rely on mobile devices to bridge that gap, improve the collaborative use of mobile-optimized web pages, and social media across County agencies and services as an engagement, outreach, and feedback tool for the public.

Objective: By 2020, there is increased access to engagement, outreach, and feedback activities related to County services by the internet or mobile devices for currently under-served residents.

Key metric to assess success: increases in the total number of followers, subscribers, reach of posts through online sharing, and website traffic from posts on social media.

Minimum Standards for Goal 3

- Departments and agencies will include social media campaigns in all communication plans and increase coordination and outreach, and by having a physical presence at—or serving as monetary sponsor for—a specified number of community events each year as a way to provide engagement activities and materials, and feedback opportunities. Campaigns should include outreach to media serving LES and other traditionally under-served communities.
- Equal online access to information for all employees (in office or by personal email) through employee information in mobile-aware formats for ease of access on mobile devices.

GOAL 4: IMPROVED COLLABORATION AND LANGUAGE-RELATED TOOLS AND RESOURCES FOR EMPLOYEES.

Improve collaboration and language-related tools and resources for employees to provide more services to those who are LES and include more of the community's voice in the policy-making process.

Objective: By 2020, King County employees will have sufficient and dedicated budgetary resources to do outreach, partnership, and evaluation work aimed at creating or expanding existing tools, and implementing emerging tools for communications and education with residents and community stakeholders. Funding level will be decided in collaboration with budget, communications, and senior leadership staff.

Key metric to assess success: employees have resources necessary to increase outreach, partnership, and evaluation work relative to baseline funding levels in 2016. The funding must result in improvements in those three areas as measured by increases in the total number of outreach contacts and successful partnerships that increase public engagement and participation or input on County services.

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

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Minimum Standards for Goal 4

- At least one staffer in each division is trained in using standardized process for soliciting and using a vendor for document translation and interpretation.
- Department and agencies can demonstrate inclusion of communities of color, LES communities, and low-income communities and outreach to multiple contacts within communities, not just a narrow list of contacts.
- Budget allotment for translations, interpretation for community events, and ESJ training for staff.
- Require completion of training with ESJ-approved curriculum within first six months for staff in supervisory roles.
- Departments should be encouraged to sponsor trainings and lunch-and-learns on ESJ topics and buy-in and participation from senior management.

Within the next year

- Increase Human Resources Division (HRD)-provided language training for current staff in public-facing roles.
- Work with ESJ team to integrate equity-related communication, messaging, and education materials existing Continuous Improvement efforts by including ESJ in all Continuous Improvement publications, online posts, education materials, and messaging documents.
- HRD launching GovDelivery alert for all special duty assignments to increase equitable access to these professional development opportunities.
- Public Information Officers will review all current communications and education materials to ensure that they are culturally-relevant and context-sensitive as part of the annual review of materials provided to the Director of Customer Service.

In 2017 and 2018

- Issue an Executive directive, strategy, and research resources to create a centrally managed process for adding language options to website. This would involve creating a standard process for providing regular updates for forms in other languages. (E.g. ensuring that updates to court forms are consistent across all language versions.)
- Ensure that County certification requirements mirror state language certification requirements for employees providing interpretation and that any labor impacts are considered and reviewed with labor relations staff.
- Align language access goals with efforts in HRD to expand the bilingual pay premium for employees who speak a language in addition to English.
- Complete implementation of Countywide, SharePoint-based, internal and public-facing engagement calendar with transparent, real-time inventory showing the array of partnerships, communication efforts, and education and community engagement programming underway to enable bundling of outreach or services to specific communities, or to avoid duplication of services or activities.

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

COMMUNICATION & EDUCATION

- Expand Office of ESJ capacity to empower staff to provide technical support to departments and separately elected on ESJ issues (translation, outreach).
- Improve internal resource coordination to reduce internal inequity between departments, divisions, and programs.
- Expand Office of ESJ capacity to support outreach staff assigned to specific communities (a community liaison who knows the needs and is a connector. See Community Partnerships goal area).
- Build real world and online community partnerships (especially with existing groups and coalitions of organizations) to help create and share communication and outreach materials in their respective connection channels.
- More relationship-building in communities where the County programs exist and better engagement of the talent that is in the community and on staff, particularly among people of color.
- Measure the number of well-established, regular outreach, engagement, and communications with ethnic and other potentially-marginalized communities. The count should show growth each year in participation or reach (social media visibility/impressions, amount of feedback from participants).
- Do an annual, department-level survey of communication and education materials for adherence to ESJ Strategic Plan deliverables.

Responsibility and stakeholders

Employees, elected officials, department directors, community organizations, educators, media and mass communicators, communications and outreach workers in all agencies, and IT staff.

FACILITY & SYSTEM IMPROVEMENTS (CIP)



Develop facility and system improvements responsive to the values and priorities of residents and stakeholders and achieve pro-equity outcomes.

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

FACILITY & SYSTEM IMPROVEMENTS (CIP)

GOAL 1: Infrastructure system master plans, including line of business and other strategic planning processes, include clear objectives to advance equity and social justice that are informed by and sensitive to priority populations and key affected parties .

Objective: By 2018, for all King County infrastructure systems complete and publish master planning updates that include pro-equity future state for the system that guides equity and social justice priorities and goals through the capital portfolio and capital program levels.

GOAL 2: Capital development policy, budgets, portfolios, and programs are developed in accordance with community equity priorities, informed by a perspective on historic and existing inequities, and include a description of their contribution to improving equity in community conditions.

Objective: By 2018, all capital portfolio and program documents will develop and publish ESJ priorities that align to the ESJ Strategic Plan; are informed by equity impact review processes; are specific to the existing infrastructure and system conditions; and inform the ESJ approaches and characteristics of capital projects.

GOAL 3: Activities and responsibilities for pro-equity progress are clear and defined at the Dept., Division, and Section levels.

Objective: By 2018, the project charter and/or project design program conveys a project scope, schedule and budget that includes project goals for equity and social justice, addressing governance, contracting, siting, development, design characteristics, construction practices, operations, and maintenance.

Minimum Standards

- All infrastructure and facility master plans describe the intended equity and social justice outcomes for the system (a.k.a. the 'pro-equity' version of the system)
- All CIP program and portfolio budgets have evaluated and include a description of how equity and social justice considerations are advanced through project decisions—and provide guidance and/or direction on equity considerations and objectives on a project-by-project basis
- Communication and engagement efforts of all capital development programs and projects are culturally appropriate
- Funding sources (levies, bonds, etc.), siting, design, and construction of capital projects are responsive to the equity interests and priorities of historically disadvantaged communities

Within the next year

- Integrate ESJ into Capital Project Management Working Group (CPMWG) tools and protocols
- Finish, test, and revise ESJ section of sustainable infrastructure/ green building scorecard
- Continue to develop demographics and data on the existing equity predicament on the ESJ iMAP application

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

FACILITY & SYSTEM IMPROVEMENTS (CIP)

- Develop and deliver ESJ guidance and training to those engaged in facility and system improvements, including those doing master planning, portfolio development, program and project implementation
- Coordinate with FBOD to ensure contracting reform efforts advance pro-equity economic impacts of capital investment
- Convene and build consensus among planners and capital development managers on the policy intent and mechanics to ensure ESJ is a consideration and/or driver in resource allocation
- Guide planning and development of multi-lingual/marginalized community liaison network program that more efficiently and respectfully allow Facility and System Improvements decisions to reflect the interests and priorities of all King County residents

In 2017 and 2018

- Facility and system improvements (CIP) efforts contribute to the development and maintenance of a community liaison network
- Master plans are updated to include explicit guidance on intended equity and social justice goals and the role of Facility and System Improvements in advancing toward system equity
- Capital portfolio management practices are optimized to drive toward pro-equity system outcomes
- Capital project managers are provided in project charters and design programs background information on the equity context and specific equity and social justice project goals that address process, distributional and cross-generational equity opportunities

IMPLEMENTATION PLAN FOR SIX GOAL AREAS

FACILITY & SYSTEM IMPROVEMENTS (CIP)

Summary of actions to advance ESJ in Facility and System Improvements

<p>Transparent and accountable leadership</p>	<p>... upstream and where the needs are greatest</p>	<p>... in community partnerships</p>	<p>... in employees</p>	<p>ESJ SP strategies – Invest:</p>
<ul style="list-style-type: none"> Ensure all master plans describe equity ambitions in sufficient detail to guide pro-equity CIP, asset management, operations, education, communication and partnering Train CIP sponsors and project teams on ESJ intentions and processes 	<ul style="list-style-type: none"> Base master plan direction on thorough understanding of the equity predicament today and an analysis of how alternative approaches will differ in bearing on upstream conditions and priority populations Provide technical assistance in conducting Equity Impact Review on CIP program and portfolio options Develop predictive analytics that track changes in determinants and demographics and model pro-equity effects of alternative deployment approaches 	<ul style="list-style-type: none"> Contribute expertise and resources to build an enterprise-scale LEP/hard-to-reach community liaison network program Engage diverse stakeholders to ensure CIP efforts respond to equity concerns and advance equity policy intent Engage community organizations to connect with their constituencies on program direction 	<ul style="list-style-type: none"> Strengthen training for planners in ESJ policy intent, tools, and analytics Foster best-practices sharing among master planning staff in various agencies 	<p>Master plans that guide system development, based on policy intent and change drivers</p> <p>CIP portfolio total bundle of capital investments</p> <p>CIP program bundles of 'like' projects (e.g. roof replacements, HVAC upgrades)</p> <p>Capital projects Engagement Planning Siting Design Construction O&M</p>
<ul style="list-style-type: none"> Ensure CIP portfolios and programs: Describe the equity conditions today and how their (portfolio or program) investment approach accounts for and advances equity policy intent Provide guidance to projects on the most relevant opportunities for individual projects to advance to system-wide pro-equity ambitions 	<ul style="list-style-type: none"> Improve conditions and opportunity for youth and those whose access to resources is most compromised Steer project-related learning opportunities to those who can most benefit from access to resources 	<ul style="list-style-type: none"> Build capacity in community-based organizations – Use them to connect with priority stakeholders Advance economic justice by contracting with local SCS entities for project-related tasks and support 	<ul style="list-style-type: none"> Provide technical assistance and training to CIP program and portfolio managers so they have: stronger cultural competencies more rigorous skills in equity analytics and scenario development better data sets on equity conditions today 	<ul style="list-style-type: none"> Strengthen staff capacity to identify and advance place-based/context-sensitive ESJ opportunities: Inclusive engagement and governance training Tools and analysis to understand equity conditions today
<ul style="list-style-type: none"> Project managers show: how they achieved an inclusive governance and/or advisory process how ambitions of stakeholders were factored into siting, design and/or construction approach the economic justice ambitions achieved in project contracting 				



King County International Airport/ Boeing Field

Airport Working Group (AWG) Summary of Meeting #1 (May 24, 2016) Inventory and Forecasts

Meeting attendees

Airport Working Group (AWG) Members

- Art Scheunemann, PSRC Freight Mobility Roundtable
- Brad Jurkovich, Tomorrow@Sea-Tac
- Holly Krejci, Georgetown Community Council
- Larry Reid, Georgetown Merchants Association
- Maria Batayola, Community Representative Beacon Hill
- Tom Ysasi, Community Representative, Magnolia
- Warren Hendrickson, NW Mountain Region AOPA
- Wendy Langen, Mente LLC

Others in attendance

- April Sanders, KCC/Lambert
- Carter Timmerman, WSDOT Aviation
- Clare Gallagher, Port of Seattle
- Dave Fisher, Tomorrow @ Sea-Tac Coalition
- Devin Simmons, Office of King County Councilmember McDermott
- Don Stark, Smith & Stark
- Harold Taniguchi, WSDOT
- Lise Kaye, King County Council Central Staff
- Nick Bowman, Office of King County Councilmember Kohl-Welles
- Nora Gerloff, City of Tukwila
- Randy Berg, KCIA/BFI
- Gary Molyneaux, KCIA/BFI
- Mark McFarland, Mead & Hunt
- Cody Fussell, Mead & Hunt
- Jeff Smith, Mead & Hunt
- Alicia Toney, Anchor QEA
- Charla Skaggs, EnviroIssues
- Ryan Orth, EnviroIssues
- Lauren Dennis, EnviroIssues

The following document provides a summary of the King County International Airport/Boeing Field (KCIA/BFI) Master Plan Update Airport Working Group Meeting #1 on May 24, 2016. The summary is organized into the following sections:

- I. Introductions and expectations
- II. Master Plan Update planning process
- III. Working group roles and responsibilities
- IV. Public involvement and communications programs
- V. KCIA/BFI Inventory and Forecasts
- VI. Next steps and action items

See the meeting presentation, AWG charter, and technical working paper #1 for additional details.

I. Introductions and expectations

Airport Planning Manager Gary Molyneaux, Airport Director Randall Berg, and King County Department of Transportation Director Harold Taniguchi welcomed members of the Airport Working Group (AWG), thanked them for their commitments to serve on the working group, and underscored the importance of the airport master plan update to the future of KCIA/BFI.

Ryan Orth, meeting facilitator, invited AWG members to introduce themselves, describe the perspectives they represent, and share their interests in the process. These comments included:

- An inclusive, transparent public process
- Support for and maintenance of small general aviation
- Economic viability of the airport, integrated with local economic development
- Maintenance of the airport's character and its accessibility to the public
- Consideration of community concerns – including noise and air quality – that addresses race and social justice
- Coordination with Sea-Tac Airport and KCIA/BFI Airport Master Plan Updates

Airport partners and other interested members of the public in attendance also introduced themselves.

Finally, Mead & Hunt (lead consultant on the master plan update) introduced the project team consisting of several consultant groups focusing on environmental analysis, noise, engineering, Airport Geographic Information Systems (AGIS), and public involvement.

II. Master plan update process

Cody Fussell (Mead & Hunt) described the process to update the airport's master plan, the project schedule and milestones, the planning context amidst other King County efforts and the airport's complex geographic setting adjacent to several jurisdictions and neighborhoods.

Process and schedule

- AWG meetings are expected to occur five times over the next two years, coinciding with the release of the technical working papers. Technical working papers will cover several topics, including airport inventories and forecasts (both shared at this first meeting), as well as AGIS, facility requirements, alternatives analysis and financial feasibility.
 - AGIS will be central in the planning process. As many in attendance at the meeting expressed interest in AGIS, Cody noted that aerial photography has already commenced and the project team will share information with the AWG and airport partners as the AGIS deliverables become available.
- A series of three public meetings with the broader community will also be held. The first is anticipated for fall 2016 when additional project information and initial FAA feedback on the Airport forecasts is available.
- The draft master plan update document will be comprised of the content presented in the technical working papers. The final products delivered by the project team include the draft plan, the final plan and the airport layout plan drawing set.
- The final master plan must ultimately be approved and adopted by King County Council. Councilmembers and the County Executive will be briefed throughout the process.

- The airport layout plan – which identifies capital projects that can use federal funding through the airport improvement program – will also be submitted to the Federal Aviation Administration (FAA) for review and conditional approval.

Coordination with other King County planning efforts

- The master plan update will incorporate long-term planning goals and objectives of King County as outlined in the 2010 King County Strategic Plan (which includes racial equity and social justice objectives) and the Airport Strategic Business Plan.
- EnviroIssues will distribute these documents electronically so AWG members can familiarize themselves with them.

Airport environs

- The project team recognizes the importance of working with the airport’s many adjacent neighbors and understanding the impacts of the planning process. These include:
 - Neighborhoods: Georgetown, Beacon Hill, Rainier Beach, Allentown/Duwamish, Glendale, South Park, Industry District, Magnolia, and West Seattle
 - Jurisdictions: Seattle, Tukwila, Burien, Renton, Port of Seattle, King County

III. Working group roles and responsibilities

Ryan Orth provided a more in-depth description of the AWG’s function and role in the Master Plan Update process, as outlined in the Airport Working Group’s Charter and Operating Guidelines. Highlights from the discussion include the following:

Feedback on planning materials

- AWG members represent a broad spectrum of interests; they should review and comment on technical working papers on behalf of their respective constituent groups. Members are encouraged to raise any issues or concerns they have with the papers themselves or with the planning process as a whole.
 - Moving forward, the project team will send working papers to the Working Group members two weeks in advance of meetings. Members can request a hard copy through Gary Molyneaux.
- Members should act as a liaison between the airport’s process and their respective constituents, bringing back updates as necessary and relevant.
- The process is intended to reflect and incorporate AWG feedback. The project team will track issues raised and reflect how these issues have been documented and addressed.
- This working group is not established to create formal recommendations, nor will it follow consensus-based procedures.

Meeting and communication logistics

- EnviroIssues serves as a neutral third-party to facilitate AWG meetings and ensure the process is conducted effectively and fairly.
- All questions and inquiries (including requests for hard copies of technical working papers) should be sent to Gary (gary.molyneaux@kingcounty.gov)
- All AWG meeting dates over the next two years will be set in June 2016. AWG members should contact Ryan (rorth@enviroissues.com) if they foresee the need to request an alternate date to an AWG meeting due to a scheduling conflict.

The role of Airport Partners

- The AWG is the primary body for identifying issues and representing stakeholder perspectives, however there are other partners and airport tenants who will be engaged throughout the process. These Airport Partners will have the opportunity to read technical working papers concurrent to this group.

Comments and questions

- How does the Sea-Tac Sustainable Airport Master Plan Update timeline align with this project's schedule, and will they inform each other?
 - The Sea-Tac process started in 2014 and is much further along than the KCAI/BFI Master Plan Update, with formal environmental review documents anticipated to be released in Q3 2016. The KCAI/BFI project team will review, consider and incorporate as necessary all relevant planning outcomes from the Sea-Tac process.
- Maria Batayola (Beacon Hill) requested that the charter include reference to the federal environmental justice executive order and the King County Equity and Social Justice Strategic Plan, as well as reference to the economic and community development benefits of the master plan update.
 - EnviroIssues will make these revisions and distribute an updated charter for AWG members' review.

IV. Public involvement and communications programs

In addition to providing meeting facilitation, EnviroIssues will conduct robust public involvement and communications programs for the project. Ryan Orth described aspects of this plan, including targeted stakeholder audiences, core activities, and key communication vehicles.

Key audiences

- Key on-airport audiences include the airport roundtable, airport tenants, Washington Pilots' Association – Greater Seattle Chapter, AOPA and NBAA, and airport staff
- Targeted environmental groups include the Duwamish River Cleanup Coalition (DRCC) and Environmental Coalition of South Seattle (ECOSS)
- Surrounding neighborhoods will also be engaged through neighborhood associations, community councils and district councils, as well as informal neighborhood organizations. Neighborhood outreach will be based on KCAI/BFI flight paths, beyond direct adjacency to the airport footprint.

Core activities

- Core public involvement activities include the AWG meetings, three public meetings, briefings with County Council meetings and the County Executive's Office, and a public hearing at the end of the process.

- EnviroIssues will conduct assessments to determine the most effective approaches and necessary language translations to engage traditionally underrepresented neighborhoods. Assessments will include soliciting feedback directly from community-based AWG members.

Communications

- External communications and information-sharing will occur online via the airport website, airport blog, and airport listserv. The project team will also rely on print materials (fact sheet, working paper summaries, etc.) to help inform the broader audiences of the project progress.
- Close internal communication and coordination will also occur between airport staff and the project planning team, the Airport Working Group, and the Project Oversight Group and Airport Partners.

Comments and questions

- The project team should connect with the social media group Quieter Skies Task Force of SE Seattle and offer a combined briefing for the North Beacon Hill Neighborhood Council community and the Community Health Advocates Collaboration (CHAC) to highlight the airport's good neighbor policies. Maria Batayola can help set up a briefing for these groups. Language interpretation will be necessary for this audience.
- How will private landowners in Georgetown be engaged?
 - Several stakeholders were invited to serve on the AWG and have already been informed of the process. The airport is also relying on AWG members (i.e., Holly Krejci in the case of Georgetown) to help update community constituents. The project team is happy to provide any support or supporting materials required.
- How will Allentown and other neighborhoods in Tukwila be engaged, particularly given the linguistically-isolated populations that live there?
 - EnviroIssues has conducted preliminary language assessments, and will follow up with the City of Tukwila Department of Community Development for additional feedback and suggested approaches.
- The second public meeting should not be held in December 2017, as the holiday season presents many scheduling conflict for members of the public.
- The Museum of Flight and the Aviation High School should also be targets for outreach.

V. KCIA/BFI Inventory and Forecasts

Cody Fussell presented key findings from the first technical working paper on the inventory of existing airport conditions and forecasts of aviation activity.

Inventory of existing conditions

- Existing airport layout:
 - The existing airport layout is on a small property of 594 acres, with two primary runways (one dedicated to general aviation) and a large apron and taxiway system
 - There are currently five instrument approach procedures (IAPs) and the surrounding airspace is significantly constrained due to the proximity of adjacent airports (i.e., SEA and RTN)
 - The airport accommodates a passenger terminal, cargo facilities, several general aviation facilities (commercial, corporate, and small) and Boeing's industrial facilities

- Several leased parcels on the airport have terms nearing expiration and could be considered for redevelopment to the most appropriate use
- Potential opportunities to accommodate the future expansion of Boeing’s existing airside facilities and additional demand for corporate general aviation facilities will be a key focus of the planning process
- AGIS and aerial acquisition:
 - This effort maps the location and height of all facilities and will provide an updated obstruction analysis for the Airport
 - Evaluation of the new obstruction data could potentially provide lower instrument approach landing minimums (i.e., aircraft can operate at the Airport during poorer weather conditions) by mitigating obstructions around the airfield
 - The required size of the runway protection zones (RPZ) at the north and south ends of the main runway is dictated by the instrument approach landing minimums. The project team will be evaluating opportunities to improve the airport’s landing minimums, which could impact the size of the RPZs.
 - The airport is interested in incorporating the new AGIS data into all airport functions and decision-making moving forward.
- Zoning:
 - Existing zoning in the surrounding land uses is influenced by jurisdictional codes and an airport height overlay district in Seattle. The airport is adjacent to an industrial corridor surrounded by residential land use.
- Environmental conditions presenting constraints:
 - The airport property is located outside the 500-year floodplain of the Duwamish River
 - Small wetlands areas may abut the runway/taxiway areas (to be confirmed)
 - Historic properties include the Steam Plant (underneath the north RPZ)
 - Nearby parks and recreational facilities must also be considered

Forecasts of aviation activity

- Historic airport activity:
 - Total operations have decreased in the past 15 years (from 359,626 in 2000 to 165,571 in 2015). This decline is largely due to the reduction in general aviation, which may be a result of several factors including increased aircraft ownership costs (e.g., fuel prices, insurance, aircraft storage/maintenance costs, etc.).
 - Based aircraft numbers have also decreased (from 500 in 2007 to 390 in 2015).
 - Passenger enplanements and cargo numbers have remained steady.
- FAA Terminal Area Forecasts (TAF)
 - Based on historic trends, forecasts model that between 2015 and 2035:
 - Passenger enplanements are projected to increase by 3.37%.
 - Commercial service operations are projected to increase by 2.15%.
 - Air cargo operations are projected to increase by 1.00%.

- Overall general aviation is projected to decrease by 0.06%, with increases in corporate and air taxi aviation, but reflect a 1.7% decrease in recreational general aviation activity.

Comments and questions

- What are the drivers of the master plan update?
 - The process is driven by an FAA requirement that airports must have adequate facilities to accommodate the forecasted growth.
- Are there any major anticipated changes to KCIA/BFI, such as the Southwest Airlines terminal that was previously considered a few years ago?
 - There are no major anticipated changes; the Master Plan Update process must occur to abide by FAA guidelines.
- Have noise level measurements been conducted outside the airport in nearby communities?
 - All noise analysis for KCIA/BFI originates from a computer-generated model that accounts for the aircraft types and operations relevant to KCIA/BFI. The resulting noise contours are focused on noise 65 DNL and greater, and do not take into account noise sources generated from Sea-Tac airport. KCIA/BFI noise contours have decreased significantly since 2002 due to improvements in aircraft engine technology and decreases in operations.
 - KCIA/BFI has also invested nearly \$40 million in a home insulation program for over 600 homes around the airport.
- What is the benefit of lower landing minimums?
 - This improves the access potential, i.e., there would be fewer times when the airport is not accessible due to poor weather conditions.

VI. Next steps and action items

The next AWG meeting will be scheduled in September 2016 to discuss the facility requirements technical working papers. The following action items were identified (organized by responsible owners).

Task	Who	Deadline
Review and send comments on Working Paper #1 (Inventory and Forecasts) to Gary Molyneaux at gary.molyneaux@kingcounty.gov <ul style="list-style-type: none"> • Note: Include “Working Paper #1” in the subject line. 	AWG members	June 17
Review and send comments on the Meeting #1 summary and updated charter to Ryan Orth at rorth@enviroissues.com	AWG members	June 17
Send all comments, questions, and inquiries to Gary.	AWG members and Airport Partners	Ongoing
Update and distribute the AWG charter to reflect comments made in the meeting.	Ryan Orth, EnviroIssues	June 3
Distribute electronic copies of: <ul style="list-style-type: none"> • King County Strategic Plan • King County’s Equity and Social Justice Strategic Plan • KCIA/BFI Strategic Plan • Meeting #1 Powerpoint presentation • Updated charter (see above) 	Ryan Orth, EnviroIssues	June 3
Send out calendar holds for future Working Group meeting dates	Ryan Orth, EnviroIssues	June 30
Update the public involvement plan based on feedback from AWG members and airport partners	Ryan Orth, EnviroIssues	Ongoing

Meeting attendees

Airport Working Group (AWG) Members

- Art Scheunemann, PSRC Freight Mobility Roundtable
- Ed Parks, Community Representative, Beacon Hill/Rainier Valley
- Holly Krejci, Georgetown Community Council
- Joel Funfar, SPEEA
- Kristi Ivey, National Business Aviation Association
- Larry Reid, Georgetown Merchants Association
- Tim Cosgrove, UPS
- Tom Ysasi, Community Representative, Magnolia
- Wendy Langen, Mente LLC

Others in attendance

- Beth Mountsier, King County Council Staff
- Clare Gallagher, Port of Seattle
- Don Stark, Smith & Stark
- Julianna Ross, Seattle City Light
- Keith Searles, Boeing
- Kenny Pittman, City of Seattle
- Nora Gierloff, City of Tukwila
- Peter Anderson, Galvin Flight Training, LLC
- Steve Ohlenkamp, TCG, LLC and Clay Lacy
- Wayne Werner, PNBA

Airport staff and consultant team

- Randy Berg, KCIA/BFI
- Gary Molyneaux, KCIA/BFI
- Alexander Lew, KCIA/BFI
- Mark McFarland, Mead & Hunt
- Michele Mwangemi, KCIA/BFI
- Susan West, King County
- Cody Fussell, Mead & Hunt
- Ryan Orth, EnviroIssues
- Lauren Dennis, EnviroIssues

The following document provides a summary of the King County International Airport/Boeing Field (KCIA/BFI) Master Plan Update Airport Working Group Meeting #2 on September 27, 2016. The summary is organized into the following sections:

- I. Introductions and housekeeping items
- II. Capacity Analysis
- III. Facility Requirements
- IV. Next steps and action items

See the meeting presentation and technical working paper #2 for additional details.

I. Introductions and housekeeping items

Airport Planning Manager Gary Molyneaux and Airport Director Randall Berg welcomed members of the Airport Working Group (AWG), thanked them for their continued commitment the master plan update process. Ryan Orth, meeting facilitator, invited AWG members, airport partners and other interested members of the public in attendance to introduce themselves.

Summary of Working Group Meeting #1

AWG members were invited to provide comments to the Meeting #1 summary document. Hearing none, Ryan noted that the summary will be finalized and published to the airport website.

Comment summary for Working Paper #1

Cody Fussell (Mead & Hunt) noted that all comments received from the working group regarding Working Paper #1 on inventory and forecasts are being tracked for incorporation in the final master Plan document. Several comments were received on the first working paper that will be tracked for subsequent discussion during appropriate points in the Master Plan Update process. The comment tracker will be updated following Meeting #2, and AWG members asked to share comments or observations about the comment summary.

AWG meeting schedule

Ryan reminded AWG members that calendar invitations were distributed with the group's future meeting dates. The future meeting dates (also listed on the airport website) are as follows:

- Tuesday, Jan 31, 2017 (also date of second open house)
- Tuesday, May 23, 2017
- Tuesday, Sept 26, 2017
- Tuesday, Dec 12, 2017

All meetings will be held 2:30 – 4:30 p.m. unless otherwise noted. Ryan also invited members to stay for the open house directly after the September AWG meeting.

Airport planning staff

Gary introduced Alexander Lew, the airport's new planner, to the to the working group.

II. Capacity Analysis

Cody Fussell (Mead & Hunt) presented key findings from the second technical working paper on the airport's capacity analysis. These findings are categorized by airside and landside considerations.

Airside capacity

- The unit of measure is the annual service volume, or the volume of operations that can be accommodated at the airport on an annual basis. It is influenced by factors such as meteorological conditions, instrument approach capability and airspace considerations.
- No anticipated airside capacity constraints are anticipated through 2035; annual operations in 2035 are forecasted to be approximately 171,000 (the current annual operations total is approximately 166,000), while the annual service volume is forecasted at over 250,000 operations in that year.

Landside capacity

- This measure evaluates to vehicular access to the airport. The airport's roadway system was found to be adequate for existing and future levels of service, however the local highway system is severely congested and presents a challenge to mobility of goods and services affiliated with the airport.

III. Facility Requirements

Cody presented key findings on the second topic of Working Paper #2 – the airport's facility requirements. These findings are also categorized by whether they are related to airside or landside requirements.

Airside Facility Requirements

- Airfield dimensional criteria
 - Runway length for the airport's two runways (13R and 31L) is adequate
 - Existing modifications of standard (MOS) and an FAA waiver exist for several features many of which were grandfathered in, including:
 - Non-standard distance between the two runways
 - Hot spot areas (i.e., areas of confusion for pilots), including on the smaller runway
 - Taxiway dimensions and non-standard angles
 - This is of particular interest to the FAA and a focus area of the Master Plan Update. It may be recommended as a project that comes out of the plan update.
 - Existing structures such as the steam plant in the Runway 13R approach runway protection zone (RPZ – or enhanced area of safety at the ends of a runway)
 - The FAA is about to release new guidance about RPZs. If there is a change in the size or positioning of the RPZ as a result of development recommendations at either the north or south end of the runways, the airport may be subject to the latest set of RPZ criteria.
 - For example, the Sabey property to the south – a parcel identified for potential acquisition – is located in the southern RPZ and any changes in that area of the airport could invoke the new guidance.
- In summary, hot spots will be mitigated as much as possible, instrument approach procedures for both approaches and departures will be reevaluated, NextGen airspace improvements will be considered and pavement repair will be included in maintenance planning. These findings are drivers for the airside components of the Alternatives Analysis.

Airside Facility Requirements – comments and questions

- What would cause the airport to change the size of the RPZ and invoke the FAA reevaluation?

- It would likely have to do with changes to instrument approaches (e.g., lower minimums could result in larger RPZ sizes), and could be related to the potential removal of obstructions.
- What would be the impact of FAA reevaluating the modifications and waiver?
 - This is part of the analysis. The Master Plan Update needs to re-confirm that those modifications are still safe as built.
- When you consider annual airside capacity, do you look at peak hour capacity as well? For example, UPS has flights that land almost simultaneously.
 - Yes, we look at hourly capacity as well. The peak hourly capacity is driven by the busiest hour of the average day/peak month.
- Are you looking at infrastructure or equipment modifications?
 - We are looking at an option to install new lighting system to enhance visibility for pilots on the approach
- Can this group make a recommendation to discourage development of a sports arena in the south end of the airport?
 - The Sabey property on the south end can be used in many different scenarios. It is fairly important to the future alternatives for the airport.
- Can this group make a recommendation to add light rail and bus service to serve the airport and its users?
 - As for public transportation, the ST3 proposal currently has a link light rail station at the South Boeing Access Road, near the junction of I-5 and SR 900, with a commuter rail below it. A connector bus could also link the airport and Georgetown to the rail station.
- The Sabey property is not sufficiently addressed in writing in Working Paper #2.
 - There is still a lot unknown about this property, and many options for how it could be used. This is in part what the alternatives analysis and Working Paper #3 will consider.
- Can you remind us what “NextGen” refers to?
 - NextGen will reduce airspace congestion by making operations independent of each other. It could help improve capacity and/or reduce delays.

Landside Facility Requirements

In addition to airside facilities, landside facility requirements were also evaluated. These include features such as passenger terminal area, air cargo facilities, aviation industrial facilities, airport vehicular access, support facilities and future development areas. Mapping these facilities provides an understanding of the footprint for each user group. Findings highlighted that the following:

- Passenger terminal area
 - The passenger terminal area is adequate to meet current and future demands
- Cargo
 - There is less acreage for cargo, with a portion of the previous DHL facilities being reconfigured for corporate general aviation. There is currently no area to expand cargo operations given parking and space constraints. Finding another future cargo area could be part of the alternatives analysis.

- Aviation-industrial
 - This use is largely represented by Boeing in the northwest corner of the airport. The Sabey property, if acquired, could be developed for aviation-industrial or cargo use.
- General aviation
 - The area dedicated to general aviation has limited opportunity for expansion. There are three to four acres west of the main runway identified for acquisition in the airport's Capital Improvements Program that could be dedicated to general aviation.
- Aviation-related/non-aviation
 - The current lease for the Washington Army National Guard's facilities at the north end of the airport expires in 2023; that area will be evaluated for opportunities to better serve a different user group.
 - The former Rosso site (tree farm) also at the north end is currently undeveloped and will be evaluated for opportunities as well, though it has some challenges for future development related to height limitations and the proximity to the RPZ.
 - The Museum of Flight is another user in this group who leases property from the airport.
- Airport support facilities
 - These facilities include the air traffic control tower (ATCT), fuel storage, aircraft rescue and firefighting (ARFF) and airport maintenance buildings.
 - New ARFF facilities will be opened in January 2017.
 - The fuel storage facilities are currently located in the RPZ and may need to be relocated in the future as the current site won't allow for expansion.
- In summary, the landside considerations that will drive the alternatives analysis include:
 - Future expansion/redevelopment options for general aviation and cargo, and the Boeing 737 flight test facility
 - Potential redevelopment options at the National Guard facilities and the former Rosso property
 - Fuel storage relocation
 - New site for future snow removal equipment (SRE) building
 - Maintenance of existing landside facilities

Landside Facility Requirements – comments and questions

- In our [private general aviation business], we experience congestion in the terminal area's aircraft parking from customs and international operations.
- There is additional color coding on the maps should show Boeing's aviation-industrial facilities off the airport.
- Is the abandonment of Norfolk Street an option (between KCIA and the Sabey property)?
 - King County needs to discuss this with the City of Seattle and City of Tukwila. It's an expensive process, but would open up an additional 62 acres and could allow for the expansion of Taxiway Bravo. This option will be evaluated in the alternatives analysis, and the cost will be determined in the feasibility study as part of the final plan.
- Cargo is a huge part of this airport, and we need a more comprehensive link between the airport and major arterial/freeway connections.
- Transit opportunities that connect Georgetown would be positive for that community. It would also benefit airport and Boeing employees if it connected to Airport Way and E Marginal Way.

- When siting new facilities, particularly on the east side of the airport (near Ellis Avenue South and South Albro Place), please consider the proximity to residential neighborhoods. The Boeing testing area is near residential properties, and is the source of most complaints from the Georgetown community.
- The process should consider whether there is a possibility of trading Boeing’s undeveloped acres with airport access across E Marginal Way for another area of equal acreage.
- If we’re looking to build a bigger fuel facility at the airport, it will trigger an examination of the existing layout of the airport. Consider bringing it in by barge via the Duwamish River as opposed to by truck.

IV. Next steps and action items

- The next AWG meeting will be scheduled in January 2017 to discuss the alternatives analysis and Working Paper #3. The feedback submitted by the AWG and members of the public will be incorporated into the development of the alternatives.
- The January AWG meeting will coincide with the second open house, to be held directly after the working group meeting.

The following action items were identified (organized by responsible owners):

Task	Who	Deadline
Review and send comments on Working Paper #2 (Capacity Analysis and Facility Requirements) to Gary Molyneaux at gary.molyneaux@kingcounty.gov <ul style="list-style-type: none"> • Note: Include “Working Paper #2” in the subject line. 	AWG members	October 21
Review and send comments on the Meeting #2 summary to Ryan Orth at rorth@enviroissues.com	AWG members	October 31
Continue connecting with neighborhood groups to engage them in the process.	Airport staff and EnviroIssues	Fall 2016
Send all comments, questions, and inquiries to Gary Molyneaux.	AWG members and Airport Partners	Ongoing

Meeting attendees

AWG Members in attendance

- Brad Jurkovich, Tomorrow@SeaTac, Seattle Chamber of Commerce
- Doug Wilson, FBO Partners
- Ed Parks, Community Representative, Beacon Hill/Rainier Valley
- Holly Krejci, Georgetown Community Council
- Joel Funfar, SPEEA
- Maria Batayola, Community Representative, Beacon Hills
- Peter Anderson, Galvin Flight Training, LLC
- Rick Lentz, General Aviation representative
- Tom Ysasi, Community Representative, Magnolia

Others in attendance

- Carter Timmerman, WSDOT
- Chuck Kegley, Gateway
- Eric Schneider, Gateway

- Garrett Holbrook, King County Council
- Harold Taniguchi, King County DOT
- Kenny Pittman, City of Seattle
- Laurie Geissinger, Seattle City Light
- Nora Gierloff, City of Tukwila
- Tim Croll, Seattle City Light
- Trent Brownlee, Signature
- Wayne Werner, PNBA

Airport staff consultant team

- Randy Berg, KCIA/BFI
- Gary Molyneaux, KCIA/BFI
- Alexander Lew, KCIA/BFI
- Michele Mwangemi, KCIA/BFI
- Mike Colmant, KCIA/BFI

Consultant team

- Cody Fussell, Mead & Hunt
- Mark McFarland, Mead & Hunt
- Ryan Orth, EnviroIssues
- Lauren Dennis, EnviroIssues

The following document provides a summary of the King County International Airport/Boeing Field (KCIA/BFI) Master Plan Update Airport Working Group (AWG) Meeting #3 on January 31, 2017. The objective of the meeting was to discuss and collect the AWG's feedback on an initial set of potential airside and landside development options that are being evaluated at the Airport.

The summary is organized into the following sections:

- I. Introductions and housekeeping items
- II. Priority topics for discussion
- III. Discussion of the initial set of options – Landside
- IV. Discussion of the initial set of options – Airside
- V. Next steps and action items

See the meeting presentation and technical planning memoranda for additional details.

I. Introductions and housekeeping items

Airport Planning Manager Gary Molyneaux welcomed members of the Airport Working Group (AWG), thanked them for their continued commitment to the master plan update process. Ryan Orth, meeting facilitator, invited AWG members, airport partners and other interested members of the public in attendance to introduce themselves. Ryan and Gary noted several new AWG members:

- Doug Wilson (representing FBO partners)
- Peter Anderson (Galvin Flying flight school)
- Rick Lentz (representing GA)

Summary of Working Group Meeting #2

AWG members were invited to provide comments to the Meeting #2 summary document. Hearing none, Ryan noted that the summary will be finalized and published to the airport website.

Comment summary

Cody Fussell (Mead & Hunt) noted that all comments received from the working group regarding Working Paper #1 and #2 are being tracked in the comment summary. The planning team will continue to utilize the comment summary to track and respond to issues throughout the ongoing development of the master plan documentation.

Project schedule update

The airport planning team is evaluating the need to schedule an additional AWG meeting to focus on the alternative analysis, likely *before* the next scheduled meeting on Tuesday, May 23, 2017. The team will circle back to working group members, airport partners, and interested parties once a date is determined, pending approval from Airport Staff and the Federal Aviation Administration (FAA).

King County also decided to reschedule the second community open house that focused on the Master Plan alternatives. The decision to reschedule was centered around providing time to incorporate the input received from the AWG on the potential benefits and trade-offs before seeking community review and input. The timing of the rescheduled open house will be determined as the analysis of options is available.

II. Priority topics for discussion

Before launching into discussion, Ryan asked AWG members to identify their priority topics for the discussion. Those topics identified include:

- Increasing the breadth of the airport and moving “outside the fence” (e.g., working with Boeing to expand the existing Boeing 737 delivery area to the west side of East Marginal Way)
 - Consideration of fee-simple acquisition vs. access or easement agreements
- Northwest development area and reducing noise, environmental, and quality-of-life impacts to the adjacent residential area
- Keeping general aviation support services competitive
- Maintaining the airport as a world-class facility, particularly with regards to jobs
- Consideration of biodiesel fuels

III. Discussion of the initial set of input/options – Landside

The planning for the airport’s landside development is to identify key strategic properties, both on and off the existing airport footprint and determine land uses that best align with King County’s long-term

development vision for the airport. This section includes a summary of the discussion highlights from AWG members on the current landside options. For a detailed view of the specific landside options under consideration, refer to the February 2017 Landside Planning Memo.

Passenger Terminal Area

Two options were presented on the passenger terminal area, 1) to maintain the existing building and access/parking areas or 2) to maintain the existing building and modify the airport entrance to accommodate two-way traffic. Both options include removing the South Arrivals building for redevelopment. Discussion highlights:

- The current surface parking area for cars could be converted to a more space-efficient vertical parking structure, making way for the aviation development. It would be good to see an alternative with this, including the price of a parking garage.
- A single two-way access road would be better than the current entrance/exit design; the reconfiguration would have to account for UPS road use.

Cargo

Several options were presented for the East, Southwest, and South areas of the airport. These include expansion of UPS area on the east side of the Airport, redevelopment of the Southwest T-hanger for future west side cargo facilities, and a few options to the South related to property acquisition or a through-the-fence agreement of the ProLogis property. Discussion highlights:

- General:
 - Cargo activity has been steady across the history of this airport, though UPS has been operating on a month-to-month lease for the past twenty years. The airport is the early stages of exploring a long-term lease with UPS, which, if successful, would be a great win for the airport.
- East:
 - The option that removes the current South Arrivals area would provide additional space for UPS to expand and give UPS exclusive access to a segment of Perimeter Road. However, Perimeter Road is used by bicyclists as a safer option to Airport Way. It would be good to discuss relocation opportunities for that bicycle connection between South Seattle and Tukwila.
- Southwest
 - The Woods Meadows property is being considered as a potential site for cargo. One thought, however, is that this area would be more suited for light general aviation, given its proximity to the Museum of Flight, Raisbeck Aviation High School, etc., to create a “propeller city.” The current 77 total airplanes stored in this area would be displaced with cargo expansion.
 - A land bridge across East Marginal Way from the Southwest Development Area to access Boeing’s facilities should be considered as well.
- South:
 - A potential acquisition of or “through the fence” agreement with the 62-acre Prologis property to the south of the airport could be used for cargo, and would require closure or partial closure of Norfolk St.
 - The parcel lies within both City of Tukwila and the City of Seattle, which have different permitting and development regulations.
 - This sort of expansion would accommodate the scenario with the greatest increase in cargo in the twenty-year forecast, with potential new cargo operations.

- The team should also consider the significant number of trucks and other service vehicles that this expansion would entail, and their impacts to the area roadways and to I-5, etc.

Aviation Industrial/Maintenance Areas

Two options were presented for aviation industrial facilities, including 1) modification or expansion of Boeing's aircraft parking position adjacent to Taxiway B3 and expansion of leasehold boundary to include the existing Washington Air National Guard property, and 2) acquisition of or through-the-fence access agreement with a portion of Boeing's property to allow for future taxiway access across E. Marginal Way S. Discussion highlights:

- West
 - Creating access to the Duwamish waterway would open the opportunity to bring in fuel by barge.
 - The construction of a roadway underpass/taxiway overpass could create a grade-separated transit corridor across E Marginal Way connecting to Boeing's property.
 - The planning team noted that this option could be considered, though it would be a significant cost to the airport.
 - The planning team should conduct outreach to the South Park community for any additional options that open up significant activity to the western side of E Marginal Way.
- North/East
 - Landscaping along the perimeter of the airport's maintenance yard that abuts the residential area on Ellis would be the Georgetown community's preference. It would be nice if the airport talked to Boeing about doing the same along their property. There may be code that stipulates this.

General Aviation

Several options were presented for general aviation redevelopment and/or expansion within the airport's boundaries. Redevelopment opportunities for general aviation include the former BAX Global Cargo area to the East, acquisition of the Woods Meadows property in the Southwest, and a new helicopter/drone area on vacant airport property in the West on Lot 13. Expansion opportunities include the Southeast GA area (Alpha "10") and a new area in the North. Discussion highlights:

- North
 - One of the potential areas for general aviation redevelopment is the Rosso property. If this were pursued for general aviation, the airport would improve the boundary between the airport and the community, and would intend to work with Georgetown Community Council and local artists to create a community-supported buffer area. The Rosso property is also a site that Georgetown community members are interested in for redevelopment into a dog park.
 - Additionally, the airport is looking to redevelop the triangle at the intersection of S Albro Pl and S Hardy St (West of 13th Ave S) to provide better amenities. Georgetown and Beacon Hill would like to be involved in the planning of that redevelopment.
 - In the consolidation of general aviation areas, the airport should consider the fact that buildings are more compatible with adjacent residential use than airplanes. An additional option should look at moving building facilities to the north end of the airport, rather than hangers.

- The existing fuel farm facility in this area will be relocated, and could make way for additional hangar facilities. If small corporate aircraft is developed in this area, hangars that are configured parallel to the property line could be beneficial for blocking noise.
- Southwest
 - One option includes introducing a large area for corporate general aviation aircraft.
 - Lot 13, currently reserved for general aviation use, could be converted to a community park for airplane viewing (there is large community interest in this use), and a portion of the site is currently being used for this purpose.
 - A portion of this area is also being considered for future rotocraft (helicopters) operations

Airport Support Facilities

Several options were presented for relocating and/or upgrading the airport's Fuel Farm, Snow Removal Equipment Building, Air Traffic Control Tower, and Aircraft Rescue and Fire Fighting Facilities. Discussion highlights:

- Fuel Farm
 - In response to the option of moving the fuel farm to the northeast general aviation parking area, several AWG members noted that they do not support the displacing airplanes to make way for cars. The parking serving that aircraft area could be minimized and does not necessarily need to be replaced.
 - Fuel could be delivered by barge or rail to a new fuel storage site. However, fuel dispensing needs to occur on the east side of the airport
 - The planning team should collect input from the current fuel providers regarding future redevelopment options.
- Snow Removal Equipment (SRE)
 - The planning team is working on an option to redevelop the current airport maintenance building area, which will include the addition of a SRE building. This option will include a new access roadway to the Steam Plant and a connection between the maintenance building and the National Guard facilities.

IV. Discussion of the initial set of input/options – Airside

The planning goal for airside characteristics is to consider airfield features to efficiently accommodate the forecast aircraft fleet safely, with facilities properly sized to accommodate the projected demand. This section includes a summary of the discussion highlights from AWG members on the current airside options. For a detailed view of the specific airside options under consideration, please refer to the February 2017 Airside Planning Memo.

The airport planning team noted that there are several non-standard airside-related conditions at the airport related to runway/taxiway geometry and RPZs, hot spots, etc. Because of these non-standard conditions, airside options are influenced by FAA regulations, and that there is not as much flexibility for decision-making or feedback opportunities for this set of options. The team does not anticipate large changes. A subgroup of interested AWG members, however, were interested in learning more about these options and asked questions, including:

- What is the driver to moving taxiways in taxiway options 1 and 2? Will this impact the size of aircraft that can access the east side of the airport?
 - The FAA is interested in eliminating angled taxiways in an effort to standardize them. This redesign will not impact the accessibility of the eastern half of the airport under the

current fleet; Boeing 767s will still be able to access the air cargo development areas on the east side of the Airport.

- What is a hot spot?
 - A hot spot is an area where there is the opportunity for confusion, during taxiing, including aircraft intrusions onto the taxiway. The FAA is interested in mitigating these areas.
- A potential change in the visibility minima associated with one of the instrument approach procedures (the option increases visibility from 4,000 to 5,000 feet) could potentially impact the size of the RW 13R approach RPZ.
 - There is the potential to convert the existing Runway 13R/31L PPR pavement to regular-use pavement.
 - The FAA hasn't recognized the accuracy equivalent between ILS and RNP. If FAA recognized that the RNP procedure is as reliable as the ILS, it could increase airport capacity and potentially reduce noise complaints. The NextGen program will address this issue at a future date, but not within the timeline of this master plan.

V. Next steps and action items

- The airport planning team will consider feedback collected at the Alternatives Workshop (Meeting #3) as they continue to refine and analyze draft options. In developing the next document for AWG review, AWG members requested that the planning team call out alternatives that are not up for discussion (e.g., airfield geometry cannot be changed due to FAA requirements).
- An additional AWG meeting date may be scheduled sometime before May to discuss the refined alternatives and alternatives analysis.
- The second community open house will either coincide with the additional AWG meeting, to be held directly after the working group meeting or be rescheduled with the May 23, 2017 meeting. Stay tuned for a date announcement. The team will notify neighborhood associations once an open house date is selected. The team will also communicate the open house rescheduling at the next Airport Roundtable meeting.
- The next neighborhood briefing will be held in Tukwila for Allentown and Duwamish neighbors on Tuesday, Feb. 7 from 7-8:30 pm at the Tukwila Community Center.

Specific action items include (organized by responsible owners):

Task	Who	Deadline
Review and send comments on the Planning Memoranda (Airside and Landside) to Gary Molyneaux at gary.molyneaux@kingcounty.gov <ul style="list-style-type: none"> Note: Include “Alternatives Planning Memos” in the subject line. 	AWG members	Mar. 3
Distribute calendar notification about the additional AWG meeting	EnviroIssues	ASAP
Distribute and upload to website final Meeting #2 summary	EnviroIssues	Feb. 27
Review and send comments on the Meeting #3 summary (this document) to Ryan Orth at rorth@enviroissues.com	AWG members	March 7
Continue connecting with neighborhood groups to engage them in the process.	Airport staff and EnviroIssues	Ongoing
Send all comments, questions, and inquiries to Gary Molyneaux	AWG members and Airport Partners	Ongoing

Airside & Landside Alternatives Workshop/
Airport Work Group (AWG)
Meeting

January 31, 2017

MASTER PLAN UP DATE



**King County
International Airport/
Boeing Field**

Agenda

- **Review Airside & Landside Planning Goals & Issues**
- **Review/Discuss Draft Airside Alternatives Planning Memo**
- **Review/Discuss Draft Landside Alternatives Planning Memo**
- **Next Steps**
- **Adjourn**

BFI Master Update Planning Goals

- ***Airside:***

- Plan Airport to efficiently accommodate the forecast aircraft fleet safely, with facilities properly sized to accommodate the projected demand.

- ***Landside:***

- Identify key strategic properties, both on and off existing BFI footprint and determine land uses that best align with King County's long-term development vision for the Airport.

Airside Development Issues

■ **Confirm Airside Dimensional Criteria & Layout**

- Existing Modification of Standards (MOS)/Non-Standard Conditions
 - *Maintain vs. Correct*

- Runway/Taxiway Geometry
 - *Exit Taxiway Realignment*
 - *Taxiway Width Reduction*

- Existing Hot Spots (#1 & #2)
 - *Mitigate vs. Correct*

Airside Development Issues

▪ Confirm Airside Dimensional Criteria & Layout

- Instrument Approach Procedures (IAPs) & Runway Protection Zones (RPZs)
 - *Maintain Minimums vs. Improve Minimums*
 - *Maintain/Reposition/Revise RPZs*

- Runway 13R PPR Pavement/Declared Distances
 - *Runway Length*

- Potential Access Taxiway Development
 - *Northwest Development Area (Existing Airport Property)*
 - *South Development Area (Off Airport Property – Sabey)*
 - *West Development Area (Off Airport Property – Boeing)*

Airside Development Alternatives

- **Review Airside Alternatives Planning Memo**

Landside Development Areas

- **Passenger Terminal Development Area**
 - Maintain Existing Facilities/Preserve Expansion Capability
- **Air Cargo Development Areas**
 - Existing East Side - UPS (Maintain/Reconfigure/Expand)
 - Potential Expansion Areas (West Side & Off-Airport South – (PROLOGIS Property/former Sabey Property)
- **Aviation Industrial/Maintenance Development Areas (Boeing)**
 - B-737 Flight Test Facility & Delivery Center Side (Maintain/Expand)
 - Boeing Military Flight Center & Test Facility Side (Maintain/Expand)
 - Potential Expansion Areas (Off-Airport West Side of East Marginal Way & Off-Airport South– Sabey Property)

Landside Development Areas

- **General Aviation Development Areas**

- Commercial Aviation (Maintain)
- Corporate Aviation (Future Expansion)
- Recreational GA (Maintain/Reconfigure/Expand)

- **Support Facilities**

- New SRE Building (Site/Construct)
- New Airport Fuel Farm (Relocate/Expand)
- Airport Maintenance Building (Relocate/Upgrade)
- ATCT (Relocate vs. Upgrade - Future/Post-Planning)

Landside Development Areas

- **Aviation-Related/Non-Aviation Development**

- Potential Washington Army National Guard Facility Redevelopment

- **Airport Vehicular Access/Circulation**

- Airport Way S.

- East Marginal Way S.

- Norfolk St.

- S. Hardy St.

- Airport Perimeter Road (Public Use)

Landside Development Alternatives

- **Review Landside Alternatives Planning Memo**

Comments, Questions, & Discussion

MASTER PLAN UP DATE



**King County
International Airport/
Boeing Field**

Contacts

- **Gary Molyneaux, Manager Airport Planning & Program Development**

- King County International Airport/Boeing Field
- Phone Number. 206.263.2457
- Email Address. Gary.Molyneaux@kingcounty.gov

- **Cody Fussell, Project Manager**

- Mead & Hunt, Inc.
- Phone Number. 918.586.7273
- Email Address. cody.fussell@meadhunt.com

Meeting attendees

Airport Working Group (AWG) Members

- Peter Anderson, Galvin Flying Flight School (phone)
- Maria Batayola, Community Representative Beacon Hill
- Tim Cosgrove, NW District Air & Int'l Section Leader UPS
- Joel Funfar, SPEEA
- Ed Parks, Beacon Hill/Rainier Valley
- Larry Reid, Georgetown Merchants Association
- Art Scheunemann, PSRC Fright Mobility Roundtable
- Rick Lentz, GA Representative

Others in attendance

- Alex Krieg, PSRC (phone)
- Ashley Mancheni, Tomorrow@Sea-Tac Coalition
- Chandler Gayton, King County Council
- Chuck Kegley, Clay Lacey
- Eric Schnieder, Clay Lacey
- Garrett Holbrook, King County Council
- John MacArthur, WSDOT (phone)
- Justin Norbit
- Kenny Pittman, City of Seattle (phone)
- Matthew Blinstrub, Boeing
- Nora Gierloff, City of Tukwila
- Scott Helms, Kenmore Aero Services
- Steve Ohlenkamp, TCG
- Tim Kroll, Seattle City Light

Airport staff and consultant team

- Mike Colmant, KCIA
- Randy Berg, KCIA
- Mark Witsoe, KCIA
- Morlene Mitchell, KCIA
- Justin Lowe, KCIA
- Michael Cummins, KCIA
- Brent Champaco, KCIA PIO
- Tricia Diamond, KCIA (phone)
- Mark McFarland, Mead & Hunt
- Cody Fussell, Mead & Hunt
- Ryan Orth, EnviroIssues
- Tyler Cohen, EnviroIssues

The following document provides a summary of the King County International Airport/Boeing Field (KCIA/BFI) Master Plan Update Airport Working Group Meeting #4 on September 26, 2017. The summary is organized into the following sections:

- I. Introductions and housekeeping items
- II. Airside update
- III. Landside update
- IV. Next steps and action items

See the meeting presentation for additional details.

I. Introductions and housekeeping items

Ryan Orth, facilitator, welcomed members of the Airport Working Group (AWG) and thanked them for their continued commitment during the master plan update process. The AWG last met in January 2017, where they discussed preliminary landside and airside alternatives. The planning team has been engaged with FAA on several airside planning issues, and recently met with representatives to their resolution and the advancement of the master plan update. This meeting will address these key issues and their relationship to the development of alternatives.

Ryan invited AWG members, airport partners and other interested members of the public in attendance to introduce themselves.

Summary of Working Group Meeting #3

AWG members were invited to provide comments to the Meeting #3 summary document. Hearing none, Ryan noted that the summary will be finalized and published to the airport website.

Comment summary for Working Papers #1 and 2

Cody Fussell (Mead & Hunt) noted that all comments received from the working group regarding Working Paper #1 and 2 are being tracked for incorporation into a draft final master plan document. This includes comments from the FAA. Working paper #3 is anticipated to be available as early as November/December 2017, pending resolution of issues.

II. Airside update

Cody began the presentation by explaining current issues surrounding the existing runway protection zone (RPZ) dimensions, and the implications of different sized RPZ alternatives based on instrument approach procedures.

King County International Airport (KCIA) currently offers a $\frac{3}{4}$ mile visibility minimums on two of its instrument approach procedures. These minimums are available on the RNAV GPS procedure for Category A and B aircraft only; however, as of August 2017, the Runway 14R instrument landing system (ILS) offers $\frac{3}{4}$ mile visibility minimums for Aircraft Categories A through D. The dimensions of the current approach Runway 14R approach RPZ is 1,000' x 1,510' x 1,700', and impacts the steam plant, parking apron, fuel farm and airport maintenance building on the north end. Development of the RPZ on the south end of the runway could impact the ProLogis property and presents other issues of future land use control within the departure RPZ.

Cody then explained the opportunities and challenges presented by the three alternatives:

- **1-mile minimum visibility:** involves a narrower approach RPZ (500' x 1,010' x 1,700'), which would mitigate current RPZ impacts on the north end to the Georgetown Steam Plant, aircraft parking apron and airport maintenance building, but could reduce some aircraft landing access during adverse weather conditions. Also, the repositioning the existing departure RPZ with conversion of PPR pavement to full-use runway could mitigate future land use control requirements of the ProLogis property located near the south end of the airport, but could create additional environmental impacts at the north end of the airport.
- **$\frac{3}{4}$ -mile minimum visibility:** involves a 1,000' x 1,510' x 1,700' approach RPZ and requires future land use control within the expanded approach RPZ. However, for Runway 32L, this option

would trigger RPZ interim guidance determination, would expand the existing RPZ impacts to off-airport, non-compatible land uses, and could potentially have expanded development impacts to the ProLogis and Boeing properties.

- **½-mile minimum visibility:** involves expanding the existing RPZ to off-airport, non-compatible land uses at each end of the primary runway, and triggers RPZ Interim Guidance Determination (future RPZ approach: 500' x 1,000' x 1,750' x 2,500').

Cody then presented on the existing runway prior permission required (PPR) pavement use, and options for modifications. PPR pavement is currently requested for a limited number of operations requiring greater runway length for takeoffs. Expanding the existing PPR pavement could convert the runway to full use, and therefore accommodate changes to runway declared distances and minimize impacts of the departure RPZ on the south end of the airfield.

Runway and RPZ layouts for these options can be found in the meeting #4 presentation.

Airside update – comments and questions

- How many days per year does visibility fall under ¾ mile?
 - The airport's existing instrument approach procedures (IAPs) are derived from a combination ceiling and visibility minimums. Table C1 in Working Paper #2 provides an annual percentage of the time for the various IAP weather conditions are in effect at the Airport.
- Was trading a ¾ mile visibility minimum for a 1-mile visibility minimum chosen as an alternative to reduce the size of the RPZ?
 - Yes.
- With the new amendment to ILS for 14R, the ¾ visibility minimum applies to all four categories of aircraft. If the visibility minimum was changed to 1 mile, some planes would be unable to land in Renton or BFI. Would they have to land in SeaTac or elsewhere?
 - Yes.
- It seems like the greatest physical impact on airport will be the change in the RPZ dimensions from 1 mile to ¾- or ½-mile. It would be helpful to know how frequently planes might be impacted by the visibility minimums. Do you have to divert traffic under existing conditions elsewhere often? How often would traffic have to be diverted if the minimum visibility is it less than a mile?
 - Most diverted planes are UPS planes, as much as 5-7 times a year. That would be for below 1-mile minimum visibility since ¾ mile minimum visibility mile just came into effect this year.
 - The impact to UPS when we have to divert is extremely significant.
 - KCIA is at a lower elevation than SeaTac, so they might get shut down more at SeaTac.
 - KCIA sometimes has planes diverted from SeaTac to KCIA.
- Before selecting an alternative with a lower visibility minimum, would you undertake an analysis on the impacts rather than assume a decrease in operations would be acceptable? Would those results be made available?
 - For the percent of availability in the approach, yes, those results will be available and have already been published in Working Paper #2.
- Which option has been selected as the preferred alternative?

- A preferred alternative has not yet been selected. If these options make it through the preferred alternative process, they'll appear in the next working paper.
- Regarding the potential for an RPZ that extends off airport property to the south, would agreements need to be made on development restrictions, and might these same types of restrictions also apply to the north end of the runway?
 - Yes, in this scenario restrictions would need to be considered; there is some height hazard zoning already in place at each end of the airfield, which we would also consider in our analysis.
- Will either the ½-mile or ¾-mile visibility minimum alternatives cause the RPZ to encroach on the light rail on the south end of the airport?
 - No, neither option extends that far.

III. Landside update

Following the discussion on airside issues, Cody presented on the following key landside alternative planning issues:

- **Potential through-the-fence aviation development:** there are two alternatives for a potential air cargo development area on the south end, both “through-the-fence” using the existing ProLogis property. Alternative one involves a Taxiway “B” south extension for airside access and a roadway segment closure of S. Norfolk St., while alternative two involves realigning a segment of the perimeter road for landside access and creating a new roadway intersection at S. Norfolk St.
- **Potential general aviation (GA) relocation/redevelopment:** air cargo redevelopment/expansion is being considered for the southwestern and the eastern sides of the airport. The potential development of the northern side of the airfield would focus on adding capacity for light GA uses, supporting approximately 46 T-hangars and executive hangars if GA were relocated from the southwest quadrant.
- **Support facility relocation/redevelopment:** Storage facilities, an airport maintenance facility and fuel farm would be relocated as part of the northern development. KCIA has also been evaluating a new snow removal equipment building in the north end. With a larger RPZ, the existing airport maintenance building currently on the north end may need to be relocated, as the size of the RPZ would dictate the size and area left available for these maintenance facilities. A new access road could be put in to serve the Steam Plant from the west.

Landside update – comments and questions

- Would the general aviation relocation area have the same level of service?
 - Yes, any relocations areas will be able to meet similar demand.
- Would there not be any aircraft on the property in the second alternative for the potential air cargo development area? (see slide 16 of presentation)
 - Correct, there is no parking for aircraft assumed on the property in that concept.
- Is there an alternative with a broader RPZ in the new SRE and maintenance building development area alternatives?
 - Yes, alternative one (see slide 19 of presentation) has a ¾ mile minimum visibility RPZ, and shows a different orientation for these buildings to avoid conflicts.

- It seems like there's some underutilized property to the north and there's some environmental concerns with the tank farm. I wonder about that and the schedule, and whether these are long-term impacts we're discussing.
 - It's unusual for an airport to consider developing its own property outside of its RPZ (along the extended runway centerline), but given the existing landside constraints of the facility that northern area has the potential to be useful, which is why an alternative was examined to evaluate future GA development. A potential layout for this alternative is shown on slide 18 of the presentation.
 - Regarding the fuel farm, the county has hired a separate consultant to explore options. The existing lease for the fuel farm expires in 2019.

IV. Next steps and action items

The planning team reported on anticipated next steps and schedule for the project:

- Working paper #3 will be released following the resolution of airside issues with FAA (approximately 6-8 weeks lead time)
- The status of the scheduled Dec. 12 AWG meeting is not known at this time
- The overall project schedule has been extended into Spring/Summer 2018

Next steps – comments and questions

- Before we discuss public alternatives, and once we get into next steps of public presentations, I would like to see us elicit some cooperation and coordination with FAA and know their flight patterns. Beacon Hill and Rainier Valley have emission and noise issues, mostly from the freeway and SeaTac, but if we can explain that and work through it, I think we'll get more support from community.
- If KCIA is able to use its numbers to say how many takeoffs and landings it does compared to SeaTac, I think that would be helpful to the neighborhood to understand it's not the primary source of air and noise pollution.
- There is concern regarding emissions. The project team should speak on this topic to community groups.
 - KCIA will be running new noise contours with Boeing Field as part of the environmental analysis. KCIA will run an existing analysis, a 10-year, and a 20-year analysis. So the project team will know the noise impacts generated by Boeing Field. KCIA will also be doing some emissions analysis in that chapter. The project team should be able to update folks on the status of those two categories. It will not be possible to do any composite noise studies with Boeing and SeaTac airport within scope of the master plan.
 - SeaTac is updating their master plan now as well, so we'll so we will have a good idea of what's going on at both airports. We'll also be looking at airspace between KCIA and SeaTac.
 - We encourage neighborhood representatives here today to work with us to make sure we're anticipating questions and providing as much information as we can.
- How far are you advancing with the southern alternatives given that ProLogis is moving forward at the same time?

- We know that the ProLogis development is primarily truck based, and they've told us they've been marketing several different layouts/structures. We talked with them about the value of adding air cargo, although we haven't seen anything final in terms of their development plans.
- When will you be doing the community engagement pieces?
 - We anticipate publishing the alternatives and draft analysis first so we can package these items, describe them for community and gather their feedback. This will involve sharing information at a public meeting here at KCIA, as well as coordinating with neighbors from North Beacon Hill, Georgetown, South Park and Allentown/Duwamish to present at their standing meetings, or to schedule separate meetings.
- Regarding the noise study with contours, I think it's important to engage the community on the design of the study.
 - The noise study has already been scoped in the existing master plan. It's utilizes an Aviation Environmental Design Tool (AEDT), which is FAA's approved modeling program. It models both noise and air quality in same program. The output will be an annualized, and we'll have noise contours for the baseline, 10 years out, and 20 years out.
- On December 3, 2017, Beacon Hill neighbors will be launching a community action plan. There's a lot of consideration from KCIA, which is generous. One issue we will need to communicate on is the way FAA measures noise as an average of 65 decibels over the year when the city law is 55 decibels. Community members have also said that they are hearing noise spikes and would like to know if that will be measured. Our hope it that members of the project team could speak at the launch of the community action plan to show that there has been collaboration on this topic. It's important to at least give the community an understanding of what are you doing so they are aware of what's occurring and can provide insights. We'd also like to know more about military airplanes – whether they're reflected in registration whether they will be included in the noise study as well.
 - We will include military plane noise in our analyses.
 - The project team will continue to coordinate with your community group to keep them informed and engaged. We'll begin further coordination on outreach as soon as we have the green light on the master plan proceeding further into alternatives analysis.

The following action items were identified (organized by responsible owners):

Task	Who	Deadline
Ongoing engagement with FAA to incorporate input on airside planning issues	KCIA planning team	Ongoing
Determine detailed schedule upon re-start of Airport Development Alternatives chapter (working paper #3)	KCIA planning team	Fall 2017
Confirm next AWG meeting	KCIA planning team	Fall 2017
Ongoing development of the Airport Development Alternatives chapter (Working Paper #3), for review with AWG and community	KCIA planning team	6-8 weeks following direction on airside issues
Continue connecting with neighborhood groups to engage them in the process.	Airport staff and EnviroIssues	Ongoing, relative to alternatives analysis
Send all comments, questions, and inquiries to Mike Colmant.	AWG members and Airport Partners	Ongoing

Planning Issues Review & Update/
Airport Working Group (AWG)
Meeting

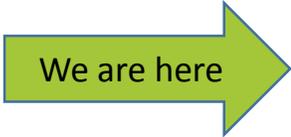
September 26, 2017

MASTER PLAN UP DATE



**King County
International Airport/
Boeing Field**

Project Structure/Planning Process

- **Project Initiation/
Working Group Start-up**
 - **Public Outreach/
Communications Program (ongoing)**
 - **Inventory of Existing Conditions**
 - **AGIS Survey & Mapping Update**
 - **Aviation Activity Demand Forecast**
 - **Facility Requirements Determination**
-  We are here
- **Airport Development Alternatives &
Plan Formulation**
 - **Environmental Analysis**
 - **Implementation Analysis (Facilities &
Operation)**
 - **Financial & Capital Plan**
 - **Documentation & Deliverables**
(Working Papers, Draft & Final Plan, ALP
Drawing Set Update)



Project Documentation & Deliverables

- **Working Paper One** (Submitted for FAA Review)
 - Inventory of Existing Conditions
 - Aviation Activity Demand Forecast
- **Working Paper Two** (Submitted for FAA Review)
 - Capacity & Facility Requirements
- **Working Paper Three** (Estimated Submittal: November)
 - Airside & Landside Alternatives Planning Memo
 - Airport Development Alternatives & Plan Formulation

Existing Runway 14R IAPs & Applicable RPZ Dimension

- **Instrument Approach Procedures (IAPs)**
 - Existing 3/4 mile Vis. Mins. for CAT A & B
 - New RW 14R ILS Vis. Mins. for All Aircraft
- **Runway Protection Zones (RPZs)**
 - Approach RPZ: 1,000' x 1,510' x 1,700'
- **Issues:**
 - Existing RPZ Impacts to Steam Plant, aircraft parking apron, fuel farm, & airport maintenance bldg.
 - RPZ Interim Guidance

MASTER PLAN UPDATE

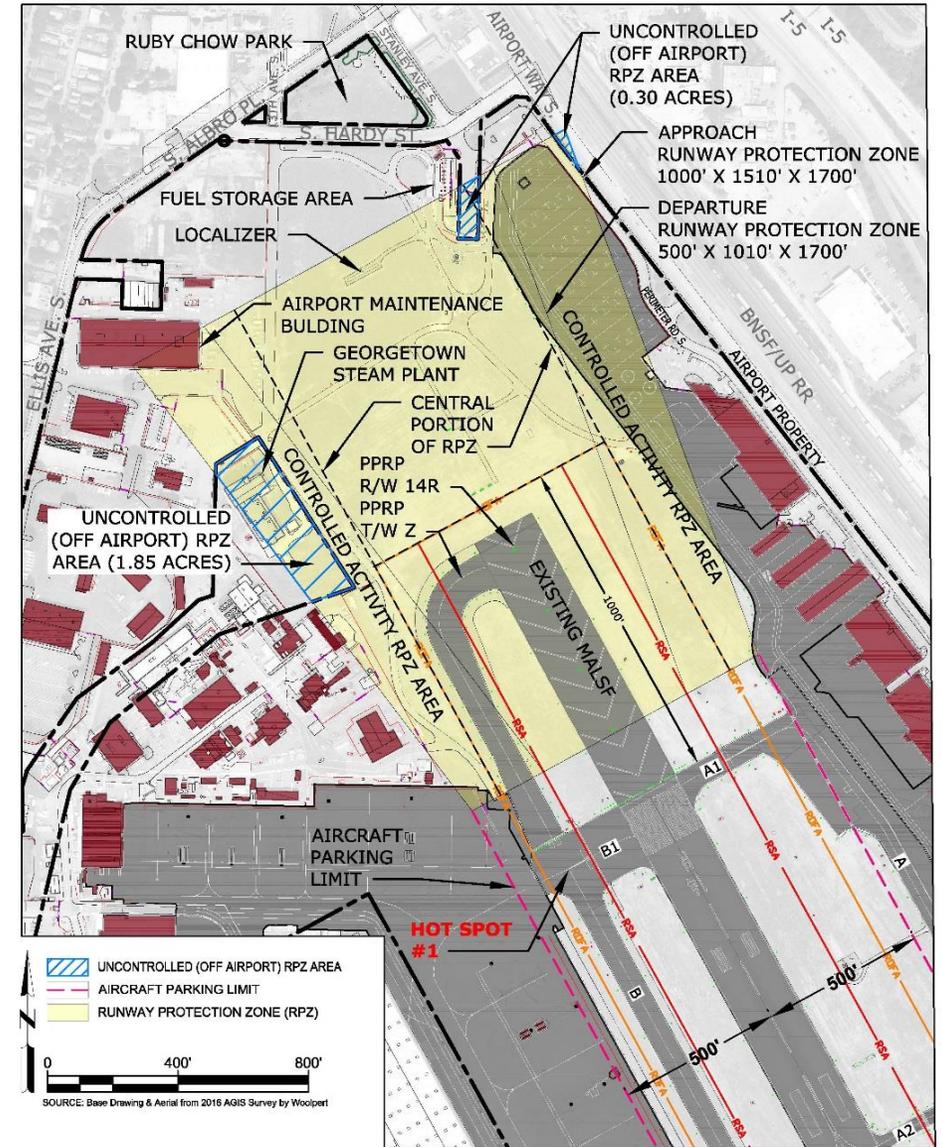


FIGURE D2 **RUNWAY 14R INSTRUMENT APPROACH PROCEDURE/ RUNWAY PROTECTION ZONE DETAIL (Alternative One)**

Potential Runway 14R IAPs & Applicable RPZ Dimension

- **Instrument Approach Procedures (IAPs)**
 - Future 1 mile Vis. Mins. for All Aircraft
- **Runway Protection Zones (RPZs)**
 - Future Approach RPZ: 500' x 1,010' x 1,700'
- **Issues:**
 - Mitigates RPZ Impacts to Steam Plant, aircraft parking apron, & airport maintenance bldg.
 - RPZ Interim Guidance

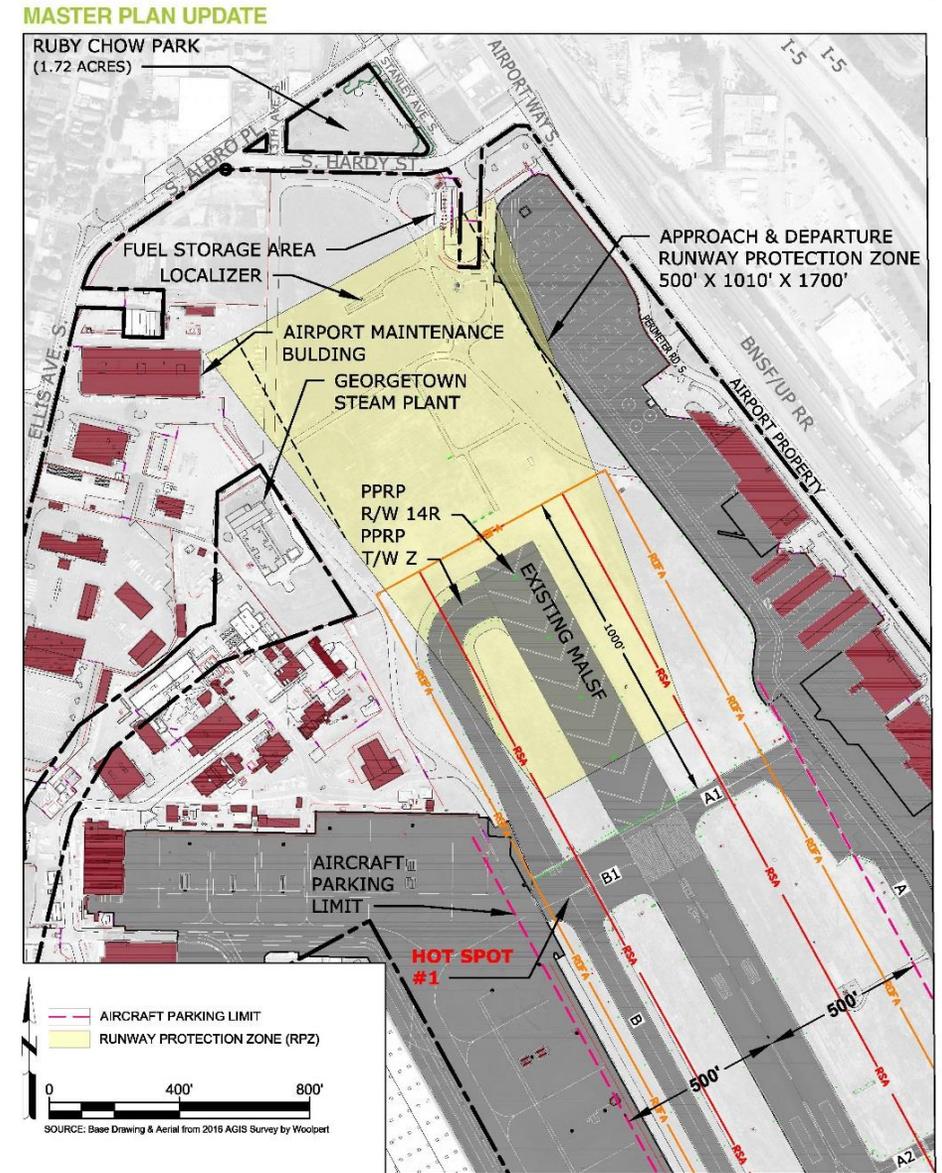


FIGURE D8 **RUNWAY 14R INSTRUMENT APPROACH PROCEDURE/ RUNWAY PROTECTION ZONE DETAIL (Alternative Three)**

Existing Runway 32L IAPs & Applicable RPZ Dimension

- **Instrument Approach Procedures (IAPs)**
 - Existing 1 mile Vis. Mins. for All Aircraft
- **Runway Protection Zones (RPZs)**
 - Existing Approach & Departure RPZ: 500' x 1,010' x 1,750' x 1,700'
- **Issues:**
 - Future Land Use Control within Departure RPZ
 - Potential Development Impacts to ProLogis Property

MASTER PLAN UPDATE

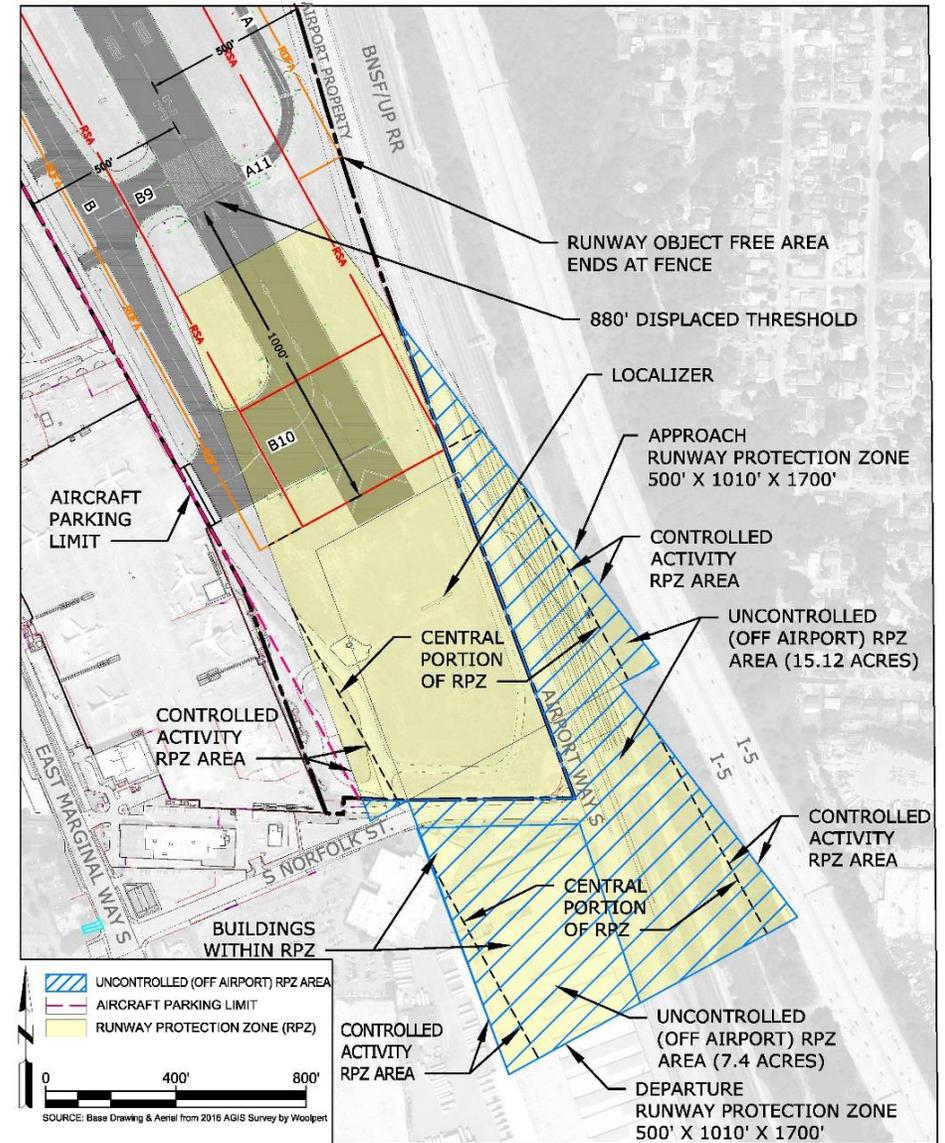


FIGURE D3 **RUNWAY 32L INSTRUMENT APPROACH PROCEDURE/ RUNWAY PROTECTION ZONE DETAIL (Alternative One)**

Potential Runway 14R Departure RPZ Relocation

- **Instrument Approach Procedures (IAPs)**
 - Existing 1 mile Vis. Mins. for All Aircraft
- **Runway Protection Zones (RPZs)**
 - Existing Approach RPZ: 500' x 1,010' x 1,750' x 1,700'
 - Existing Departure RPZ: 500' x 1,010' x 1,750' x 1,700'
- **Issues:**
 - Re-positions Existing Departure RPZ & Mitigates Future RPZ Land Use Control Requirements
 - Minimizes Future Development Impacts to ProLogis Property
 - Requires Conversion of PPR Pavement to Full-Use Runway
 - Potential Environmental Impacts

MASTER PLAN UPDATE

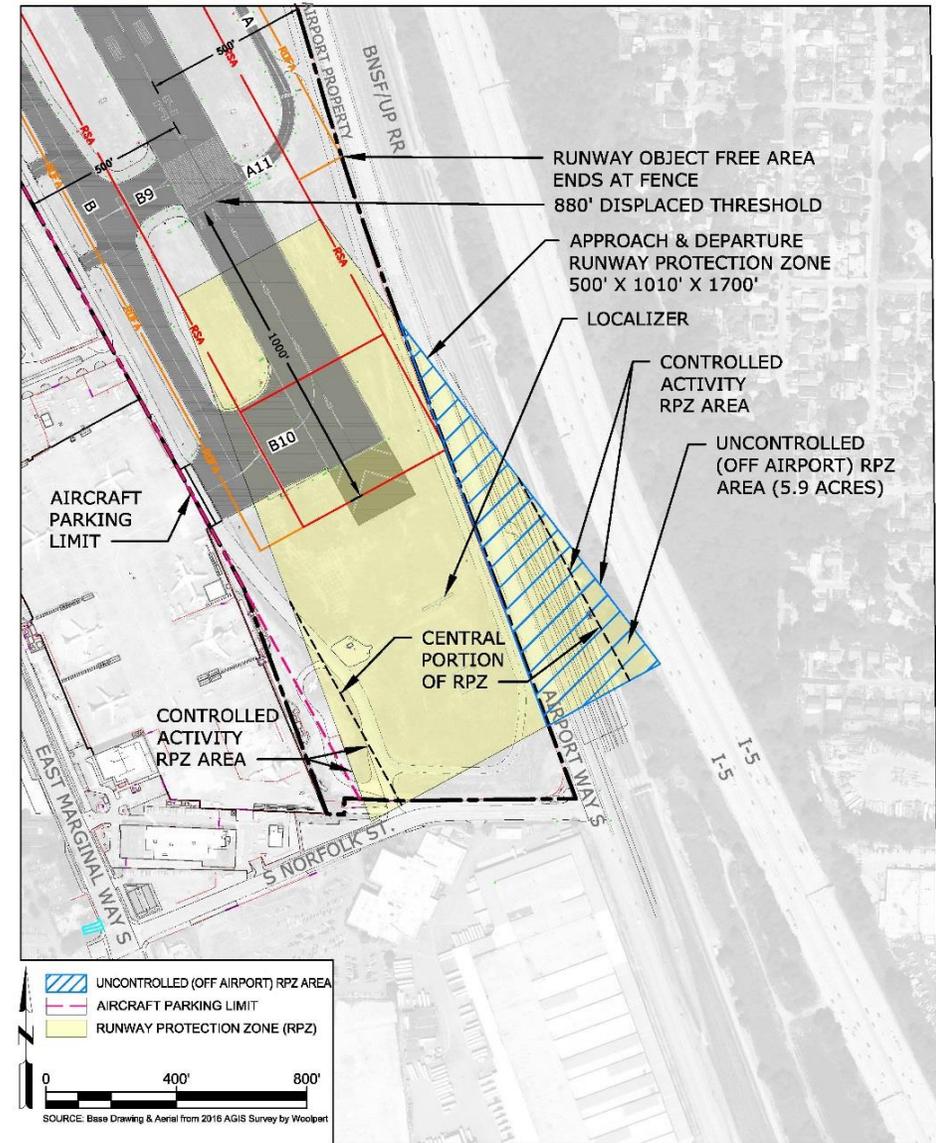


FIGURE D9 **RUNWAY 32L INSTRUMENT
APPROACH PROCEDURE/
RUNWAY PROTECTION ZONE
DETAIL (Alternative Three)**

Potential Runway 32L IAPs & Applicable RPZ Dimension

- **Instrument Approach Procedures (IAPs)**
 - Future $\frac{3}{4}$ vs. $\frac{1}{2}$ -mile Vis. Mins.
- **Runway Protection Zones (RPZs)**
 - Future Approach RPZ: 1,000' x 1,750' x 2,500' vs. 1,000' x 1,510' x 1,700'
- **Issues:**
 - Future Land Use Control within Expanded Approach RPZ
 - Triggers RPZ Interim Guidance Determination
 - Expands existing RPZ Impacts to off-airport, non-compatible land uses
 - Potential Expanded Development Impacts to ProLogis & Boeing Property

MASTER PLAN UPDATE

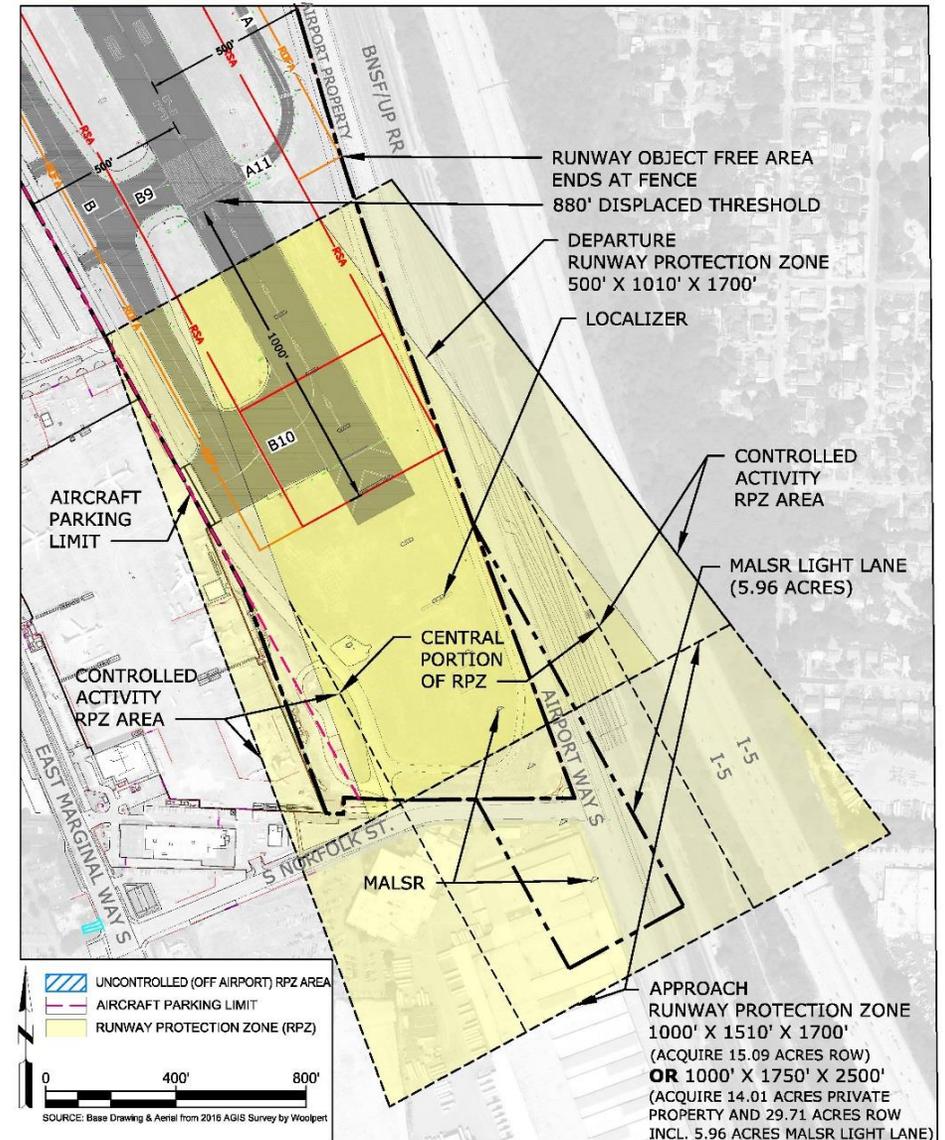


FIGURE D6 **RUNWAY 32L INSTRUMENT APPROACH PROCEDURE/ RUNWAY PROTECTION ZONE DETAIL (Alternative Two)**

Existing Runway 14R/32L PPR Pavement Use

■ Runway 14R/32L Declared Distances:

- Runway 14R ASDA @ 9,120'
- Runway 14R ASDA @ 10,000' (with PPR)
- Runway 14R LDA @ 9,120'

- Runway 32L ASDA @ 10,000'
- Runway 32L LDA @ 9,120'

MASTER PLAN UPDATE

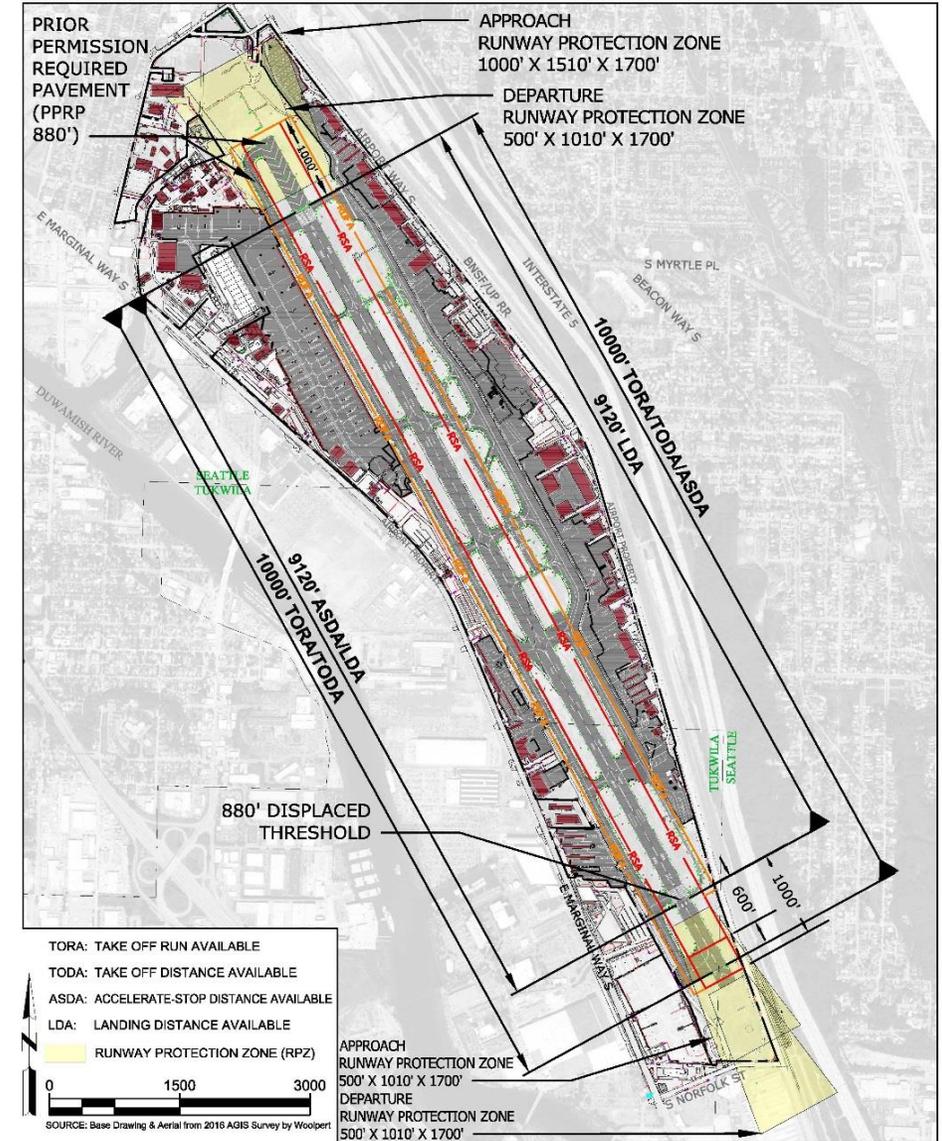


FIGURE D.1 **RUNWAY 14R/32L DIMENSIONS/EXISTING DECLARED DISTANCES (Alternative One)**

Potential Runway 14R/332L PPR Pavement Conversion

■ Runway 14R/32L Declared Distances:

- Runway 14R ASDA @ 10,000'
 - Existing PPR converts to displaced threshold
 - Existing Taxiway "Z" converts to Taxiway "B" extension
 - Runway 14R Departure RPZ shifts north onto existing airport property
- Runway 32L ASDA @ 10,000'

MASTER PLAN UPDATE

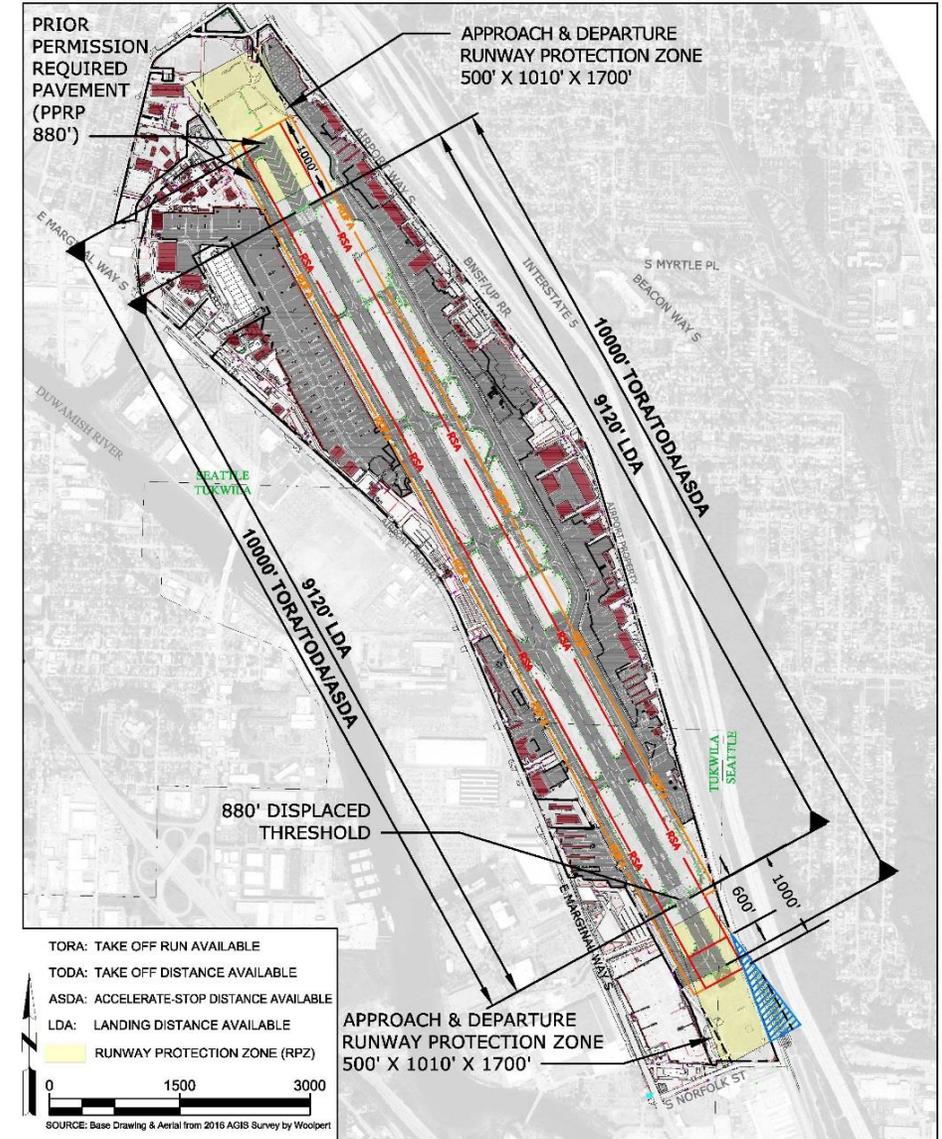


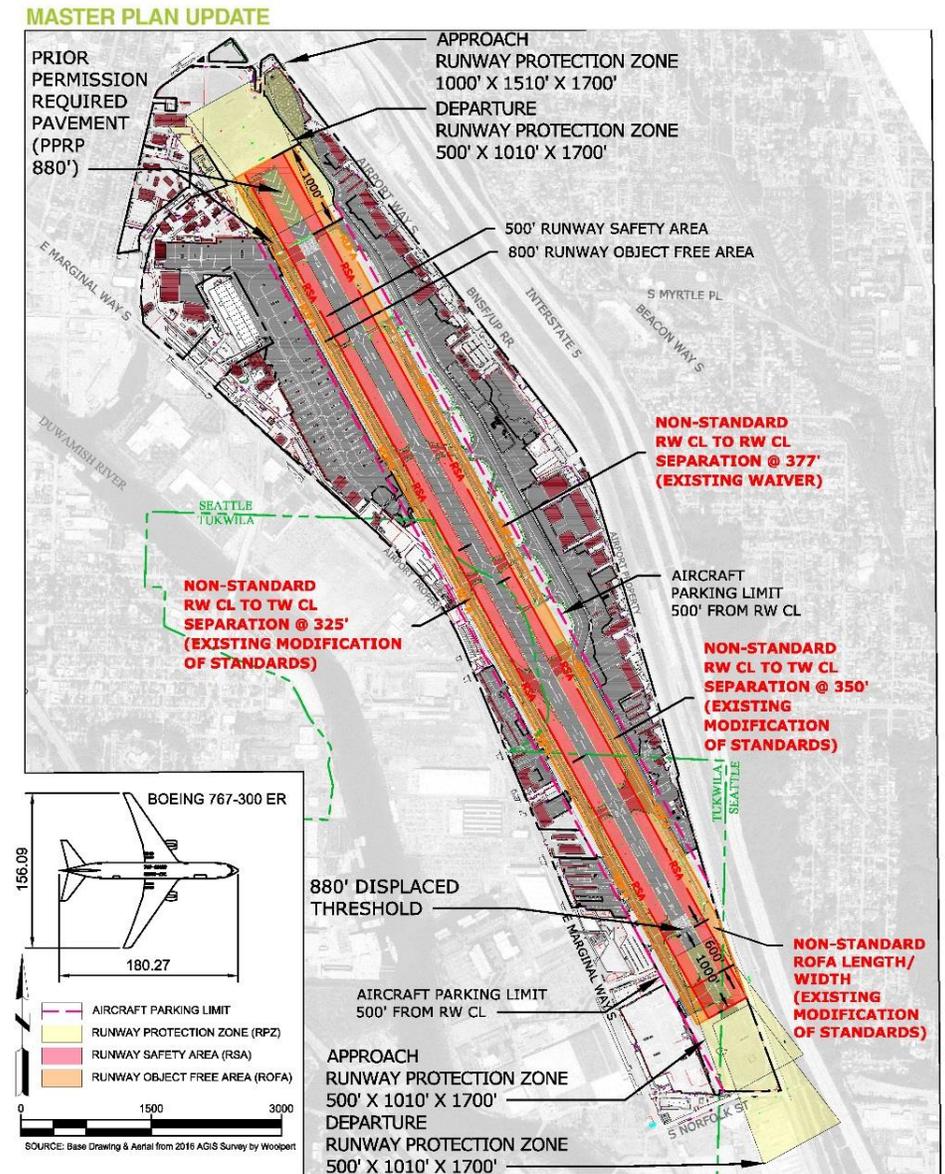
FIGURE D7 **RUNWAY 14R/32L DIMENSIONS/EXISTING DECLARED DISTANCES (Alternative Three)**

Existing Airport Modification of Standards & Waivers

■ Airfield Dimensional Criteria

→ Runway 13R/31L (Primary Runway)

- *Design Aircraft: Boeing 767-200 & 300*
- *Existing Modification of Standard (MOS) & Waiver:*
 - Runway Object Free Area (ROFA) Length
 - Parallel Runway Centerline Separation
 - Runway Centerline to Parallel Taxiway Centerline Separation - TW's "A" & "B"
 - Existing Runway-Taxiway Hot Spots



Key Landside Alternative Planning Issues:

- Potential Through-the-Fence Aviation Development
- Potential General Aviation Relocation/Redevelopment
- Support Facility Relocation/Redevelopment

MASTER PLAN UPDATE

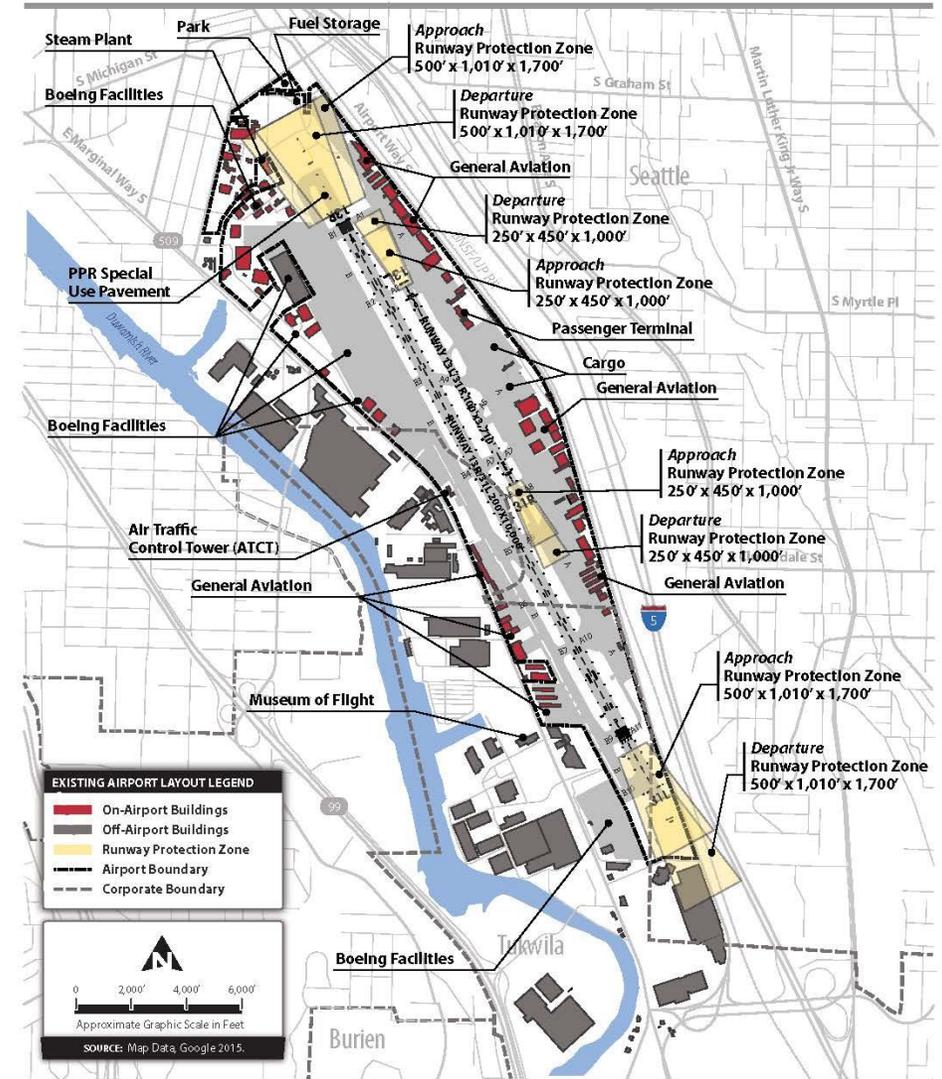


FIGURE A3 Existing Airport Layout

Potential Air Cargo Dev. Area South (Alt. One)

- **Off-Airport (Through-the-Fence)**
 - Existing ProLogis Property
- **Taxiway “B” South Extension**
 - Airside Access
- **Roadway Segment Closure**
 - S. Norfolk St.

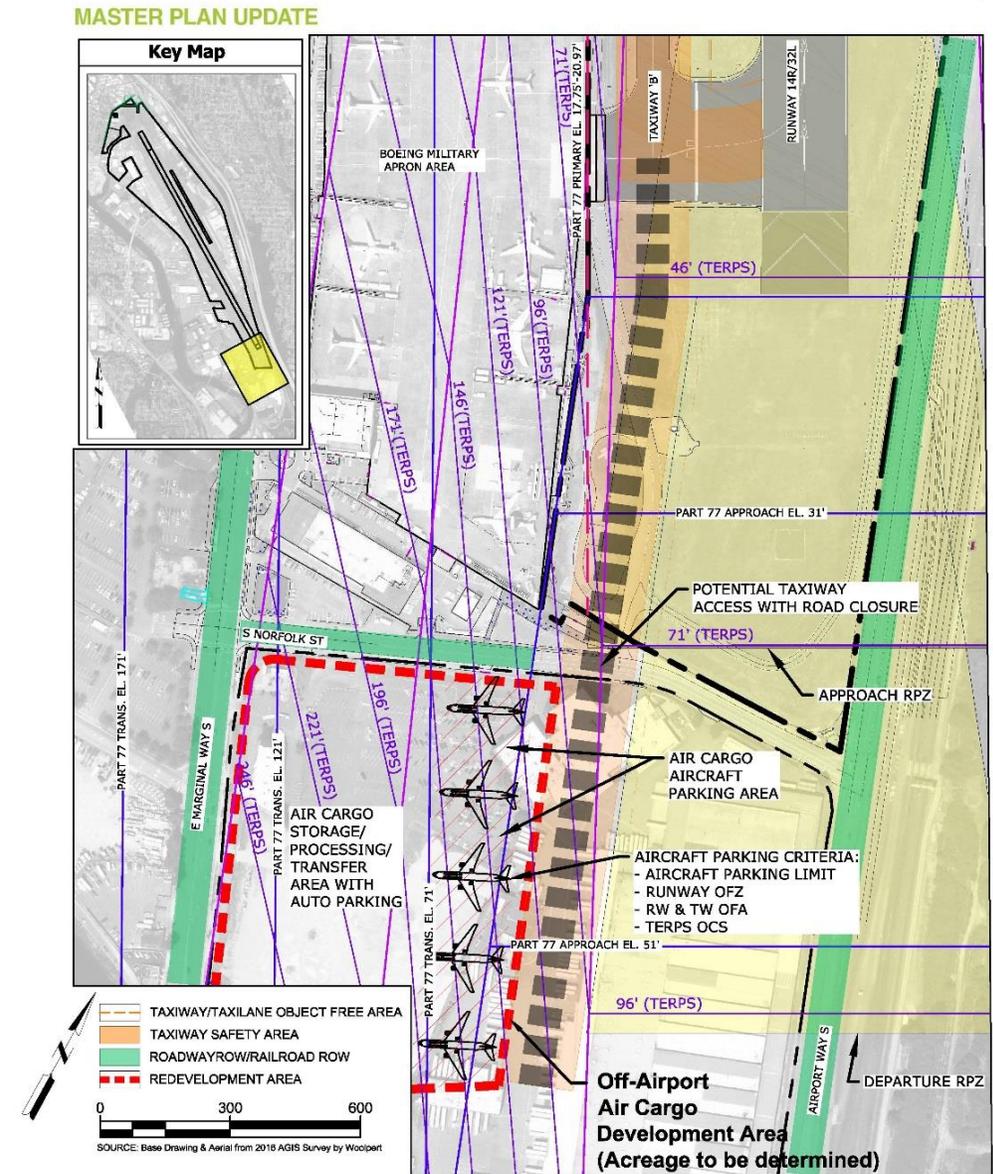


FIGURE D6L Air Cargo Area South (Potential Option One)

General Aviation Development Areas

- East (Redevelopment)
- Potential North (Expansion)
- West (Redevelopment/Expansion)

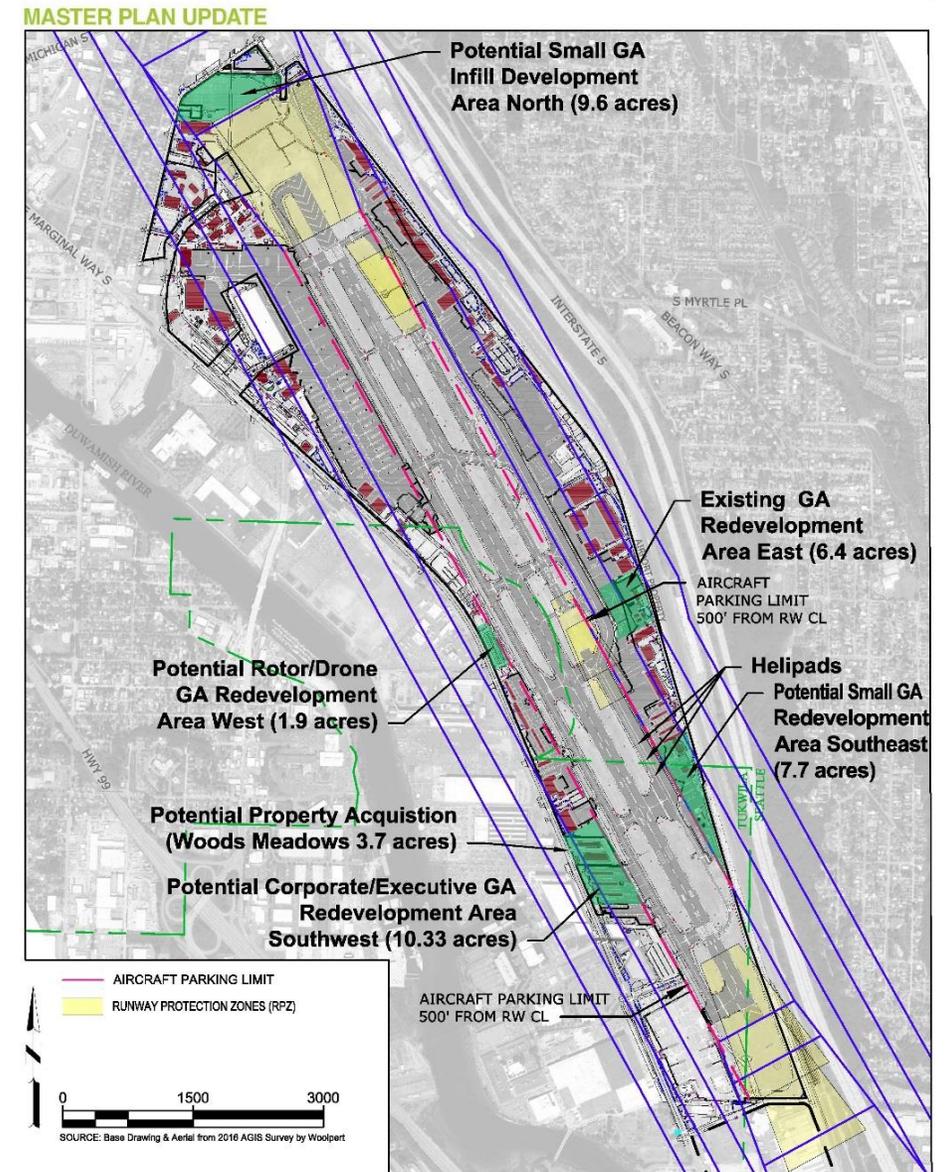


FIGURE D.11L General Aviation Development Areas

GA Development Area North (Potential Alternative Two)

- **T-hangar & Executive Hangars**
 - Approx. 46 Spaces
- **West Side Taxiway Access**
 - Requires Revision to PPR Pavement Restriction (Taxiway “Z” Extension)
 - Requires Property Acquisition & Roadway R.O.W. Vacation (S. Elizabeth St.)
- **Potential East Side Taxiway Access**
 - Requires Fuel Farm Relocation

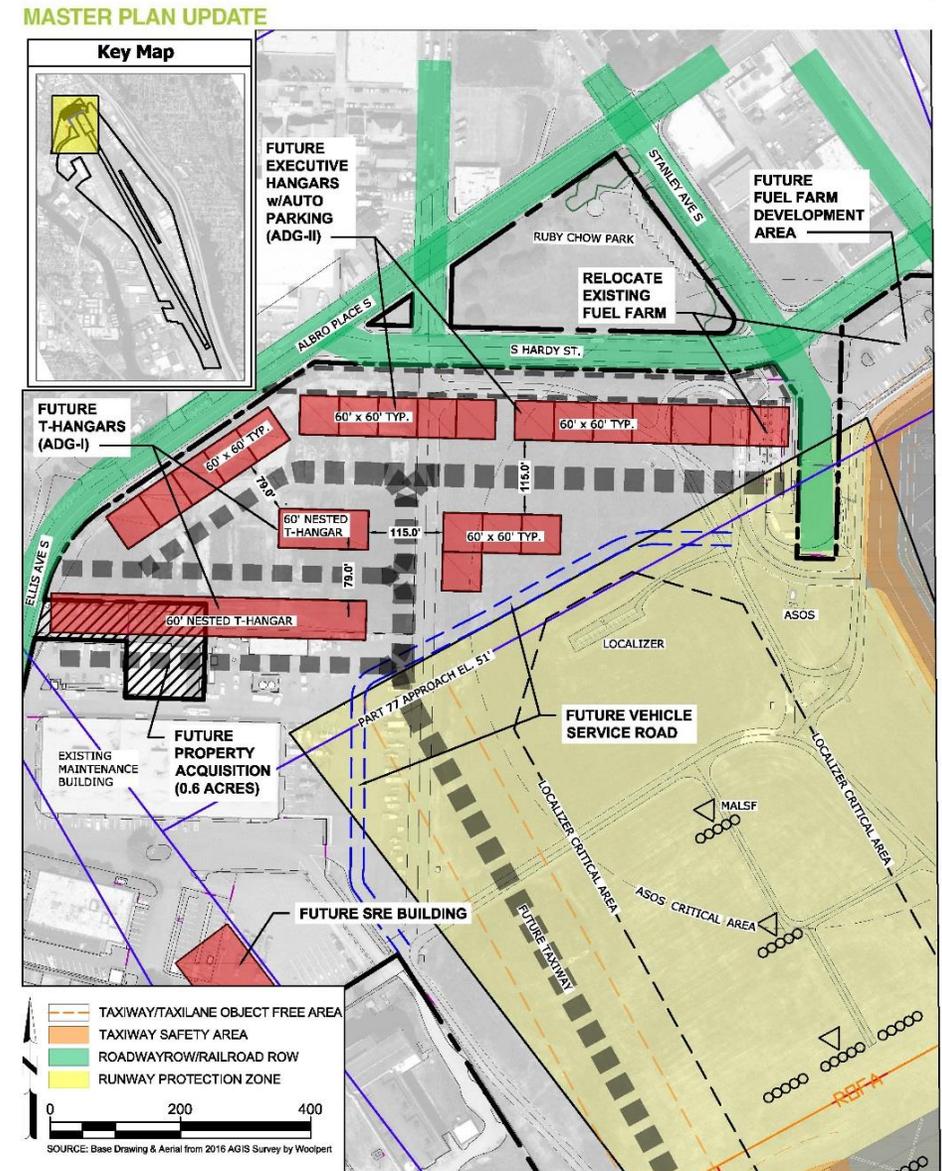


FIGURE D13L General Aviation Area North
(Potential Option Two)

New SRE & Maint. Building Development Area (Alt. One)

- **Construct New Steam Plant Access Road**
→ R.O.W. Width (TBD)
- **Remove Existing Airport Buildings**
- **Construct New Airport SRE & Maintenance Bldg.**
→ Position Outside RPZ Boundary

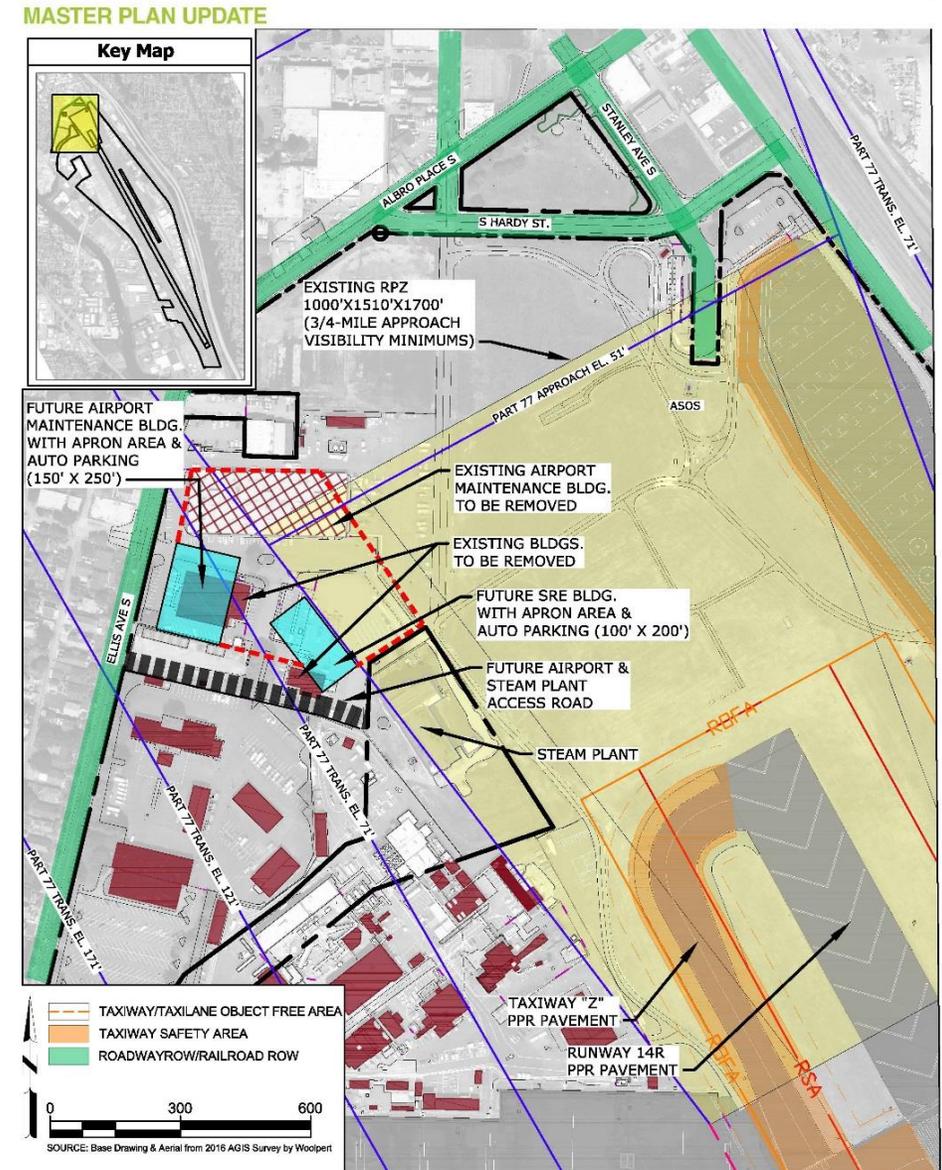


FIGURE D17L Future Airport Snow Removal Equipment (SRE) & Maintenance Buildings Area (Option One)

New SRE & Maint. Building Development Area (Alt. Two)

- **Construct New Steam Plant Access Road**
→ R.O.W. Width (TBD)
- **Remove Existing Airport Buildings**
- **Construct New Airport SRE & Maintenance Bldg.**
→ Position Outside RPZ Boundary

MASTER PLAN UPDATE

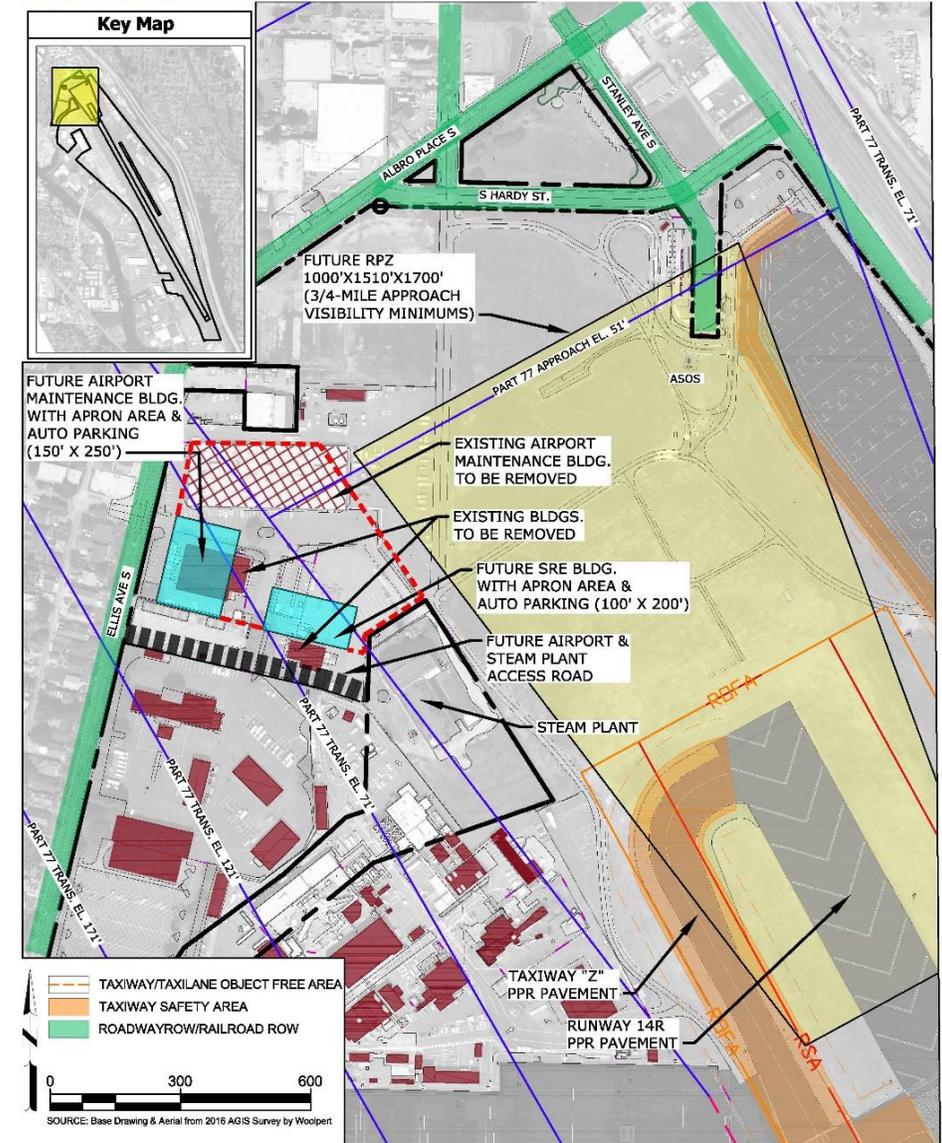


FIGURE D17L Future Airport Snow Removal Equipment (SRE) & Maintenance Buildings Area (Option Two)

Updates and Next Steps
Airport Development Alternatives
& Plan Formulation

MASTER PLAN UP DATE



**King County
International Airport/
Boeing Field**

Alternatives Analysis Process Overview

- **Airside and landside alternatives formulation, analysis, and release of Working Paper #3**
 - Formulation of alternatives affected by controlling airside issues
- **Discussion of alternatives and analysis with Airport Working Group**
 - Focus of next AWG meeting (Date: TBD)
- **Presentation of alternatives and analysis to community**
 - Public open house, community group briefings
- **Potential alternatives, analysis refinements**
 - Presentation of feedback and refinements to AWG
- **Selection of Recommended Conceptual Development Plan (CDP)**
 - Representative of selected component airside and landside alternatives
 - Recommended CDP receives further environmental and financial analysis



Alternatives Analysis Criteria

- **Economic**
 - Construction/Maintenance cost
 - Land/Easement acquisition cost
 - Employment/Economic development benefit
- **Social**
 - Aircraft noise change
 - Recreation/parks
 - Near-neighborhood impacts (noise, light, street traffic, permitted air discharges)
- **Environmental, Cultural and Natural Resources**
 - Energy costs
 - Impervious surface and stormwater impacts
 - Subsistence resource impacts
 - Air quality impacts
- **On-Airport Operations**
 - Airport operations
 - FAA Design Standards (e.g., Runway Protection Zone standards)
 - Instrument Approach Procedure Improvements
 - Supports Commercial Service, Cargo, Aviation Industrial, & GA
- **Off-Airport Operations**
 - Land acquisition considerations
 - Vehicular transportation system impacts (transit/road & highway network)



Project Schedule and Next Steps

MASTER PLAN UP DATE



**King County
International Airport/
Boeing Field**

Project Schedule

- **Approximately 6 to 8 week lead time from resolution of airside issues with FAA to release of Working Paper 3**
- **Status of scheduled Dec. 12 AWG meeting is not known at this time**
- **Overall schedule shift anticipated into Spring/Summer 2018**



Next Steps

- **Ongoing engagement with FAA to incorporate input on airside planning issues**
- **Determine detailed schedule upon re-start of Airport Development Alternatives chapter (Working Paper #3)**
- **Confirm next AWG meeting**
- **Ongoing development of the Airport Development Alternatives chapter (Working Paper #3), for review with AWG and community**

Comments, Questions, & Discussion

MASTER PLAN UP DATE



King County International Airport/ Boeing Field

Contacts

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Background and purpose

The current adopted King County International Airport/Boeing Field Master Plan has fulfilled its primary goals and objectives, while guiding the Airport to the present level of development. The 15-year Capital Improvement Program identified in the Master Plan has been essentially completed, as well as additional projects identified during the 10-year development period. The 2004 adopted Plan has successfully guided the Airport through major airfield and landside capital projects as well as policy decisions.

The Master Plan Update will guide airport land use development, CIP program, including AIP-eligible and non-eligible projects supported from the AIP grant program for the 10-year, 15-year, and long-term planning horizon. The CIP project must also be identified on the Airport Layout Plan.

New FAA sustainability policies are complementary with the County's Strategic Plan, Climate Change and Energy Policies. The FAA sustainability goals include energy reduction, renewal energy, such as solar, Green House Gas reduction, stormwater management, potable water management, recycling throughout the airport's operation, construction, and passenger services, composting, and green materials for construction, maintenance and operations. The Noise Contours are also updated. The Updated Plan will incorporate the policy guidance provided in the County's Strategic Plan and Airport Strategic Business Plan. In an effort to be inclusive of all communities regardless of race or class, the update process will also integrate goals from the King County Equity and Social Justice Ordinance and the federal Executive Order 12898 on Environmental Justice for Low Income & Minority Populations.

Project goals include:

- Provide policy, plan, and decision-making criteria to guide future sustainable development
- Integrate County Strategic Plan and Airport Strategic Business Plan goals into the master plan update
- Provide a plan that is supported by the Airport Working Group (AWG) and community
- Foster a transparent, inclusive process that to the maximum extent practicable addresses community interests and concerns reflected through the AWG and supports community development and economic growth
- Provide a comprehensive Facilities and Capital Improvement Program to be supported by the FAA Airport Improvement Program and local resources
- Provide a FAA-accepted Master Plan Update and adopted Airport Layout Plan for landside/airside uses
- Provide the Airport and County an adopted Master Plan Update

This group is supported by King County Department of Transportation (KCDOT).

This charter is presented to include information on the AWG scope, membership and operating guidelines. In addition, the meeting plan serves as a reference to all working group members, airport partners, supporting County staff, and the facilitation team throughout the review process.

AWG objectives and scope

The AWG will provide meaningful input on technical issues and related policies as third-party experts by reviewing prepared working papers which document Master Plan update analyses, landside and airside alternatives and a preferred package of updates. This group is charged with tracking technical and policy issues articulated in the series of working papers that will be developed as part of the airport planning analysis process. Working papers will be discussed in a series of AWG meetings. Based on these discussions, AWG members may offer comments and other input to address their constituents' interest and/or concerns in the Master Plan update. The group's feedback will be considered by the Planning Team and incorporated into the ongoing Master Plan update documentation. Regular updates will be provided to the DOT and FMD Directors, the County Executive, and King County Council, as well as other jurisdictional partners, with any resulting policy guidance to be shared with AWG members to support their ongoing deliberations. The final Master Plan will undergo review with the King County Executive. King County Council will have role in review and adoption of the Master Plan.

AWG membership

AWG members include tenant representatives, stakeholders from the Airport Roundtable and representatives from other business, labor, economic development, community and environmental interests. The AWG is being convened specifically to consider the Master Plan update process, the findings of airport inventory and forecast analyses, and the development and analyses of several airside and landside alternatives. The AWG will work to review and understand the scope of the issues, potential solutions, and impacts of these options on the airport, tenants, business, surrounding community and environment, and the broader County.

AWG member	Affiliation	Interest
Peter Anderson	Galvin Flying	General aviation
Maria Batayola	Beacon Hill	Community
Tim Cosgrove	UPS	Tenant
Joel Funfar*	SPEEA	Labor
Ben Humbert	Signature Flight Support	Tenant
Kristi Ivey	National Business Aviation Association	Tenant
Brad Jurkovich	Seattle Chamber of Commerce (Airport Policy/Tomorrow@SeaTac)	Business
Holly Krejci	Georgetown Community Council	Community
Wendy Langen*	Mente LLC	Tenant
Rick Lentz*	Washington Pilots Association	General aviation
Lawrence (Ed) Parks*	Beacon Hill/Rainier Valley	Community
Larry Reid	Georgetown Merchants Association	Business
Art Scheunemann	PSRC Freight Mobility Roundtable	Business
Doug Wilson	FBO Partners	General aviation
Tom Ysasi*	Magnolia	Community

**KCIA Roundtable Member*

Airport partners

While the AWG is the official body for providing input to inform the Plan’s formulation and representing community interests and concerns throughout the Master Plan update process, the planning team will also engage airport partners to gain access to jurisdictional perspectives, technical and community relations resources, coordination across policy and land use regulations, and other emerging issues related to the Master Plan update. King County will convene these partners at project milestones and distribute working papers to keep them informed of project progress, however this group will not represent the community at large, nor will it have any decision-making authority. See table below for membership.

Airport Partner	Affiliation
Ron Borowski	Seattle Freight Advisory Board
Kenny Pittman	City of Seattle, Mayor’s Office
Robin Mayhew	Puget Sound Regional Council, Aviation Planning
Carter Timmerman	Washington State Department of Transportation, Aviation Division
Nora Gierloff	City of Tukwila
Jennifer Kendal	Federal Aviation Administration
Deepeka Parashar	Federal Aviation Administration
Rich White	The Boeing Company
Elizabeth Leavitt	Port of Seattle
Beth Mountsier	King County Council, Central Staff
Lisa Kaye	King County Council, Central Staff
Krista Camenzind	King County Council, Councilmember Balducci
Kristina Logsdon	King County Council, Councilmember Dembowski
Tom Goff	King County Council, Councilmember Dunn
Adam Cooper	King County Council, Councilmember Kohl-Welles
Jeff McMorris	King County Council, Councilmember Lambert
Shannon Braddock	King County Council, Councilmember McDermott
Jeff Muhm	King County Council, Councilmember Upthegrove
Sara Smith	King County Council, Councilmember von Reichbauer

Planning Team

The Planning Team is comprised of Gary Molyneaux (Airport Planning Manager), Randall Berg (Airport Director), Mike Colmant (Airport Deputy Director) and the Mead and Hunt-led consultant team. The role of the Planning Team is to consider the identified alternatives, including policy and technical input provided by the AWG. The Planning Team will evaluate conditions and alternatives, and provide information to stakeholders for transmittal to the County Executive and King County Council.

Facilitation Team

King County has contracted the services of a neutral third-party facilitation team from EnviroIssues (www.enviroissues.com) to support the AWG processes. The facilitation team supports the County and AWG members and maintains the integrity of the AWG process. Specifically, the facilitator will:

- Remain neutral.
- Not contribute substantive ideas.
- Help the AWG accomplish their tasks.
- Suggest and implement process ideas.
- Help the AWG abide by their adopted ground rules.

- Solicit and field input and observations on the AWG processes and consider modifications to improve the processes.

Meeting Protocols

- AWG meetings will be convened and led by the Airport Division and actively managed by the facilitator to ensure that discussions are consistent with the AWG charter and that feedback and findings and alternatives are advanced in a timely manner.
- Dialogue between AWG members will be supported by a number of non-committee resource staff from King County. Unless presenting information or responding to questions, staff will remain in a listening role.
- Members will establish meeting ground rules with the team's facilitator and agree to abide by them.
- Members will make their best effort to attend all meetings and notify the facilitator or KCIA staff in advance if unable to attend. Meetings will be scheduled in advance based on best availability. Remote participation by phone/web conference will be accommodated upon request.
- Meetings are open to the public. A brief public comment period will be taken at each meeting. Attending members of the public may also share comments and ideas via email or comment card.
- Meeting materials will be distributed a minimum of 48 hours in advance of the meeting. Members will be asked to review all materials in advance and come prepared to participate. The project staff will make every effort to ensure meeting materials are finalized at the time of distribution; however, there may be instances where materials or updated versions of materials are provided at the meeting.
- Meetings will begin and end on time. If agenda items cannot be completed on time, the AWG will decide if the meeting should be extended or the discussion continued at the next scheduled meeting.
- Meeting summaries will be produced for each meeting by the facilitation staff to reflect team discussion, feedback, areas of both agreement and disagreement, and tasks and assignments related to advancement of the group's work. Draft summaries will be distributed and members will be given the opportunity to clarify or edit the summary to make sure it accurately reflects the meeting.

Communication

- Members are expected to share information with their organizations and/or constituents and gather information from their constituents to help inform discussions and recommendations.
- Members will not take actions or discuss issues in any way that undermines an open and transparent process.
- Members are asked to be respectful of confidentiality concerns and to only distribute documents that are explicitly identified for public distribution.
- Support staff is available at and between meetings to address questions, concerns and ideas. Staff will respond to all member inquiries in a timely manner.

Process considerations

All members will be encouraged to take a proactive approach to this process and upholding this charter, to look for creative solutions rather than problems, and to effectively engage and represent their communities.

Consensus in perspectives on Master Plan issues is not a necessary outcome. The planning team will work to understand the range of issues and opinions on alternatives and findings of analyses, and areas of agreement amongst stakeholders. All significant concerns and interests brought forth in AWG

meetings will be reflected in meeting summaries and communicated to the Planning Team. The Planning Team and King County will incorporate preferences identified by the AWG to the maximum extent practicable throughout the Master Plan Update process.



King County International Airport (KCIA) Request for Feedback on Airport Master Plan

Date: 9/2/2020

Re: Request for Community Input to the KC Airport Master Plan by **November 30, 2020**

Dear Neighbors and Community Members,

We operate the King County International Airport as part of King County government. We are primarily an airport for commercial, cargo and private aircraft. We are not a major passenger airport.

The FAA (Federal Aviation Administration) requires us to update our Airport Master Plan (AMP) every 5-7 years. We are anticipating that flights will increase by 3.3% over 20 years from 2015 to 2035 or an additional 15-16 flights a day. See detailed flight information on page 4.

The Airport Master Plan is a formal planning document based on financial forecasts, travel forecasts and infrastructure needs that allows us to identify what we need to do in terms of construction projects and other needed changes to meet future needs. We have been working on it the past five years and are close to the final document. Now, we need your feedback. Please review the proposed construction projects and proposed changes on:

- Page 3 – List of construction projects and changes to the Airport with corresponding map
- Page 2 – Map of KCIA Airport with location of proposed construction projects and changes.

We would appreciate your feedback on the Airport Master Plan by November 30, 2020. You can:

- Attend one of the three COVID safe online community meetings we have scheduled on
 - **Wednesday, October 28th**
 - **8am – 9:30am; 12pm – 1:30pm; or 6 – 7:30pm**
 - **For the online meeting link please check our website, linked bellow, or you may email or call at the email address and phone number also linked directly below**
- Email your feedback to KCIACommunityOutreach@KingCounty.gov
- Call in your feedback at 206-296-7380, and/or
- Send a letter to us at King County Airport 7277 Perimeter Rd. S. Seattle, WA 98108-3844.
- For more information on the Master Plan see the KCIA Planning page on our website kingcounty.gov/KCIAMasterPlan

After the Airport Master Plan is adopted, any construction project or change is required to go through traditional project process, including the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA), before being constructed. That will be another opportunity to provide feedback on that specific project.

I look forward to your feedback on the Airport Master Plan. Thank you very much in advance.

Sincerely,

A handwritten signature in blue ink that reads "John Parrott".

John Parrott, Director
King County Airport

KCIA Master Plan Proposed Major Construction Projects and Land Purchases
See location of these projects on the Map on page 2.

Major Construction Projects

1. Runway End Relocated 300' North.
 - a. As required by the FAA, the official end of the runway must move approximately 300 feet to the north; this affects both aircraft flying into KCIA and SeaTac.
 - b. Aircraft landing at the airport will still fly in at the same height however aircraft departing will depart 300 feet further to the north.
 - c. Current light lane will be relocated 300' north; will remain on airport property
 - d. Estimated Construction Date 2027.
2. Redevelopment of the general aviation tiedown and hangar area in the southwest corner of the airport next to the Museum of Flight for an air cargo ramp.
 - a. This will not expand the footprint of the airport.
 - b. Estimated Construction Date TBD.
3. Large Aircraft Parking Ramp near the terminal.
 - a. KCIA is currently short on aircraft parking spaces for larger aircraft that fly into the airport occasionally, usually for sports teams. This ramp will be able to accommodate these aircraft.
 - b. This will not expand the footprint of the airport.
 - c. Estimated Construction Date 2021.
4. Repaving the smaller runway.
 - a. Estimated Construction Date 2024.
5. Repaving the large runway and installing runway centerline, touchdown and approach lighting consistent with the new runway end location.
 - a. Will be tied in with the runway end project and is the largest project in the Master Plan.
 - b. Estimated Construction Date 2027.
6. Airfield Geometry changes and airfield lighting upgrades
 - a. Most of the other projects in the master plan are for FAA safety improvements.
 - b. These projects include changing the alignment of taxiways and adding additional in-pavement lighting for safety.
7. Airport Fuel Farm – The airport needs a new airplane refueling storage area, commonly called a fuel farm, due to the age of the current tanks.
 - a. The current proposal in the Master Plan is to put the new fuel farm on the current Jorgensen Forge site, (the area on the west side of East Marginal Way near Boeing). This site or alternatives will be looked at further.

Proposed Land Purchases

The Airport will be looking to purchase the following minimal amount of land around the airport. Most of this land will be used to store FAA required equipment or be designated for required FAA runway protection zones that the airport should have as open space for public safety.

- A. 0.56 acres in the NE corner of the airport for the runway protection zone
- B. 0.6 acres near the current Airport maintenance shop
- C. 7.4 acres on the south end of the airport for the runway protection zone

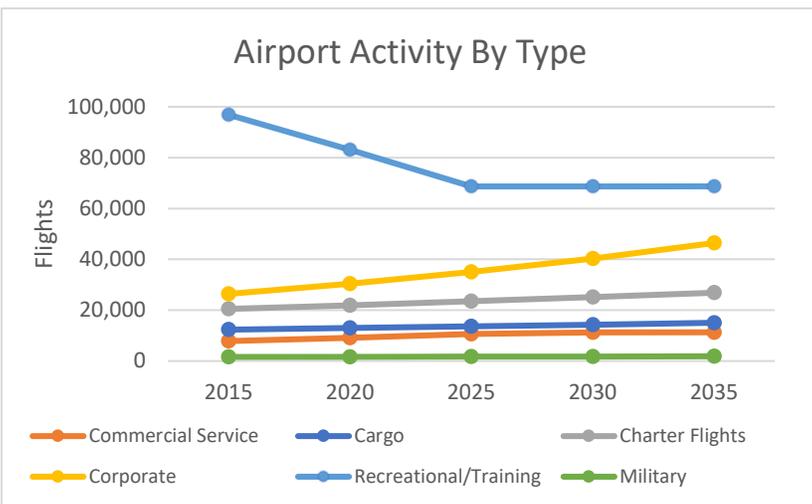
- D. 21.6 acres on the west side of east marginal way for future development including a possible location for a new Air Traffic Control Tower and Fuel Farm.
- E. 3.6 acres near the current southwest general aviation hangars as one of the last parcels with possible airfield access that the Airport does not currently own. This would be used for future development

Economic Benefits to Local Communities

- The direct and indirect economic impact of our next six-year capital program on the local economy is estimated to be \$116 million in labor income and \$310 million in business revenue.
- The direct and indirect economic impact from all activity at KCIA on the local economy is more than \$3 billion in business revenue in per year.
- More than 18,600 people are employed due to the activity at the airport, and \$1.3 billion in labor income is earned per year as a result of those jobs.
- Any physical expansion to the airport-owned property will be purchased as it comes available.

Airport Operations Forecast (Operations are defined as aircraft take-off and landing.)

Airport Activity	Definition	2015	2020	2025	2030	2035
Commercial Service	Regularly scheduled flights of less than 30 passengers	7,844	9,174	10,638	11,293	11,297
Cargo	Packages and other goods	12,336	12,965	13,627	14,322	15,052
Charter Flights	Flights on private aircrafts that are not regularly scheduled	20,503	21,937	23,470	25,110	26,866
Corporate	Small jet travel by company executives in their own planes	26,404	30,403	35,099	40,312	46,418
Recreational/Training	Dual or four seat aircraft, privately owned (general aviation)	96,876	83,090	68,672	68,672	68,755
Military	Military aircraft	1,608	1,669	1,733	1,799	1,867
Total Forecasted Operations		165,571	159,239	153,148	161,807	170,956





November 30, 2020

King County Airport
 7277 Perimeter Rd. S.
 Seattle, WA 98108-3844
 KCIACommunityOutreach@kingcounty.gov
via e-mail

Re: Comments on KCIA Airport Master Plan Update

Dear King County International Airport Staff,

We are writing to provide comments on the King County International Airport (“KCIA”) Master Plan Update currently in progress.¹

As “one of the busiest primary non-hub airports” in the country, KCIA is a major source of climate, air, and noise pollution in our region.² In the last five years, as traffic at the airport has steadily increased, so has the pollution generated by KCIA.³ You are now proposing to spend over \$250,000,000 on various projects that would, in large part, further increase the amount of climate, air, and noise pollution generated by KCIA.⁴ This, in turn, would further destabilize our climate and harm neighboring communities, and is in conflict with King County’s stated climate goals and commitments to equity and environmental justice. As outlined below, we urge you to make significant amendments to the Master Plan Update and accompanying workpapers before they are given further consideration. In addition, we also support the demands of the representatives of impacted communities previously presented to KCIA.

¹ Founded in 2013, 350 Seattle is a grassroots group working for climate justice by organizing people to make deep system change: resisting fossil fuels; building momentum for healthy alternatives; and fostering resilient, just, and welcoming communities. 350 Seattle has a mailing list of over 13,000 people, the great majority of whom are in the Seattle metropolitan area. 350 Seattle has been a key leader in successful fights like the #ShellNo campaign against Arctic drilling, the campaign to defeat the (proposed) world’s largest oil-by-rail terminal in Vancouver, and the campaign against the Anacortes Shell oil-by-rail spur. With Got Green, 350 Seattle launched the Seattle for a Green New Deal campaign.

The Climate Reality Project: Seattle-King County Chapter leverages the unique strengths and optimistic leadership of Al Gore and the global Climate Reality Project. The Chapter’s mission is to help grow and develop the climate movement in the Seattle area, and create a diverse group of local climate leaders to take needed climate action.

² Master Plan Update, “Executive Summary,” p. xxxii.

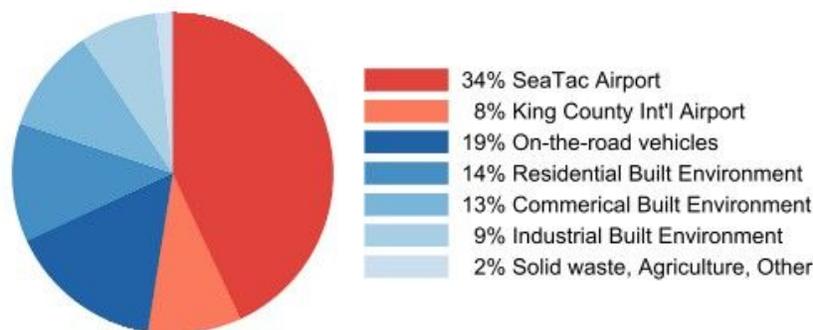
³ See generally Master Plan Update, “Forecasts of Aviation Activity.”

⁴ Master Plan Update, “Executive Summary,” p. xxxiii.

THE MASTER PLAN UPDATE LAYS THE GROUNDWORK FOR AN UNTENABLE INCREASE IN GHG EMISSIONS AND CLIMATE WARMING FROM NEW AVIATION ACTIVITY.

As King County has recognized, “[c]limate change is one of the paramount environmental and economic challenges for our generation.”⁵ And as “global GHG emissions continue to accelerate and climate impacts grow, the urgency to act on climate change increases.”⁶ We are no longer awaiting the onset of the climate crisis, we are living it. Temperatures continue to skyrocket, and extreme fires, flooding, and storms are the new norm.⁷ We must cut emissions by at least half in the next nine years to avoid even more catastrophic, and semi-permanent, impacts of climate change.⁸

In King County, aviation is a major contributor—if not *the* major contributor—to climate change. One reason for this is that aviation emissions have a three-fold greater warming impact on the climate than on-the-ground emissions.⁹ The pie chart below reflects this phenomenon, and demonstrates why reducing total emissions from KCIA is critical to meeting our climate goals.¹⁰



The Master Plan Update states that a goal “intended to guide the preparation of the Master Plan Update, and direct the future development” of KCIA is to “[a]lign KCIA programs and

⁵ 2015 Strategic Climate Action Plan, Executive Summary, p. 3 *available at* https://your.kingcounty.gov/dnrp/climate/documents/2015_King_County_SCAP-Executive_Summary.pdf.

⁶ 2020 Strategic Climate Action Plan, Executive Summary, p. 13, *available at* <https://your.kingcounty.gov/dnrp/climate/documents/2020-SCAP-Executive-Summary.pdf>.

⁷ <https://www.kingcounty.gov/~media/depts/health/environmental-health/documents/publications/blueprint-climate-change-and-health.ashx?la=en>; “State of the Climate: 2020 on course to be the warmest year on record,” Carbon Brief (Oct. 23, 2020), *available at* <https://www.carbonbrief.org/state-of-the-climate-2020-on-course-to-be-warmest-year-on-record>.

⁸ “We have 12 years to limit climate change catastrophe, warns UN,” *The Guardian*, Oct. 8, 2018, *available at* <https://www.theguardian.com/environment/2018/oct/08/global-warming-must-not-exceed-15c-warns-landmark-unreport>.

⁹ D.S. Lee, *et al.*, “The contribution of global aviation to anthropogenic climate forcing for 2000 to 2018,” *available at* <https://www.sciencedirect.com/science/article/pii/S1352231020305689?via%3Dihub>.

¹⁰ Amounts taken from King County’s 2017 GHG emission inventory, *available at* <https://www.kingcounty.gov/services/environment/data-and-trends/indicators-and-performance/kingstat/2017/indicators/climate-change/ghg-emissions.aspx>, including all emissions from fuel pumped and a radiative forcing factor of 3.

services with County climate change goals.”¹¹ KCIA’s Strategic Plan 2014-2020 reiterates this.¹² King County’s major shared climate goal is to reduce countywide GHG emissions by 50 percent by 2030 (compared to 2007).¹³ However, this GHG emission reduction goal is not mentioned once in the Master Plan Update. To the contrary, the Master Plan Update lays the groundwork for a substantial increase in emissions. As shown in Table E2, **GHG emissions from aircraft operation in and out of KCIA is forecasted to increase by nearly 30 percent by 2035.**¹⁴

KCIA staff has confirmed that they have completed no analysis of how, if at all, KCIA operations align with King County’s climate goals, stating: “Any analysis of the Airport’s future role in meeting GHG emission reduction targets set by the City of Seattle, King County, and Washington State would need to be based on a more comprehensive evaluation of the greenhouse gas emissions for the overall operation of the Airport.”¹⁵ Staff also confirmed that only a small fraction of emissions from fuel pumped at KCIA is reflected in the Master Plan Update.¹⁶ (Emissions from fuel pumped make up 99 percent of KCIA’s emissions.¹⁷) Staff also confirmed that the fact that aviation emissions have a three-times greater warming impact than on-the-ground emissions was not considered in the Master Plan Update.¹⁸

King County is well known as a leader in the fight against climate change, which gives us a unique opportunity to set an example for other cities around the country and world. KCIA’s current emissions reduction efforts are insufficient—**we can and must do better**. The Master Plan Update should not go forward without a comprehensive GHG emission inventory of KCIA, including total emissions from all fuel pumped and factoring in the greater warming impact of aviation emissions. Following that, KCIA should develop a detailed, concrete plan to reduce total emissions from KCIA by 50 percent (compared to 2007) no later than 2030.

THE MASTER PLAN UPDATE CLEARS A PATH FOR GREATER HARM TO NEIGHBORING COMMUNITIES.

The areas impacted by KCIA include some of the most vibrant and diverse residential neighborhoods in Seattle. Within a two-mile radius of the KCIA, there are five playgrounds,

¹¹ Master Plan Update, “Alternatives Analysis and Development Concepts,” pp. D.2-D.3.

¹² Available at <https://www.kingcounty.gov/~media/depts/transportation/airport/planning/kbfi-airport-strategic-plan-2014-2020.ashx?la=en>.

¹³ 2020 Strategic Climate Action Plan, available at <https://your.kingcounty.gov/dnrp/climate/documents/2020-SCAP-Executive-Summary.pdf>.

¹⁴ Indeed, while the Master Plan Update only forecasts a three percent increase in operations over the coming years, it is notable that prior forecasts have substantially underestimated increases. See Table B6. In recognition of the likely inaccuracy of growth forecasts, the Master Plan Update states that “accelerated growth or consistently higher ... levels of activity may occur.” “Capacity & Facility Requirements,” p. C.1.

¹⁵ E-mail from Matthew Sykora to Sarah Shifley dated November 19, 2020.

¹⁶ *Id.*

¹⁷ KCIA, Greenhouse Gas Emissions Inventory 1990, 2007 & 2020 (June 24, 2011), provided via e-mail by Matthew Sykora on November 25, 2020.

¹⁸ E-mail from Matthew Sykora to Sarah Shifley dated November 19, 2020.

seven playfields, 21 parks, 31 schools, and 63 places of worship.¹⁹ Unlike King County as a whole, most of the people living in the neighborhoods bordering the KCIA—Georgetown South Park, Allentown, New Holly, and Beacon Hill—are Black, Indigenous, or people of color. Each of these neighborhoods has a rich history and unique community, and each has been contaminated for years by increasing pollution from KCIA.

The Master Plan Update references King County’s “commitment to equity and social justice” when discussing outreach, but **no actions in the Master Plan Update reflect this commitment**. The Master Plan Update also states that KCIA has a goal to “[a]ct as a partner to neighboring residents,” but nothing in the Master Plan Update explains how KCIA can “partner” with residents while subjecting them to increasing amounts of life-threatening pollution.²⁰ The reality is that the Master Plan Update stands in contrast to King County’s equity and social justice commitments and ensures greater harm for neighboring communities.²¹ This is an environmental justice issue: the communities closest to KCIA that take the brunt of this pollution are more diverse and lower-income than King County as a whole.²² They also have higher exposure to pollution from other nearby sources, including industrial trucking routes, I-5, and Sea-Tac.

The Master Plan Update fails to acknowledge ultra-fine particulate (“UFP”) pollution from airplanes, and the fact that the Plan will cause impacted communities to face even higher rates of UFP pollution. The full impacts of sustained exposure to UFPs are still unknown, but current studies show that it leads to adverse health outcomes including negative effects on the brain, nervous system, and respiratory system, and higher rates of preterm births.²³ The Master Plan Update also fails to acknowledge potential harms caused by leaded fuel pumped at KCIA and burned by planes leaving the airport. General aviation piston-driven aircraft are now the largest source of lead emitted to the atmosphere. Lead from burned aviation fuels can be inhaled, ingested, and absorbed through the skin. It then accumulates in bones, blood, and soft tissue, and leads to a variety of negative health impacts, affecting neurological, renal, reproductive, and physical development systems.²⁴ Even low levels of blood lead in children are associated with lower IQ and cognitive and behavioral effects such as attention-deficit behavior, conduct problems, memory loss, and poor language performance.²⁵

¹⁹ See data at <https://gis-kingcounty.opendata.arcgis.com/> and <https://data.seattle.gov/>. These numbers differ slightly from those presented in the Master Plan Update. However, a direct comparison is not possible because the workpapers do not define “vicinity” or “study area.” A recent study showed that UFP pollution travels up to 10 miles from a flight path. See <https://pubs.acs.org/doi/full/10.1021/es5001566>.

²⁰ Master Plan Update, “Alternatives Analysis and Development Concepts,” pp. D.2 and D.3.

²¹ King County’s equity and social justice commitments are laid out in various documents, including the current (2016-2022) Equity and Social Justice Strategic Plan *available at* <https://aqua.kingcounty.gov/dnrp/library/dnrp-directors-office/equity-social-justice/201609-ESJ-SP-FULL.pdf>.

²² Detailed data available at <https://ejscreen.epa.gov/mapper/>.

²³ See Washington State Department of Health, “Summary of Health Research on Ultrafine Particulates,” DOH 334-454, November 2019; Lindsey Konkel, “Move Over, Traffic: Aircraft Emissions and Preterm Birth,” July 2020, *available at* <https://ehp.niehs.nih.gov/doi/10.1289/EHP7161>.

²⁴ Fact Sheet – Leaded Aviation Fuel and the Environment, *available at* <https://www.faa.gov/search/?omni=MainSearch&q=fact+sheet+-+leaded>.

²⁵ Philip A. Wolfe et al., “Costs of IQ Loss from Leaded Aviation Gasoline Emissions” *available at* <https://pubs.acs.org/doi/10.1021/acs.est.6b02910>.

We also can't ignore the fact that increased KCIA traffic means increased noise pollution for impacted communities. Noise is not, as the Master Plan Update purports, simply an "unwanted sound that can disturb routine activities and... cause annoyance."²⁶ In fact, studies have shown that noise pollution causes a wide array of life-threatening health conditions, higher rates of depression, anxiety, and dementia, and lower learning outcomes.²⁷ Accordingly, the World Health Organization has strongly recommended reducing aircraft noise levels given the health risks associated with exposure to aviation noise pollution.²⁸

The Master Plan Update must directly address the disparate impacts current and future KCIA pollution has, and will have, on neighboring communities. While individual environmental review may be completed for each project in the Master Plan Update, the cumulative impacts on neighboring communities will not be acknowledged and addressed under the Update as currently drafted.

WE URGE YOU TO MAKE SIGNIFICANT AMENDMENTS TO THE MASTER PLAN UPDATE TO ALIGN WITH KING COUNTY CLIMATE GOALS AND COMMITMENTS TO EQUITY AND ENVIRONMENTAL JUSTICE.

Before any further consideration is given to the Update, we urge you to revise the Master Plan Update and accompanying technical working papers as follows:

- Remove any projects that are intended to accommodate future aviation demands and are *not* necessary to ensure immediate safety at current levels of use. For instance, it appears that the new fuel farm is being proposed to accommodate larger amounts of fuel storage and "future expansion considerations," rather than immediate safety.²⁹ It also appears that KCIA may be able to remain in compliance with FAA regulations without making any modifications to its primary runway.³⁰
- Complete a comprehensive GHG emission inventory, including emissions from all fuel pumped and factoring in the greater warming impact of aviation emissions (using a factor of three).³¹

²⁶ Master Plan Update, "Environmental Overview," p. E.10.

²⁷ A study of six million older people and 89 airports in the US, including Seattle-Tacoma International Airport and Seattle's King County International Airport, linked aircraft noise with cardiovascular disease and increased hospital admissions. In a study of 46 US airports and surrounding schools, including five Beacon Hill schools, statistically significant associations were established between airport noise and lower reading and math scores as compared to non-impacted schools. Additional studies underway may show that exposure to aircraft noise may also be linked to negative metabolic outcomes and lead to depression. *See* <https://beaconhillseattlenoise.org/noise-health-effects>. *See also* "Community noise may affect dementia risk," Oct. 21, 2020, *available at* <https://www.sciencedaily.com/releases/2020/10/201021085106.htm>.

²⁸ World Health Organization, "Environmental Noise Guidelines for the European Region," *available at* https://www.euro.who.int/_data/assets/pdf_file/0008/383921/noise-guidelines-eng.pdf.

²⁹ Master Plan Update, "Capacity & Facility Requirements," p. C.70.

³⁰ Master Plan Update, "Alternatives Analysis and Development Concepts," p. D.5, and "Alternative One" on p. D.14.

³¹ We are aware of the Airport Carbon Accreditation Program, and understand that the initial GHG emission inventory included as part of this Program may partially fulfill this recommendation, so long as it includes emissions from all fuel pumped and reflects radiative forcing (i.e., non-CO2 climate impacts of emissions).

- Develop a plan with attainable measures to reduce CO2 and other emissions so that total KCIA operations, including emissions from all fuel pumped, independently meets all near- and long-term goals set by Seattle, King County, and Washington State without reliance on biofuels or offsets.
- In conjunction with community representatives, including those on the Roundtable Advisory Board, develop an outreach plan to educate the public about the climate impact of KCIA operations and impacts of air and noise pollution on communities near the airport and under flight paths.
- Immediately fill community representative vacancies on the Roundtable Advisory Board, and compensate Roundtable Advisory Board community representatives in order to increase participation by people (e.g., working parents or those with elderly parents at home) who might not otherwise be able to take the time to be on the Board.
- Increase membership in the Roundtable Advisory Board to include representatives of other impacted neighborhoods and climate and environmental justice organizations. Ensure that the Roundtable Advisory Board has an integral and authoritative role in all decision-making going forward.
- Complete a study of the disparate impact of air and noise pollution on communities near KCIA or under its flight paths, and institute programs to remediate and redress all of them. Fund the study, remedial measures, and redress from airport usage fees, and ensure that impacted communities and the community representatives on the Roundtable Advisory Board play an integral role in developing and reviewing the study, its findings, and remediation and redress programs.

Finally, we also support the demands of the representatives of impacted communities previously presented to KCIA.

Thank you for the opportunity to comment, and we look forward to seeing the revisions listed above incorporated into the Master Plan and accompanying working papers.

Sincerely,

350 Seattle Aviation Team
The Climate Reality Project – Seattle-King County Chapter

cc: King County Councilmember Balducci
King County Councilmember Dembowski
King County Councilmember Dunn
King County Councilmember Kohl-Welles
King County Councilmember Lambert
King County Councilmember McDermott
King County Councilmember Upthegrove
King County Councilmember von Reichbauer
King County Councilmember Zahilay

Comments and Responses: 350 Seattle Aviation Team and Climate Reality Project - received 12/01/20						
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#1	1	Airport Master Plan's potential impact on generation of future climate, air, and noise pollution.	---	As “one of the busiest primary non-hub airports” in the country, KCIA is a major source of climate, air, and noise pollution in our region. ² In the last five years, as traffic at the airport has steadily increased, so has the pollution generated by KCIA. ³ You are now proposing to spend over \$250,000,000 on various projects that would, in large part, further increase the amount of climate, air, and noise pollution generated by KCIA. ⁴ This, in turn, would further destabilize our climate and harm neighboring communities, and is in conflict with King County’s stated climate goals and commitments to equity and environmental justice. As outlined below, we urge you to make significant amendments to the Master Plan Update and accompanying workpapers before they are given further consideration. In addition, we also support the demands of the representatives of impacted communities previously presented to KCIA.	<p>Comments noted.</p> <p>Yes, total aircraft operations at KCIA have increased in recent years, since recording a low in 2016 of less than 166,000 operations, which compares to less than 185,000 operations in 2019. However, aircraft operations have steadily declined at the Airport since the 1990’s when total operations in 1992 and 1994 exceeded 400,000.</p> <p>In addition, the potential environmental impacts of all projects recommended in the Airport Master Plan Update must be evaluated in separate environmental review documents (i.e., specified NEPA and SEPA studies) and receive environmental clearance prior to implantation or construction.</p>	4
#2	2 & 3	King Co. control of GHG emissions generated by the operation of the Airport.	---	<p>THE MASTER PLAN UPDATE LAYS THE GROUNDWORK FOR AN UNTENABLE INCREASE IN GHG EMISSIONS AND CLIMATE WARMING FROM NEW AVIATION ACTIVITY.</p> <p>As King County has recognized, “[c]limate change is one of the paramount environmental and economic challenges for our generation.” ⁵ And as “global GHG emissions continue to accelerate and climate impacts grow, the urgency to act on climate change increases.” ⁶ We are no longer awaiting the onset of the climate crisis, we are living it. Temperatures continue to skyrocket, and extreme fires, flooding, and storms are the new norm. ⁷ We must cut emissions by at least half in the next nine years to avoid even more catastrophic, and semi-permanent, impacts of climate change. ⁸</p> <p>In King County, aviation is a major contributor—if not the major contributor—to climate change. One reason for this is that aviation emissions have a three-fold greater warming impact on the climate than on-the-ground emissions. ⁹ The pie chart below reflects this phenomenon, and demonstrates</p>	<p>Comments noted.</p> <p>It is important to recognize as Owner/Sponsor of a Public Use Airport that is FAA obligated, King County does not have the authority to limit or restrict the operation of aircraft to and from the facility (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). We concur that a projected increase in aircraft operations, as outlined in the Master Plan Update, would result in an increase in GHG emissions. However, as documented in the <i>King County International Airport Greenhouse Gas Emissions Inventory: 1990, 2007 & 2020</i> and summarized in the <i>Inventory</i> chapter of the MP Update, over 98 percent of the CO₂ emissions associated with the Airport were generated by aircraft operations (takeoffs, landings, and taxi), which the County does not have the authority to control.</p>	4

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				<p>why reducing total emissions from KCIA is critical to meeting our climate goals. ¹⁰</p> <div style="background-color: black; width: 100px; height: 20px; margin: 10px 0;"></div> <p>The Master Plan Update states that a goal “intended to guide the preparation of the Master Plan Update, and direct the future development” of KCIA is to “[a]lign KCIA programs and services with County climate change goals.” ¹¹ KCIA’s Strategic Plan 2014-2020 reiterates this. ¹² King County’s major shared climate goal is to reduce countywide GHG emissions by 50 percent by 2030 (compared to 2007). ¹³ However, this GHG emission reduction goal is not mentioned once in the Master Plan Update. To the contrary, the Master Plan Update lays the groundwork for a substantial increase in emissions. As shown in Table E2, GHG emissions from aircraft operation in and out of KCIA is forecasted to increase by nearly 30 percent by 2035. ¹⁴</p>		
#3	3	Reference to current GHG emissions analysis presented in	---	<p>KCIA staff has confirmed that they have completed no analysis of how, if at all, KCIA operations align with King County’s climate goals, stating: “Any analysis of the Airport’s future role in meeting GHG emission reduction targets set by the City of Seattle, King County, and</p>	<p>Please note that KCIA is one of the few airport’s in the country that has prepared a comprehensive GHG inventory (entitled, <i>King County International Airport Greenhouse Gas Emissions Inventory: 1990, 2007 & 2020</i>), which was published in 2011.</p>	4

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		the Airport MP Update.		Washington State would need to be based on a more comprehensive evaluation of the greenhouse gas emissions for the overall operation of the Airport.” ¹⁵ Staff also confirmed that only a small fraction of emissions from fuel pumped at KCIA is reflected in the Master Plan Update. ¹⁶ (Emissions from fuel pumped make up 99 percent of KCIA’s emissions. ¹⁷) Staff also confirmed that the fact that aviation emissions have a three-times greater warming impact than on-the-ground emissions was not considered in the Master Plan Update. ¹⁸	Also, as a County entity, KCIA is aligned with the King County Strategic Climate Action Plan (KCSCAP). Specifically, KCIA supports the KCSCAP by managing GHG emissions (that they can control), conducting climate preparedness, and promoting climate/community resiliency. These include, but are not limited to, initiating an Airport Carbon Accreditation (ACA) program, managing fleet emissions, Green Building Scorecards for project planning, mitigating the impacts of climate change to Airport assets, participating in County task forces (green building, energy, and climate preparedness), and optimizing the involvement of interns and disadvantaged business to participate in capital projects. In addition, following KCIA’s confirmation in the ACA program, the County will be required to prepare a current GHG Emissions Inventory that meets the ACA protocols.	
#4	3	Request for updated GHG emissions inventory and reduction plan.	---	King County is well known as a leader in the fight against climate change, which gives us a unique opportunity to set an example for other cities around the country and world. KCIA’s current emissions reduction efforts are insufficient— we can and must do better. The Master Plan Update should not go forward without a comprehensive GHG emission inventory of KCIA, including total emissions from all fuel pumped and factoring in the greater warming impact of aviation emissions. Following that, KCIA should develop a detailed, concrete plan to reduce total emissions from KCIA by 50 percent (compared to 2007) no later than 2030.	Comments noted. See response to comment #'s 2 & 3 above.	4
#5	3 & 4	Potential Social justice impacts of the Airport MP Update.	---	THE MASTER PLAN UPDATE CLEARS A PATH FOR GREATER HARM TO NEIGHBORING COMMUNITIES. The areas impacted by KCIA include some of the most vibrant and diverse residential neighborhoods in Seattle. Within a two-mile radius of the KCIA, there are five playgrounds, seven playfields, 21 parks, 31 schools, and 63 places of worship. 19 Unlike King County as a whole, most of the people living in the neighborhoods bordering the	Comments noted. King County is well aware of the economic and racial diversity of the residential neighborhoods located in the vicinity of KCIA. Significant special efforts have been made by KCIA staff, through targeted, ongoing meetings with community groups from the surrounding neighborhoods,	4

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				<p>KCIA—Georgetown South Park, Allentown, New Holly, and Beacon Hill—are Black, Indigenous, or people of color. Each of these neighborhoods has a rich history and unique community, and each has been contaminated for years by increasing pollution from KCIA.</p> <p>The Master Plan Update references King County’s “commitment to equity and social justice” when discussing outreach, but no actions in the Master Plan Update reflect this commitment . The Master Plan Update also states that KCIA has a goal to “[a]ct as a partner to neighboring residents,” but nothing in the Master Plan Update explains how KCIA can “partner” with residents while subjecting them to increasing amounts of life-threatening pollution.²⁰ The reality is that the Master Plan Update stands in contrast to King County’s equity and social justice commitments and ensures greater harm for neighboring communities.²¹ This is an environmental justice issue: the communities closest to KCIA that take the brunt of this pollution are more diverse and lower-income than King County as a whole.²² They also have higher exposure to pollution from other nearby sources, including industrial trucking routes, I-5, and Sea-Tac.</p>	<p>partnering with Refugee Woman’s Alliance (ReWA) for input from the refugee and immigrant communities and the provision of translation services, to gather input on the MP Update from these stakeholders throughout the planning process. Please note that the environmental review process (e.g., an Environmental Assessment) is the proper venue to address any potential Environmental Justice impacts that may result from the implementation of projects recommended in the Master Plan Update.</p>	
#6	4	Consideration of the potential impacts ultra-fine particulate (“UFP”) pollution from airplanes in the Master Plan Update.	---	<p>The Master Plan Update fails to acknowledge ultra-fine particulate (“UFP”) pollution from airplanes, and the fact that the Plan will cause impacted communities to face even higher rates of UFP pollution. The full impacts of sustained exposure to UFPs are still unknown, but current studies show that it leads to adverse health outcomes including negative effects on the brain, nervous system, and respiratory system, and higher rates of preterm births.²³ The Master Plan Update also fails to acknowledge potential harms caused by leaded fuel pumped at KCIA and burned by planes leaving the airport. General aviation piston-driven aircraft are now the largest source of lead emitted to the atmosphere. Lead from burned aviation fuels can be</p>	<p>Comments noted.</p> <p>It’s correct that potential UFP pollution generated from airplanes was not addressed in the Master Plan Update. However, there is not yet an industry-accepted way of quantifying potential UFP pollution from aircraft operations and there is no requirement to specifically address UFP in NEPA, as FAA guidance does not recognize it. Certainly, it’s possible that the science on UFP pollution will be advanced in the coming years and its assessment/impact as an aircraft-generated pollutant could be included in future environmental review studies.</p>	4

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				inhaled, ingested, and absorbed through the skin. It then accumulates in bones, blood, and soft tissue, and leads to a variety of negative health impacts, affecting neurological, renal, reproductive, and physical development systems. ²⁴ Even low levels of blood lead in children are associated with lower IQ and cognitive and behavioral effects such as attention-deficit behavior, conduct problems, memory loss, and poor language performance. ²⁵		
#7	5	Existing and future noise impacts on neighboring communities.	---	<p>We also can't ignore the fact that increased KCIA traffic means increased noise pollution for impacted communities. Noise is not, as the Master Plan Update purports, simply an "unwanted sound that can disturb routine activities and... cause annoyance." ²⁶ In fact, studies have shown that noise pollution causes a wide array of life-threatening health conditions, higher rates of depression, anxiety, and dementia, and lower learning outcomes. ²⁷ Accordingly, the World Health Organization has strongly recommended reducing aircraft noise levels given the health risks associated with exposure to aviation noise pollution. ²⁸</p> <p>The Master Plan Update must directly address the disparate impacts current and future KCIA pollution has, and will have, on neighboring communities. While individual environmental review may be completed for each project in the Master Plan Update, the cumulative impacts on neighboring communities will not be acknowledged and addressed under the Update as currently drafted.</p>	<p>Comments noted.</p> <p>As presented in the response to Comment #2, "King County does not have the authority limit or restrict the operation of aircraft to and from the facility". We concur that a projected increase in aircraft operations, as outlined in the Master Plan Update, would result in an increase in aircraft noise at KCIA, which was documented in the Environmental Overview chapter of the MP Update (see pgs. E.10-19). However, please note that King Co. completed a comprehensive noise study for KCIA in 2005 (i.e., an FAR Part 150 Noise Compatibility Program) that resulted in FAA approval and funding of several noise mitigation projects at KCIA. One of these key projects from the Program provided a voluntary multi-year sound attenuation program for single-family homes located in parts of the Georgetown, Beacon Hill and Tukwila/Allentown neighborhoods. This project, which was 95% federally funded by the FAA, provided \$40 million for the sound insulation of just under 600 homes in these neighborhoods.</p> <p>It should also be noted that the updated existing and future noise contours, generated for this Master Plan Update, are significantly smaller than the previous contours generated for the KCIA Part 150 Noise Compatibility Study, and would likely result in a much smaller Noise Mitigation Boundary if the Study were updated today. This current reduction in the KCIA-related noise footprint is the result of both fewer</p>	4

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					aircraft operations being conducted at the Airport and changes in the fleet mix of those operations due to the retirement of many older/noisier aircraft, along with the continued advancement of quieter engine technology.	
#8	5 & 6	General summary of comments on the Airport MP Update.	---	<p>WE URGE YOU TO MAKE SIGNIFICANT AMENDMENTS TO THE MASTER PLAN UPDATE TO ALIGN WITH KING COUNTY CLIMATE GOALS AND COMMITMENTS TO EQUITY AND ENVIRONMENTAL JUSTICE.</p> <p>Before any further consideration is given to the Update, we urge you to revise the Master Plan Update and accompanying technical working papers as follows:</p> <ul style="list-style-type: none"> ● Remove any projects that are intended to accommodate future aviation demands and are not necessary to ensure immediate safety at current levels of use. For instance, it appears that the new fuel farm is being proposed to accommodate larger amounts of fuel storage and “future expansion considerations,” rather than immediate safety. ²⁹ It also appears that KCIA may be able to remain in compliance with FAA regulations without making any modifications to its primary runway. ³⁰ ● Complete a comprehensive GHG emission inventory, including emissions from all fuel pumped and factoring in the greater warming impact of aviation emissions (using a factor of three). ³¹ ● Develop a plan with attainable measures to reduce CO2 and other emissions so that total KCIA operations, including emissions from all fuel pumped, independently meets all near- and long-term goals set by Seattle, King County, and Washington State without reliance on biofuels or offsets. ● In conjunction with community representatives, including those on the Roundtable Advisory Board, develop an outreach plan to educate the public about the climate 	<p>Comments noted.</p> <p>See response to comments above.</p>	4

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				impact of KCIA operations and impacts of air and noise pollution on communities near the airport and under flight paths. ● Immediately fill community representative vacancies on the Roundtable Advisory Board, and compensate Roundtable Advisory Board community representatives in order to increase participation by people (e.g., working parents or those with elderly parents at home) who might not otherwise be able to take the time to be on the Board. ● Increase membership in the Roundtable Advisory Board to include representatives of other impacted neighborhoods and climate and environmental justice organizations. Ensure that the Roundtable Advisory Board has an integral and authoritative role in all decision-making going forward. ● Complete a study of the disparate impact of air and noise pollution on communities near KCIA or under its flight paths, and institute programs to remediate and redress all of them. Fund the study, remedial measures, and redress from airport usage fees, and ensure that impacted communities and the community representatives on the Roundtable Advisory Board play an integral role in developing and reviewing the study, its findings, and remediation and redress programs. Finally, we also support the demands of the representatives of impacted communities previously presented to KCIA.		

Comments and Responses: DRAFT REPORT MEETING (10/26/20)						
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Tim Croll/ #1	NA	Local adoption of the Master Plan Update (MPU) report & Airport Layout Plan (ALP) Drawing Set	---	Can you say more about any future review / assessment steps that would be required prior to adoption of the AMPP/ALP?	Next Steps for King Co. adoption of the MPU Report & ALP Drawing Set: <ul style="list-style-type: none"> • Review/incorporate public comments • Review/incorporate FAA comments • Review/incorporate County Executive comments • Complete County Council transmittal, motion, and acceptance • Finalize approved ALP Drawing Set for FAA & County signatures • Publish final MPU Report 	4
Tim Croll/ #2	NA	FAA approval of the ALP	---	Will FAA have NEPA obligations before they approve ALP (if I am correct, they need to approve ALP – isn't that a Federal Action)	In most instances, ALPs that are updated as an element of a Master Plan Update receive a "Conditional Approval" designation from the FAA. This signifies that the FAA's Airports Division has not yet completed its review of the potential environmental impacts that could result from the implementation of the recommended development projects that are identified on the ALP. Also, you are correct noting that FAA approval of the ALP is a "federal action" which requires environmental processing. However, a conditionally approved ALP typically qualifies as a categorical exclusion.	4
Rick Lentz/ #1	NA	Future loss of existing general aviation (GA) development areas	---	What are we going to do with the GA – plans have changed since the 2019 ALP This is a regional issue.	Yes, the FAA's decision to no longer support the Threshold Crossing Height (TCH) waiver on Runway 14R landings for large aircraft was made late in the MP Update study and ultimately required the 300-foot relocation of the Runway 14R threshold to be reflected on the updated ALP. This proposed threshold relocation and associated repositioning of the RPZ eliminated the potential development of a new GA aircraft storage area at the north end of the Airport. In addition, maintenance of the ¾-mile visibility minimums associated with several of the Runway 14R instrument approach procedures, which specifies a larger RPZ footprint,	4

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					will require the future decommissioning of the N.E. Apron area.	
Rick Lentz/ #2	---	Future GA aircraft parking issues	---	Will the master plan allude to the ongoing issues with GA Parking?	In addition to the issues noted in the above response for the N.E. apron area, 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. Airport Staff is evaluating other locations on the west side of the Airport that is being used by Boeing for temporary overflow B-737 MAX parking and could potentially be used for displaced GA aircraft parking. This evaluation also applies to a few small airport leaseholds (e.g., the existing Lot 13 area located on the west side of the Airport, directly south of the existing ATCT facility) that may soon be available for new leases to support additional GA aircraft apron parking facilities.	1
Clare Gallagher/ #1	---	General	---	Thanks for the information - I will follow up with our planners at SEA and we may have some additional questions.	Comment noted.	4

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". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Kimberly Newton
Director, Facilities & Asset Management
The Boeing Company

Comments and Responses: The Boeing Company - received 11/30/20

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#1	1	Potential impact of future Runway 14R RPZ on stall A6.	---	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.	Comments noted. Yes, the future RW 14R RPZ will be repositioned off of the existing A6 stall, but the stall could still be potentially impacted by the aircraft parking limit line, which measures 500 feet from the RW 14R/332L centerline.	4
#2	1	Future taxiway access by wide body aircraft to future RW 14R departure threshold.	---	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.	Comments noted. Yes, confirmation of taxiway access by Boeing's wide body aircraft to the future RW 14R departure threshold will be verified during the design/engineering phase of the project.	4
#3	1	Direct taxiway access to the Runway 32L threshold from the MDC apron.	---	The B10 rolling gate entrance at the MDC is no longer an issue in this Master Plan.	FAA's review of the Airport Layout Plan Drawing Set for the MP Update did not include any comments on the existing direct taxiway access from the MDC apron to the runway using the TW B10 connector. However, the existing taxiway access restrictions, to and from the MDC apron, will need to be included in a finalized "Through-the-Fence" access agreement with BFI Staff.	4
#4	1	Future purchase and development of the Jorgensen Forge property.	---	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	Comments noted.	4

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				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.		
#5	1	Future construction of new airplane stalls on Lot 12.	---	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.	Comments noted. The potential relocation of the ATCT has been identified as Phase II project (i.e., the 6 to 10-year timeframe) in the MP Update. Also, there are no current plans to relocate the existing ARFF facility, as they have a very strict response time requirements per the FAA and need to be as close to the center of the main runway as possible.	4
#6	1 & 2	West side airport service road reconstruction.	---	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.	Comments noted. The Airport has a project on the books in 2023 timeframe to look at the impacts of the FAA's new Airport Design Advisory Circular (Draft AC 150/5300-13B, Airport Design) that is currently being reviewed. Based upon the initial review of the draft, it appears that some of the current taxiway OFA impacts may no longer be an issue if the revised criteria is published as presented.	4
#7	2	BFI operational impacts during reconstruction of Runway 14R/32L.	---	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.	Comments noted.	4
#8	2	Stormwater management of airport property during	---	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.	Comments noted.	4

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Comment I.D. & #	Page	Section or Issue	Para/Line/Sentence	Comment as Noted	Response to Comment	Action
		construction of MP projects.				



December 14, 2020

King County Airport
7277 Perimeter Rd. S.
Seattle, WA 98108-3844
KCIACommunityOutreach@kingcounty.gov
via e-mail

RE: King County Airport Master Plan

Dear King County International Airport Staff,

The Office of Sustainability and Environment would like to provide comments to the King County Airport Master Plan as part of the public comment process. Our feedback is mainly centered on environmental aspects of the Master Plan proposal and is not intended to be fully inclusive of all City of Seattle comments which may be submitted by other City departments.

- King County's Strategic Climate Action Plan states its goal is to reduce county-wide emissions by 50% by 2030. We recommend noting this goal in the Airport Master Plan report and including any examples of mitigation strategies. We recommend a comprehensive analysis is performed to identify any increase in climate pollution related to the Airport Master Plan and how it will align with the King County Climate Action Plan and WA State emission reduction targets. Additionally, emission reductions are often challenging in the aviation sector (King County's largest source of emissions), therefore, it is important that the County invest in adjacent communities with deeper emissions reductions that provide co-benefits that support health, comfort and reduced displacement.
- Reduction of emissions should be prioritized at this location to avoid further affecting communities that already experience disproportionate health disparities and inequities. The evidence of compromised air quality and health disparities in the Duwamish Valley has been well-documented in several studies¹. We recommend these studies be included in the Environmental Overview section and subsequent SEPA documents.
- We recognize that particulate matter (fine and ultrafine) has an impact on health, especially communities with high levels of air-pollution and high levels of asthma and other respiratory illnesses as a result of prolonged exposure to pollution. An increase in particulate matter should be more deeply analyzed on neighboring communities such as South Park, Georgetown, Beacon Hill and the impact of a projected increase in flights to frontline communities should be acknowledged in the report. To that end we recommend an Equity Impact Review be completed.
- The issue of noise should be further addressed and adequately defined in the report. Noise is simply not an issue of "annoyance" or something that disrupts everyday routines. The impacts of noise have been shown to affect health including heart disease, high blood pressure, sleep disturbances, children's learning, and stress². For our neighbors living near the airport, noise severely impacts their ability to open their windows, enjoy their backyard or close-by park, sleep without disturbances or be able to focus on tasks or learning. The report should and cite findings from community noise complaints, decibel level monitoring data, and any community outreach/feedback concerning noise. Additionally, in Table E3 Land Use Compatibility Matrix, the notes section footnote recommends that measures that achieve noise level reductions (NLR) of 20-30 db, should be incorporated into residential building code but does not address how mitigation strategies for existing

¹ http://dl.pscleanair.org/DEEDS/DEEDS_Tech_Report_Exec_Summary.pdf,
https://static1.squarespace.com/static/5d744c68218c867c14aa5531/t/5e0edc05d2e16f330fa0071d/1578032180988/CHIA_low_res+report.pdf,
<https://www.duwamishcleanup.org/moss-study>

² <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5437751/>

residential buildings will be attained. Most of the existing residential building stock in Seattle was building prior to 1950 and most homes do not have the level of insulation and noise mitigative measures to attain the desired db threshold. The proposed 300 feet extension of the runway will have additional noise impacts on the Georgetown community.

- Per the Environmental Overview³: *The proposed Fuel Facility that includes land acquisition and construction near the Lower Duwamish Waterway shoreline could include impacts to ESA-listed aquatic species that occur in the Duwamish River if construction activities include disturbances below the shoreline Mean Higher High Water (MHHW) elevation.* In addition to construction activities, it is important that the King County International Airport acknowledge the impact to aquatic species due to run off. The proposed Fuel Facility may also be in floodplain risk area and will require more analysis and include the most recent FEMA 2020 floodplain data in addition to other data, such as from the UW Climate Impacts Group, that projects higher levels of precipitation could lead to more standing water issues at the Airport⁴. Additionally, we recommend that [sea level rise projections](#) are incorporated into the Environmental Overview and taken into consideration as to the viability of proposed construction and proposed fuel storage facility.
- Environmental Justice: The Environmental Overview of the Master Plan Update states - *“None of the Proposed Projects are anticipated to have a disproportionately high and adverse impact on the minority or low-income populations.”* We recommend that the report include information on outreach, research and sources that led to this board conclusion, such as community events, surveys, workshops, interviews with residents and businesses, with respondent data reported by race, income, etc.. The City of Seattle is aware of community-based organizations such as the Georgetown Community Council and the Beacon Hill Community Council, who have already communicated their concerns about anticipated impacts to their communities– both having high populations of Black, Indigenous and people of color residents as well as a high percentage of residents with lower incomes and lower wealth. Again, we recommend that the report include an Equity Impact Review to identify how the proposed actions will impact fence line communities.

We recognize the important role the King County International Airport has in serving the growing needs of our region. With projected increases in flight activity, particularly in the commercial sector, and the related economic benefits that accrue, we urge you to align the proposal with the County and State climate action goals as well as more deeply analyze and acknowledge the environmental impacts to Environmental Justice communities, with a more intentional analysis of mitigation and community investment opportunities.

Thank you for the opportunity to provide comment.

Sincerely,

Jessica Finn Coven
Director, Office of Sustainability and Environment
City of Seattle

³ https://www.kingcounty.gov/~media/services/airport/documents/master-plan-update/Draft_Chapter_E_Environmental_Overview.ashx?la=en

⁴ https://cig.uw.edu/wp-content/uploads/sites/2/2014/11/ps-sok_sec12_builtenvironment_2015.pdf

Comments and Responses: City of Seattle - received 12/016/20						
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#1	1	Add reference to current County emission reduction goals in the MP Update and update the Airport’s GHG Emissions Inventory.	---	King County’s Strategic Climate Action Plan states its goal is to reduce county-wide emissions by 50% by 2030. We recommend noting this goal in the Airport Master Plan report and including any examples of mitigation strategies. We recommend a comprehensive analysis is performed to identify any increase in climate pollution related to the Airport Master Plan and how it will align with the King County Climate Action Plan and WA State emission reduction targets. Additionally, emission reductions are often challenging in the aviation sector (King County’s largest source of emissions), therefore, it is important that the County invest in adjacent communities with deeper emissions reductions that provide co-benefits that support health, comfort and reduced displacement.	Comments noted. Yes, we will add reference in the Airport Master Plan to King County’s Strategic Climate Action Plan goal is to reduce county-wide emissions by 50% by 2030. In addition, the Airport is currently in the process of initiating an Airport Carbon Accreditation (ACA) program. Following the Airport’s confirmation in the ACA program, the County will be required to prepare a current GHG Emissions Inventory that meets the ACA protocols.	1
#2	1	Add reference in the MP Update to local studies re: the evidence of compromised air quality and health disparities in the Duwamish Valley.	---	Reduction of emissions should be prioritized at this location to avoid further affecting communities that already experience disproportionate health disparities and inequities. The evidence of compromised air quality and health disparities in the Duwamish Valley has been well-documented in several studies ¹ . We recommend these studies be included in the Environmental Overview section and subsequent SEPA documents.	Comments noted. Yes, reference to these studies will be added to the Environmental Overview chapter and subsequent SEPA documents.	1
#3	1	Additional information on health impacts of particulate matter.	---	We recognize that particulate matter (fine and ultrafine) has an impact on health, especially communities with high levels of air-pollution and high levels of asthma and other respiratory illnesses as a result of prolonged exposure to pollution. An increase in particulate matter should be more deeply analyzed on neighboring communities such as South Park, Georgetown, Beacon Hill and the impact of a	Comments noted. Please refer to the Air Quality section of the Environmental Review chapter (see pgs. E.1-E.3) for additional information on particulate matter. In addition, there is not yet an industry-accepted way of quantifying potential UFP pollution from aircraft operations and there is no requirement to	4

¹ http://dl.pscleanair.org/DEEDS/DEEDS_Tech_Report_Exec_Summary.pdf, https://static1.squarespace.com/static/5d744c68218c867c14aa5531/t/5e0edc05d2e16f330fa0071d/1578032180988/CHIA_low_res+report.pdf, <https://www.duwamishcleanup.org/moss-study>

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				projected increase in flights to frontline communities should be acknowledged in the report. To that end we recommend an Equity Impact Review be completed.	specifically address UFP in NEPA, as FAA guidance does not recognize it. Certainly, it’s possible that the science on UFP pollution will be advanced in the coming years and its assessment/impact as an aircraft-generated pollutant could be included in future environmental review studies.	
#4	1 & 2	Noise impacts & mitigation options.	---	The issue of noise should be further addressed and adequately defined in the report. Noise is simply not an issue of “annoyance” or something that disrupts everyday routines. The impacts of noise have been shown to affect health including heart disease, high blood pressure, sleep disturbances, children’s learning, and stress ² . For our neighbors living near the airport, noise severely impacts their ability to open their windows, enjoy their backyard or close-by park, sleep without disturbances or be able to focus on tasks or learning. The report should and cite findings from community noise complaints, decibel level monitoring data, and any community outreach/feedback concerning noise. Additionally, in Table E3 Land Use Compatibility Matrix, the notes section footnote recommends that measures that achieve noise level reductions (NLR) of 20-30 db, should be incorporated into residential building code but does not address how mitigation strategies for existing residential buildings will be attained. Most of the existing residential building stock in Seattle was building prior to 1950 and most homes do not have the level of insulation and noise mitigative measures to attain the desired db threshold. The proposed 300 feet extension of the runway will have additional noise impacts on the Georgetown community.	<p>Comments noted.</p> <p>Yes, reference to the recommended measures that can achieve noise level reductions (NLR) of 20-30 db, is a national standard recognized for new residential construction, and it’s understood that these NLRs are typically not achievable when sound attenuating older properties. However, King Co. completed a comprehensive noise study for KCIA in 2005 (i.e., an FAR Part 150 Noise Compatibility Program) that resulted in FAA approval and funding of several noise mitigation projects for KCIA. One of these key projects from the Program provided a voluntary multi-year sound attenuation program for single-family homes located in parts of the Georgetown, Beacon Hill and Tukwila/Allentown neighborhoods. This project, which was 95% federally funded by the FAA, provided \$40 million for the sound insulation of just under 600 homes in these neighborhoods.</p> <p>It should also be noted that the updated existing and future noise contours, generated for this Master Plan Update, are significantly smaller than the previous contours generated for the KCIA Part 150 Noise Compatibility Study, and would likely result in a much smaller Noise Mitigation Boundary if the Study were updated today. This current reduction in the KCIA-related noise footprint is the result of both fewer aircraft operations being conducted at the Airport and changes in the fleet mix of those operations due to the</p>	4

² <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5437751/>

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					retirement of many older/noisier aircraft, along with the continued advancement of quieter engine technology.	
#5	2	Requested environmental review and analysis recommendations for the future fuel storage facility.	---	Per the Environmental Overview ³ : The proposed Fuel Facility that includes land acquisition and construction near the Lower Duwamish Waterway shoreline could include impacts to ESA-listed aquatic species that occur in the Duwamish River if construction activities include disturbances below the shoreline Mean Higher High Water (MHHW) elevation. In addition to construction activities, it is important that the King County International Airport acknowledge the impact to aquatic species due to run off. The proposed Fuel Facility may also be in floodplain risk area and will require more analysis and include the most recent FEMA 2020 floodplain data in addition to other data, such as from the UW Climate Impacts Group, that projects higher levels of precipitation could lead to more standing water issues at the Airport ⁴ . Additionally, we recommend that sea level rise projections are incorporated into the Environmental Overview and taken into consideration as to the viability of proposed construction and proposed fuel storage facility.	Comments noted. Yes, once the proposed development site is confirmed, the potential environmental impacts of constructing the Airport’s fuel storage facility must undergo a comprehensive environmental review process and obtain environmental approvals and permitting prior to construction.	4
#6	2	Consideration of Environmental Justice impacts in the Master Plan Update.	---	Environmental Justice: The Environmental Overview of the Master Plan Update states - “None of the Proposed Projects are anticipated to have a disproportionately high and adverse impact on the minority or low-income populations.” We recommend that the report include information on outreach, research and sources that led to this board conclusion, such as community events, surveys, workshops, interviews with residents and businesses, with respondent data reported by race, income, etc.. The City of Seattle is aware of community-based organizations such as the Georgetown Community Council and the Beacon Hill	Comments noted. Special efforts have been made by KCIA staff, through targeted meetings and the provision of translation services, to gather input on the MP Update from the resident stakeholders located in the vicinity of the Airport throughout the planning process. We acknowledge receiving comments from the community-based organizations (CBOs) that you cited. However, KCIA staff have also coordinated with other CBOs (e.g., the Refugee Women’s Alliance – ReWa) for interviews on the Master Plan Update and the vast majority of these	4

³ https://www.kingcounty.gov/~media/services/airport/documents/master-plan-update/Draft_Chapter_E_Environmental_Overview.ashx?la=en

⁴ https://cig.uw.edu/wp-content/uploads/sites/2/2014/11/ps-sok_sec12_builtenvironment_2015.pdf

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				Community Council, who have already communicated their concerns about anticipated impacts to their communities—both having high populations of Black, Indigenous and people of color residents as well as a high percentage of residents with lower incomes and lower wealth. Again, we recommend that the report include an Equity Impact Review to identify how the proposed actions will impact fence line communities.	comments were positive. We stand by our preliminary assessment that “None of the Proposed Projects are anticipated to have a disproportionately high and adverse impact on the minority or low-income populations.” Please note the environmental review process (e.g., an Environmental Assessment) is the proper venue to officially document and address any potential Environmental Justice impacts that may result from the implementation of projects recommended in the Master Plan Update.	



March 9, 2021

[SENT via email to jparrott@kingcounty.gov](mailto:jparrott@kingcounty.gov)

John Parrott, Director
King County International Airport
7277 Perimeter Rd. S.
Seattle, WA 98108-3844

Dear Director Parrott,

We appreciate your recent presentation to the Tukwila City Council regarding the King County International Airport Master Plan. We recognize the important role the King County Airport has in serving our region, and we thank you for the opportunity to engage on this effort.

Neighborhood livability is one of our community's greatest values – it emerges as a key concern during any budgeting or planning effort on which we embark. We know from talking with our residents that quality of life impacts such as noise and air pollution are of utmost concern, and we are committed to advocating for our residents on these issues wherever we can, particularly because South King County communities experience disproportionate health disparities.

As King County International Airport moves ahead with the Master Plan implementation process, we urge ongoing community discussion and involvement, particularly with our Tukwila neighborhoods in Allentown-Duwamish and Tukwila Hill. We understand that there will be future environmental analyses on specific projects and look forward to working through those in partnership with you. We'd like to offer our assistance as you work through your forthcoming Airport Communications Plan.

Sincerely,

Allan Ekberg
Mayor

Kate Kruller
Council President

Comments and Responses: Community Outreach - received 12/16/20

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#1 Stephen Taylor	1	Objection to proposed redevelopment of the existing Southwest General Aviation Area with future Air Cargo facilities.	---	<p>Over the five decades that I’ve been associated with the airport, the one and only visible trend is that the airport has marginalized “the little guy.” The airport has become the provenance of billionaires who have bought up all of the available general aviation space to build massive hangars to house their toys and the little remaining space has been given over to other high-bidders such as freight carriers and up-scale FBO’s.</p> <p>At present, the ONLY remaining space where a general aviation pilot can see any degree of acceptance is on the Southwest side of the field at the Museum of Flight. The proposed development would displace that last remaining connection for aviators. Perhaps even more troubling, the proposed air cargo ramp would be directly in front of the World-Class facilities that the Museum of Flight and the Raisbeck Aviation High School have created with the help of our civic leaders over recent years.</p> <p>I find it unconscionable that the airport would even consider displacing the few remaining private operators and placing an eye-sore of a commercial operation in front of the High School and the Museum’s beautiful Aviation Pavilion.</p>	<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. For this MP Update, the Airport Staff’s initial recommendation to propose the new Southwest Air Cargo Area originally included a provision for the development of a new North General Aviation Aircraft Storage Area to accommodate the relocation of displaced based aircraft. However, FAA’s decision to no longer support the Threshold Crossing Height (TCH) waiver on Runway 14R landings for large aircraft resulted in the required 300-foot relocation to the north of the Runway 14R threshold. This future threshold relocation thus eliminated the potential development of the site for new GA aircraft storage.</p>	1
#1 Charles Hogan & Joshua Weinstein	1	Objection to proposed redevelopment of the existing Southwest	---	<p>We expressly oppose the removal of general aviation parking spaces on the southwest ramp, just to the north of The Museum of Flight (item 2 in the Master Plan Update Summary and Request for Feedback), without accommodations for replacing them elsewhere on the</p>	<p>Comments noted.</p> <p>See response to comment above.</p>	1

Comments and Responses: Community Outreach - received 12/16/20						
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		General Aviation Area with future Air Cargo facilities.		airport grounds. General aviation parking provides an equal access opportunity for ALL aviators alike, to access the public King County facilities. Moreover, the proximity of this parking to The Museum of Flight, provides critical access to the museum’s facilities in the case of educational and public safety events. In addition, this ease of access is a requirement to accommodate those aviators with disabilities and allows for educational opportunities inclusive of access to both operational (on the flight line) and non-operational (static display) aircraft.		
#2 Charles Hogan & Joshua Weinstein	1	Additional info on GA operational activity at BFI.	---	Per King County reports, general aviation aircraft represent approximately half of all aircraft operations at KBFI. King County’s forecast predicts a sudden decline in general aviation activity, a figure in stark contrast to the continued growth of general aviation in our region, and one worth re-examining. Further evidence of supporting general aviation growth exists in the Federal Aviation Administration’s (FAA) “Air Traffic Activity System” data, showing an increase in itinerant general aviation, plus local civil operations, from 124,050 in 2015 to 149,316 in 2019.	Comments noted. 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.	4
#3 Charles Hogan & Joshua Weinstein	1	Objection to proposed redevelopment of the existing Southwest General Aviation Area with future Air Cargo facilities.	---	While we recognize that commercial interests and tax revenue generation are a key focal point of the KBFI management, the county needs to recognize KBFI as more than just a cost and profit center. KBFI represents an access point for our community, a landmark for our young aviators, and a gathering place for volunteers within the general aviation community. Further elimination of general aviation parking areas will continue a decades long trend and diaspora of general aviation services and access at KBFI.	Comments noted. Airport Staff acknowledges the challenges of planning for the future development of an airport that is severely site constrained, but has high demand for facilities to serve all sectors of aviation. However, King County is currently investigating how some of the existing Airport property that is being used by Boeing for temporary overflow B-737 MAX parking could potentially be used for displaced GA aircraft parking. This evaluation also applies to a few small airport leaseholds (e.g., the existing Lot 13 area located on the west	1

Comments and Responses: Community Outreach - received 12/16/20

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				We ask that King County reconsider their adoption of the master plan, to specifically consider the negative impacts this plan will have on the general aviation community at KBFI, and the devaluation of KBFI as an asset to the King County community and tax payers.	side of the Airport, directly south of the existing ATCT facility) that may soon be available for new leases to support additional GA aircraft apron parking facilities.	



EQUITY IN EDUCATION

C O A L I T I O N

December 9th, 2020

King County International Airport
7277 Perimeter Rd S
Seattle, WA 98108

Dear King County International Airport Management and Staff,

On behalf of the Equity in Education Coalition, I am writing to you today to provide comment on the King County International Master plan that is currently being discussed. The KCIA Master Plan will have implications on our region for decades to come. Equity in Education Coalition and our working partners have a stake in the community inclusion process and we value the decisions being developed with communities who are historically left out of decision making processes.

We know that the people living in the surrounding area from Georgetown South Park, Allentown, New Holly, and Beacon Hill—have a high demographic which comprises low income, Black, Indigenous, and People of Color. Each of these neighborhoods has been experiencing contamination for years by increased pollution both from KCIA and Seattle Airport. The neighborhood has been politically neglected and socially underserved. The perfect recourse is to remedy this by making sure that the voices of neighborhood champions are heard through and through.

We understand that the KCIA Community Coalition has presented their concerns through their Community Benefits Agreement which includes:

- 1) *A thorough assessment of the environmental impact of the proposed Master Plan.*
- 2) *Include KCIA into the King County Climate Strategic Plan with target greenhouse gas emission targets.*
- 3) *Have KCIA develop an environmental, social, and economic policy that will guide the level of accommodation of flight increases*
- 4) *Include Beacon Hill and Georgetown with near KCIA communities in targeted local hire recruitment and targeted selection of BIPOC communities for KCIA training apprenticeships, jobs, and contracts.*
- 5) *Have KCIA engage with Beacon Hill Council, Georgetown, and other affected residents to:*

- a) *plot the KCIA air flights and type of aircraft over Beacon Hill and Georgetown*
 - b) *measure current and future air and noise emission, and*
 - c) *identify and implement the mitigation.*
- 6) *Inform us when the projected flight increases approach exceeding or exceed the schedule or the total flights to reopen the Community Benefits Agreement.*
- 7) *Include the Duwamish River Cleanup Coalition in the development of a health and mitigation plan near communities of the fuel storage farm.*
- 8) *KCIA creates a green canopy around the airport to buffer noise.*
- 9) *Include bike pathways to help slow down the traffic.*
- 10) *No military planes.*

Per your response, while most of the concerns are within the control of the King County Government, we ask that you work with KCIA Community Coalition, the County Executive, Councilmembers, and other entities to address the concerns raised by the KCIA Community Coalition.

Sincerely,



Sharonne Navas
Co-Founder and Executive Director
Equity in Education Coalition

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).

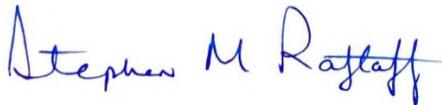
3. There is potential for more flexibility concerning the RPZ for 14R and potential GA parking at the north end of the airport. Specifically, we propose that you show the threshold move as “not required,” pending new Instrument Approach Procedure (IAP) designs. We believe that there is a reasonable opportunity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



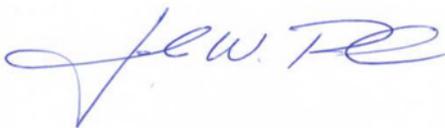
Jeff Haas
Boeing Field Tenants Association



Matt Hayes
President & CEO
Museum of Flight



Therese Tipton
Principal
Raisbeck Aviation High School



Josh Pruzek
Northwest Mountain Regional Manager
Aircraft Owners and Pilots Association (AOPA)



Alex Gertsen
Director, Airports & Ground Infrastructure
National Business Aviation Association (NBAA)

Comments and Responses: Friends of Boeing Field (FOBFI) - received 03/12/21

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 FOBFI	1	Runway 14R Approach	---	“KCIA will analyze alternatives to address the non-standard Threshold Crossing Height (TCH) of the ILS approach for runway 14R. The airport will first evaluate the RNAV/LPV approach designs currently under development by Hughes Aerospace [insert here the goal of what Hughes is trying to accomplish in their design in terms of addressing the TCH issue]. If approach designs do not offer a feasible solution for TCH, then the airport will pursue a Displaced Threshold to resolve the TCH. The airport will make their best effort to minimize the impacts of the Displaced Threshold, due to the 32L departure RPZ, on GA parking capacity by preserving as many spots as possible and replacing displaced spots elsewhere on the airport. Furthermore, RPZ acceptable use guidance and/or waivers will be pursued.”	Additional changes or revisions regarding the existing Runway 14R non-standard Threshold Crossing Height (TCH) will have to be addressed in a future BFI planning effort. This supplemental planning could also include an evaluation of the FAA’s current Interim Guidance on Land Uses Within a Runway Protection Zone, which is required when an airfield project would result in the introduction of new or modified incompatible land uses to an RPZ. The alternatives that would be prepared for this analysis should include the concept of the RW 14R displaced threshold and options for the positioning of the RW 32L departure RPZ. The evaluation of these alternatives should also include further analysis regarding the potential retention of the existing northeast general aviation parking apron.	4
#2 FOBFI	1	Northwest (NW) Airport GA Hangars and Parking	---	“KCIA will design a GA Hangar and Parking area for the NW area of the airport with the assumption that a solution can be agreed upon with FAA for the 14R Approach TCH issue and the current threshold location maintained, with accommodation for the 32L departure RPZ.”	Alternatives for GA hangar and apron storage in the northwest area of the Airport were previously prepared for this MP Update and presented in the draft Working Paper Three planning document. These alternatives were later removed from consideration due to the proposed 300-foot shift/relocation of the RW 14R threshold, which would reposition the future approach RPZ over this area of airport property, thus precluding the development. Any future development considerations for this area of airport property would need to be examined following the completion of the supplemental planning efforts described in the response to Comment #1 (if applicable).	4
#3 FOBFI	1	NW GA Parking & Maintenance	---	“KCIA will evaluate building a Light GA parking area in the NW area of the airport. This would be an alternate to the same portion of the airport maintenance buildings shown in the ALP. The airport will prioritize all other possible locations for maintenance, including the purchase of adjacent and nearby properties for maintenance facilities which are not required to be on airport property.”	See response to comment #2 above.	4
#4	2	NE Parking	---	“KCIA will seek a solution for the NE GA parking such that	As noted in the response to Comment #1 above, any	4

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FOBFI				the aircraft may continue to park within the RPZ for runway 14R. The FAA provides for the ability to evaluate land uses within the RPZ on case by case basis. Since it is an acceptable existing land use and the airport does not have ability to relocate displaced aircraft due to space constraints on the airfield, the FAA should allow aircraft parking to continue to remain with the RPZ.”	reevaluation of the existing northeast GA aircraft parking area will need to be addressed in a separate BFI planning effort that includes FAA’s current Interim Guidance on Land Uses Within a Runway Protection Zone. Given the sequence of events that originally triggered the expanded boundary of the RPZ (i.e., the initial visibility upgrade of the RW 14R instrument approach procedure) and the current proposal in the MP Update to reposition the RPZ, this supplemental planning will be required.	
#5 FOBFI	2	Light GA Hangars (SW and Midfield)	---	“KCIA will plan to repair or replace the Light GA Hangars located in the southwest and mid-field areas of the airport.”	<p>Please note the proposal to redevelop the existing Southwest GA 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.</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 would exclude 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>	1
#6 FOBFI	2	Central Light GA Parking	---	“KCIA will initiate a reconfiguration of the Central Light GA Parking area to increase the number of GA tie-down spaces.”	Airport Staff acknowledges the challenges of planning for the future development of an airport that is severely site constrained, but has high demand for facilities to serve all sectors of aviation. However, King County is currently investigating how some of the existing Airport property that is being used by Boeing for temporary overflow B-737 MAX parking could potentially be used for displaced GA aircraft parking. This evaluation also applies to a few small airport leaseholds (e.g., the existing Lot 13 area located on the west side of the Airport, directly south of the existing ATCT	1

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					facility) that may soon be available for new leases to support additional GA aircraft apron parking facilities.	
#7 FOBFI	2	Area 13 Light GA Parking	---	“KCIA will make the Area 13 available for GA Parking, following Boeing’s vacating of Area 13.”	See response to comment #6 above.	1
#8 FOBFI	2	Light GA Parking Capacity	---	“KCIA will maintain or grow the available quantity of Light GA parking spaces based on the 2015 Baseline of 263 spaces (Master Plan Chapter B – Forecast). If spaces need to be eliminated, the airport will locate, on the airport grounds, additional spaces to offset those displaced spaces. KCIA will initiate a project to provide a website so that pilots can apply for parking and check on the status and progress of their request in a transparent fashion.”	See response to comment #6 above. In addition, KCIA will investigate options to automate the process of submitting based aircraft storage applications and monitoring the status of availability.	4



King County Airport
kciacommunityoutreach@kingcounty.gov

To whom it may concern,

On behalf of the Georgetown neighborhood, we, the Georgetown Community Council Board, submit the following comments on King County International Airport Master Plan Update.

As the closest neighborhood to the King County International Airport, residents and businesses alike are affected by airport operations. Changes in scope to operations, airport plans and goals, or policies have significant impact to the health and vitality of those who live next door to KCIA. Which means that community involvement in decisions affecting the airport is literally a matter of life and death.

With this in mind, we ask that King County include as a part of the master plan:

Measure current and future air and noise emission and identify and implement mitigation measures. The current master plan update calls for a 300-foot runway expansion, north in Georgetown. KCIA admits that this encroachment into the residential and commercial area of Georgetown will increase noise. We ask that a mitigation and monitoring strategy be included for both air and noise. These strategies should be co-created with community and other agencies. We also for a semi-annual review, with community, of the master plan and racial equity, health, and social justice outcomes before taking on projects that lead to additional airport growth.

Conduct a thorough assessment of the environmental impact of the master plan. Ensure that KCIA examines both the impacts to community project by project AND the cumulative impacts during the National Environmental Policy Act (NEPA) and SEPA processes for each project and develop racial equity and social justice outcomes.

Create a green canopy around the airport to improve health outcomes for impacted communities. Preserve the grove of pine trees along Ellis Ave S at the current Army Reserves facility. Work with current airport tenants to provide living, green screens across from residential use.

Include KCIA in the King County Climate Strategic Plan with target greenhouse gas emissions. Publicly document alignment with the King County Strategic Climate Action Plan and Airport Carbon Accreditation Program. Develop racial equity, health, and social justice outcomes for each KCIA strategy toward its goal of carbon neutrality.



Include Beacon Hill, Georgetown and surrounding KCIA communities in targeted local hire recruitment and targeted selection of BIPOC communities for KCIA training apprenticeships, jobs, and contracts.

Include bike pathways to help slow down the traffic and integrate the airport into the neighborhood.

Please let us know if you have questions about our comments. We look forward to continuing to build our relationship between the surrounding communities and the airport and will continue working with the responsible government entities to address our concerns.

Sincerely,

A handwritten signature in black ink that reads 'Greg Ramirez'.

Greg Ramirez
Chair of the GCC Board of Directors

Comments and Responses: Georgetown Community Council - received 12/14/20

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#1	1	Recommendation regarding the Airport Master Plan’s potential impact on generation of future noise and air pollution.	---	Measure current and future air and noise emission and identify and implement mitigation measures. The current master plan update calls for a 300-foot runway expansion, north in Georgetown. KCIA admits that this encroachment into the residential and commercial area of Georgetown will increase noise. We ask that a mitigation and monitoring strategy be included for both air and noise. These strategies should be co-created with community and other agencies. We also for a semi-annual review, with community, of the master plan and racial equity, health, and social justice outcomes before taking on projects that lead to additional airport growth.	<p>Comments noted. For clarification, the proposal is for the runway to be relocated 300 ft to the north on airport property not expanding the runway. As part of this project, the airport would also be removing 500 ft. of special use pavement so reducing the overall runway available for departures by 500 ft. This project fixes a non-standard condition at the airport that FAA will no longer sign a waiver for.</p> <p>The potential environmental impacts of all projects recommended in the Airport Master Plan Update, including noise impacts, must be evaluated in separate environmental review documents (i.e., specified NEPA and SEPA studies) and receive environmental clearance prior to implantation or construction.</p> <p>The Airport Director and staff are always open to continued dialog and attending community meetings when invited.</p>	4
#2	1	Recommendation regarding the Airport Master Plan’s potential impact on the various environmental impact categories.	---	Conduct a thorough assessment of the environmental impact of the master plan. Ensure that KCIA examines both the impacts to community project by project AND the cumulative impacts during the National Environmental Policy Act (NEPA) and SEPA processes for each project and develop racial equity and social justice outcomes.	<p>Comments noted.</p> <p>See response to comment above.</p>	4
#3	1	Proposals to maintain/expand green buffers between the Airport and Georgetown development areas.	---	Create a green canopy around the airport to improve health outcomes for impacted communities. Preserve the grove of pine trees along Ellis Ave S at the current Army Reserves facility. Work with current airport tenants to provide living, green screens across from residential use.	<p>King County is currently coordinating with the City of Seattle regarding the relocation of a segment of Airport fencing to improve the existing pedestrian connection between Georgetown and South Park neighborhoods of Seattle. This project could also include a combination of artwork and a landscape buffer along a segment of the Airport’s perimeter fencing.</p>	4

Comments and Responses: Georgetown Community Council - received 12/14/20						
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					<p>In addition, The Boeing Company has constructed an elevated wall system adjacent to several of their aircraft parking positions on the west side of the Airport that likely serve multiple purposes related to jet blast and noise mitigation, as well as provides a visual barrier. It is possible that some variant of this wall system could constructed at the north end of the Airport, in conjunction with the current artwork and a landscape buffer project that is being planned in this area.</p> <p>The Airport is currently looking into greenery that does not attract wildlife, absorbs the most carbon and does not grow too tall to use for increased foliage where appropriate around the airport.</p>	
#4	1	Request for updated GHG emissions inventory and reduction plan.	---	Include KCIA in the King County Climate Strategic Plan with target greenhouse gas emissions. Publicly document alignment with the King County Strategic Climate Action Plan and Airport Carbon Accreditation Program. Develop racial equity, health, and social justice outcomes for each KCIA strategy toward its goal of carbon neutrality.	<p>Comments noted.</p> <p>Also, as a County entity, KCIA is aligned with the King County Strategic Climate Action Plan (KCSCAP). Specifically, KCIA supports the KCSCAP by managing GHG emissions (that they can control), conducting climate preparedness, and promoting climate/community resiliency. These include, but are not limited to, initiating an Airport Carbon Accreditation (ACA) program, managing fleet emissions, Green Building Scorecards for project planning, mitigating the impacts of climate change to Airport assets, participating in County task forces (green building, energy, and climate preparedness), and optimizing the involvement of interns and disadvantaged business to participate in capital projects. In addition, following KCIA’s confirmation in the ACA program, the County will be required to prepare a current GHG Emissions Inventory that meets the ACA protocols</p>	4
#5	2	Proposal for	---	Include Beacon Hill, Georgetown and surrounding KCIA communities in targeted local hire recruitment	Comments noted.	4

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		expanding job opportunities for local residents surrounding KCIA.		and targeted selection of BIPOC communities for KCIA training apprenticeships, jobs, and contracts.	Yes, King County has existing programs to promote targeted outreach for our internship program and a robust disadvantaged business program for capital projects at the Airport. In addition, 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 of the jobs are specifically located on the Airport, but include transportation providers getting to and from BFI and support for entertainment/food and beverage establishments in Georgetown.	
#6	2	Proposals to expand bike pathways in the vicinity of the Airport and surrounding neighborhoods.	---	Include bike pathways to help slow down the traffic and integrate the airport into the neighborhood.	Comments noted. King County is currently coordinating with the City of Seattle regarding the relocation of a segment of Airport fencing to improve the existing pedestrian connection between the Georgetown and South Park neighborhoods of Seattle. Hopefully, this planning can also include the integration of bike pathways to expand transportation linkages with the neighboring communities.	4

KCIA Community Coalition Comments and Answers based on the conversation at the KCIA Community Working Group meeting 11.23.2020:

- 1. A thorough assessment of the environmental impact of the proposed Master Plan.*

With-in the County's control. This is not within the scope of the Master Plan itself, but any project proposed in the Master Plan is required to go through traditional project process, including the National Environmental Policy Act (NEPA) and SEPA processes.

- 2. Include KCIA into the King County Climate Strategic Plan with target greenhouse gas emission targets.*

With-in the County's control This is not within the scope of the Master Plan, however as a County entity, we are aligned with the King County Strategic Climate Action Plan. We are supporting SCAP through our Airport Carbon Accreditation Program (where we are working to become carbon neutral by 2030), managing fleet emissions, Green Building Scorecards for project planning, mitigating the impacts of climate change to Airport assets, and participating in County task forces such as green building, energy, and climate preparedness.

- 3. Have KCIA develop an environmental, social, and economic policy that will guide the level of accommodation of flight increases*

Outside the County's control. KCIA, as a public airport that does not use any tax-payer funding but does accept FAA grant funding, cannot turn away aircraft per the [FAA Grant Assurances](#). When KCIA accepts FAA grant funding we are also accepting all the grant assurances (or "strings attached") and must maintain the grant assurances for 20 years after taking FAA funding or we must pay the funding back.

- 4. Include Beacon Hill and Georgetown with near KCIA communities in targeted local hire recruitment and targeted selection of BIPOC communities for KCIA training apprenticeships, jobs, and contracts.*

With-in the County's control. Hiring practices are not within the scope of the Master Plan and legally we cannot require applicants for apprenticeships, jobs or contracts be from a certain geographic area or demographic group. However, we do plan to link jobs and contracts for bid to our website to provide more visibility to all those who are interested.

For our internship program we already do extensive outreach in the local high schools and community colleges as well as connect with the Museum of Flight and their robust youth engagement network to help get the word out about our internship opportunities. This allowed school counselors to work with interested students to apply for the open internships.

Due to Covid, we had to pivot our internship program this year but were still able to host three interns, two from high school and one from Seattle Central. All three of them identified as BIPOC students and one is currently going to school to become a pilot. We were able to host them because of a newly formed partnership with DCHS and were one of the only agencies in King County's Department of Executive Services to host interns this year.

- 5. Have KCIA engage with Beacon Hill Council, Georgetown, and other affected residents to*

- a) plot the KCIA air flights and type of aircraft over Beacon Hill and Georgetown*
- b) measure current and future air and noise emission, and*
- c) identify and implement the mitigation.*

Outside and with-in the County's control. KCIA cannot regulate where airplanes fly after they take off. That is under the control of the FAA control tower. We do however have a tool on our [website](#) to allow the public to track flights in real time (minus a required security delay). KCIA is also open to accommodating an air and noise monitor from the Puget Sound Clean Air Agency.

6) Inform us when the projected flight increases approach exceeding or exceed the schedule or the total flights to reopen the Community Benefits Agreement.

Outside and with-in the County's control. KCIA, as a public airport that accepts FAA funding, cannot turn away aircraft. However, we would propose an annual review of this document to see how we can continue to meet the needs of the community in ways within our control. We also can create a formal community communication plan for this community coalition's review on the ways to keep dialog open between community groups and KCIA.

7) Include the Duwamish River Clean up Coalition in the development of a health and mitigation plan near communities of the fuel storage farm.

With-in the County's control. There will be a significant community outreach effort and environmental reviews to find a new location of the fuel farm. We are still working on finding a permanent operator for the new fuel farm so we are a way off before we get to that point. We will continue to communicate the status of this effort.

8) KCIA create a green canopy around the airport to buffer noise.

With-in the County's control to a point. Landscaping is not within the scope of the Master Plan, but we are looking for a short tree or shrub that absorbs the most carbon, does not grow too tall and does not attract wildlife to plant around the airport. We welcome any suggestions community members may have.

9) Include bike pathways to help slow down the traffic.

Outside the County's control. A bike path is not within the scope of the Master Plan however, we are currently working with SDOT to assist in a plan to create a bike path between Georgetown and South Park. While it is out of scope for the Master Plan, KCIA continue to investigate other ways to beautify the area within the County's jurisdiction. However, the streets surrounding the airport are the jurisdiction of the City of Seattle or the City of Tukwila.

10) No military planes.

Outside the County's control. KCIA, as a public airport that accepts FAA funding, cannot turn away aircraft. (see answer to #2)

For items that are outside the County's control, we have contacted the FAA to find the best point of contact for these concerns and will forward that information when we get it. That will be after the holiday.



King County Airport
7277 Perimeter Rd. S.
Seattle, WA 98108-3844
KCIACommunityOutreach@KingCounty.gov

December 14th, 2020

To whom it may concern:

I am writing today with regards to a portion of the King County International Airport (KCIA) Draft Master Plan. After years of work on this plan, recent changes cause great concern to The Museum of Flight (MOF) and to many in the community. To summarize:

- The plan includes a very large commercial air cargo facility bordering MOF
- Execution of this proposal could lead to real harm to MOF, the adjacent public high school, the people we serve, and the reputation of a culturally and educationally significant asset in King County
- The portion of the Master Plan pertaining to this proposal should be reevaluated

This comment is written in my capacity as President and CEO of The Museum of Flight as well as a member of the KCIA Community Roundtable. It should be noted that KCIA has been a good partner with MOF and we appreciate what we have achieved together over the years.

Of most grave concern, however, is the proposal to build out a large commercial air cargo terminal adjacent to the north and east of The Museum of Flight and to the east of Raisbeck Aviation High School, a Highline public school. We will not to argue the importance of growth in the aviation sector, nor its economic impact. We do our best to encourage it and to help create a workforce to meet the incredible demand for skilled labor and great jobs in these fields.

Yet we must acknowledge what happens on the airfield impacts MOF. In this case the impact of a discretionary KCIA decision could be very negative. The Museum of Flight is a world-class destination and arguably one of the finest museums of its type. It is also the largest non-governmental air and space museum in the world. Employing hundreds it is also a large economic driver. Yet what has been built over the past 55 years is not only a tribute and reflection of aviation in our lives. Nor is it a mere accumulation of over 4 million artifacts and objects. It is also a world-class research facility and an educational institution in its own right. Focusing on the underserved students in King County, we served over 160,000 youth in 2019. This is done not just by inspiring students but also by providing substantial pathways into careers. This includes course for high schoolers culminating in high school credit and up to 60 free college credits. All for those in most need of this opportunity.



Our work, also includes visits from over 600,000 visitors and being one of the biggest private events venues in King County. Clients from around the world, and around Boeing Field, enjoy the sanctuary of our galleries for their business events, jet deliveries, weddings, memorials, and more. All of this occurs on the southwest corner of KCIA. A high volume cargo facility bordering the Museum would likely cause significant noise, pollution, adverse road traffic, and other impacts that could significantly impact our ability to be a foremost cultural and educational facility. We enjoy being on an active airfield. It is important to the ambiance and wonder of a visit to the Museum. But an operation such as that which is being proposed could drive away so much of what has been built and is important to our community. Simply put, upon walking through the first 747 or JFK's Air Force One, you want to be able to hear your child say "Wow." Or to hear his grandmother share her experience helping build one of these magnificent machines.

Finally, we are concerned about what would be lost in the proposed area of development. General aviation is the entry point for aviation and key to industry growth. There is no current solution for the displacement of more than 75 parking slots. In addition, the ramp to the north of MOF is one of constant activity. This proposal could eliminate our ability to provide first flights for young girls at our *Women Fly* event, likely eliminate the ability to accommodate the Blue Angels for Seafair, and eliminate visiting aircraft from other Museums, Air and Rescue demonstrations, NASA, and more.

We ask that King County reconsider their adoption of the master plan, specifically with regards to the negative impacts this single proposal will have on general aviation and especially on all those that benefit from the presence of The Museum of Flight and what it has to offer. Ultimately I believe that KCIA and King County could be harmed by its adoption with this proposal intact. Thank you for your consideration and please do not hesitate to contact me if you have any questions.

Sincerely,

Matt Hayes
The Museum of Flight
President and CEO
mhayes@museumofflight.org 206-764-5702

cc: Caroline Whalen - Director of the Department of Executive Services, King County
John Parrott - Airport Director, King County International Airport
Mike Colmant - Airport Deputy Director, King County International Airport

Comments and Responses: The Museum of Flight - received 12/16/20

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#1	1	Potential concern land use compatibility between the MOF and an adjacent future air cargo facility.	---	Of most grave concern, however, is the proposal to build out a large commercial air cargo terminal adjacent to the north and east of The Museum of Flight and to the east of Raisbeck Aviation High School, a Highline public school.	<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. The future development boundary of the proposed new Aviation Redevelopment Area will be revised as described above on the updated draft Airport Layout Plan.</p>	1
#2	2	Proposed redevelopment of the existing Southwest General Aviation Area with future Air Cargo facilities.	---	Finally, we are concerned about what would be lost in the proposed area of development. General aviation is the entry point for aviation and key to industry growth. There is no current solution for the displacement of more than 75 parking slots. In addition, the ramp to the north of MOF is one of constant activity. This proposal could eliminate our ability to provide first flights for young girls at our Women Fly event, likely eliminate the ability to accommodate the Blue Angels for Seafair, and eliminate visiting aircraft from other Museums, Air and Rescue demonstrations, NASA, and more.	<p>Comments noted.</p> <p>As noted above, the future development boundary for this area 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. So, an existing small general aviation development area will be maintained directly adjacent to the MOF facility, which would allow the MOF to maintain its current aviation-related educational programs (e.g., first flights) with King County youth.</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</p>	4

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					Storage Area to accommodate the relocation of displaced based aircraft. Schematic layouts for these new GA facilities were presented 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 decision to no longer support the Threshold Crossing Height (TCH) waiver on Runway 14R landings for large aircraft, which was received late in the MP Update study process, 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. This information is presented in Draft Chapter D Alternatives Development and Evaluation (see pgs. D.95 & D.96).	

December 15, 2020

By Electronic Mail

King County Airport
7277 Perimeter Rd. S.
Seattle, WA 98108-3844
KCIACommunityOutreach@KingCounty.gov

RE: NBAA Comments on King County Airport Master Plan

Dear Master Plan Coordinator:

The National Business Aviation Association (NBAA) is pleased to provide feedback on the King County Airport (BFI) Master Plan.

NBAA represents the interests of over 11,000 member companies that rely on general aviation (GA) aircraft to help make their businesses more efficient, productive and successful. Those members include numerous tenants and users of the King County Airport (BFI) who continue to be strongly interested in the airport's future accessibility and viability.

We recognize the county's efforts to improve safety by making changes to the runway 14R/32L Runway Protection Zone (RPZ) and in making various airfield geometry and lighting upgrades necessary to maintain the airfield in accordance with current FAA design standards. We understand that GA areas on the north side of the airfield must be eliminated as a result of the RPZ improvements. While we recognize that the airfield is space constrained, we urge the county to find ways to minimize loss of GA capacity and ensure continued accommodation for GA activities by identifying other areas on the airport to relocate facilities displaced as the result of the changes to the RPZ, and to specifically include that plan in the Master Plan.

NBAA advocates for the entire spectrum of general aviation aircraft that rely on BFI and contribute to its success. While we recognize the jobs and potential for revenue growth an additional cargo area can bring to the airport, we are concerned that other changes proposed in the Master Plan, such as transition of Southwest Air Park area to cargo, without an accompanying plan in the Master Plan to fully relocate affected tenants if such a transition occurs, will negatively impact GA users at all levels.

In closing, we applaud the county's leadership for recognizing the benefits general aviation facilities contribute to securing a robust, sustainable future for King County Airport and the safety efforts the county is planning to undertake. We believe a

successful Master Plan envisions positive change for all types of aviation activities. We ask that the county give strong consideration to find ways in the Master Plan to not only maintain current capacity to accommodate general aviation, but to also lay the foundation for enhancements.

We look forward to jointly working with the County Council, King County Airport staff, GA users and tenants and the greater community to ensure that all users can benefit from our collective efforts as part of the Master Plan program.

Please do not hesitate to contact me if NBAA can be of assistance.

Sincerely,

A handwritten signature in black ink that reads "Alex Gertsen". The signature is fluid and cursive, with a long horizontal stroke at the end.

Alex Gertsen, C.M.
Director, Airports and Ground Infrastructure
E: agertsen@nbaa.org
P: (202) 737-4477

CC:

John Parrott, Airport Director, jparrott@kingcounty.gov
Michael Colmant, Airport Deputy Director, michael.colmant@kingcounty.gov

Comments and Responses: National Business Aviation Association - received 12/16/20

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2. Disagree with intent or context of comment, no changes recommended.
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#1	1	Response to the impacts of the proposed RW 14R threshold relocation and RPZ enlargement.	---	We recognize the county’s efforts to improve safety by making changes to the runway 14R/32L Runway Protection Zone (RPZ) and in making various airfield geometry and lighting upgrades necessary to maintain the airfield in accordance with current FAA design standards. We understand that GA areas on the north side of the airfield must be eliminated as a result of the RPZ improvements. While we recognize that the airfield is space constrained, we urge the country to find ways to minimize loss of GA capacity and ensure continued accommodation for GA activities by identifying other areas on the airport to relocate facilities displaced as the result of the changes to the RPZ, and to specifically include that plan in the Master Plan.	Comments noted. Airport Staff acknowledges the challenges of planning for the future development of an airport that is severely site constrained, but has high demand for facilities to serve all sectors of aviation. However, they are currently investigating how some of the existing Airport property that is being used by Boeing for temporary overflow B-737 MAX parking could potentially be used for displaced GA aircraft parking. This evaluation also applies to a few small airport leaseholds (e.g., the existing Lot 13 area located on the west side of the Airport, directly south of the existing ATCT facility) that may soon be available for new leases to support additional GA aircraft apron parking facilities.	1
#2	1	Concern regarding the MP Update recommendations to relocate GA aircraft storage facilities.	---	NBAA advocates for the entire spectrum of general aviation aircraft that rely on BFI and contribute to its success. While we recognize the jobs and potential for revenue growth an additional cargo area can bring to the airport, we are concerned that other changes proposed in the Master Plan, such as transition of Southwest Air Park area to cargo, without an accompanying plan in the Master Plan to fully relocate affected tenants if such a transition occurs, will negatively impact GA users at all levels.	Comments noted. Yes, 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. 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	1

Comments and Responses: National Business Aviation Association - received 12/16/20						
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					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. 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.	
#3	1 & 2	Concern regarding the MP Update recommendations to relocate GA aircraft storage facilities.	---	In closing, we applaud the county’s leadership for recognizing the benefits general aviation facilities contribute to securing a robust, sustainable future for King County Airport and the safety efforts the county is planning to undertake. We believe a successful Master Plan envisions positive change for all types of aviation activities. We ask that the county give strong consideration to find ways in the Master Plan to not only maintain current capacity to accommodate general aviation, but to also lay the foundation for enhancements.	Comments noted. See responses to comments 1 & 2 above.	4

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<p>#1 Sarah Shiftly sarah.shifley@gmail.com</p>		<p>Environmental Concerns – part of 350 Seattle Aviation Team</p>		<p>Table E2 "Greenhouse Gas Emissions" (in Chapter E) appears to show metric tons of CO2 emitted during various legs of flights in and out of KCIA. However, there's no explanation in the chapter of how those numbers were calculated. Did you take a percentage of total emissions from fuel pumped, or use a different methodology? And could you provide whatever source data and formulae were used to calculate these numbers.</p>	<p>There are two methods used at airports to calculate airport-related emissions, and they are slightly different: Airport Cooperative Research Program (ACRP) Report 11, and the Airport Carbon Accreditation (ACA). The method used should be tailored to the inventory purpose and the data available. In the case of the BFI MP Update, a hybrid was used given the information available (Appendix Six of the MP Update references the data used for the noise analysis, which was the same data used to calculate emissions using the AEDT.</p> <p>The evaluation of greenhouse gases focused on aircraft emissions, which represent the significant majority of aviation emissions and were calculated using the FAA’s Aviation Environmental Design Tool (AEDT) Version 3b. The AEDT model calculates aircraft fuel burn in the landing and takeoff phase which is basically operation of the aircraft on arrival from a 3,000-foot altitude above ground to the airport and then on departure to 3,000 feet. This is referred to as the LTO (Landing and Takeoff cycle). The AEDT model then takes fuel burn and calculates CO2 emissions based upon the type of fuel used by the individual aircraft (recognizing that Jet A fuel has a slightly different carbon content than Aviation Gas (100LL). The MP Update did not prepare a forecast of future fuel that might be dispensed which is dependent on the distance that aircraft would travel. However, to evaluate aircraft noise, future aircraft operations (number of operations and aircraft type) enabled the evaluation of aircraft noise and emissions in the LTO. The LTO approach is consistent with ACA protocol, which is one of the intermediate calculations noted in ACRP Report Greenhouse gas emissions and were not estimated for other sources. While somewhat dated, King County prepared an inventory following the ACRP Report 11 protocol for KCIA</p>	<p>4</p>

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					<p>in 2011 identifying emissions in 1990, 2007, and 2020.</p> <p>Radiative forcing was also not calculated as there is no industry consensus of the specific forcing that aviation contributes. FAA continues to do research in its center of excellence about the radiative forcing nature of aviation.</p> <p>Sources about the airport greenhouse gas calculations can be found at:</p> <p>ACRP Report 11 https://crp.trb.org/acrp0267/acrp-report-11-guidebook-on-preparing-airport-ghg-inventories/ Note that there is a section of this report that discussed radiative forcing.</p> <p>ACRP Report 11 https://crp.trb.org/acrp0267/acrp-report-11-guidebook-on-preparing-airport-ghg-inventories/ Note that there is a section of this report that discussed radiative forcing.</p> <p>ACA https://www.airportcarbonaccreditation.org/</p> <p>FAA Aviation Emissions https://www.faa.gov/regulations_policies/policy_guidance/envir_policy/media/primer_jan2015.pdf</p> <p>Example radiative forcing article: https://journals.ametsoc.org/bams/article/97/4/561/216221/Impact-of-Aviation-on-Climate-FAA-s-Aviation</p>	
#2 Sarah Shiftly sarah.shifley@gmail.com		Environmental Concerns – part of 350 Seattle Aviation Team		Could you confirm that the Master Plan Update reports do <i>not</i> consider any non CO2-caused climate warming from aviation emissions (often referred to as radiative forcing)?	As noted above, there has not been industry acceptance of an approach to capturing radiative forcing, and it’s potential impact was not included in the MP Update report.	4

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com						
#3 Sarah Shifly sarah.shifly@gmail.com		Environmental Concerns – part of 350 Seattle Aviation Team		Chapter E also includes this statement in the Environmental Justice section: "None of the Proposed Projects are anticipated to have a disproportionately high and adverse impact on the minority or low-income populations." Could you please provide all substantiation that KCIA has for this statement?	Based upon the overlay/comparison of the baseline environmental inventory documentation with the recommended project list from the MP Update, we believe that the statement above regarding potential Environmental Justice impacts is correct. A definitive conclusion would have to be either confirmed or mitigated through a NEPA and SEPA evaluation prior to the development of any specific airport development project. If a project is determined to have disproportionately high and adverse impacts on the minority or low-income populations then mitigation measures may be required. As an example, the future noise analysis as an element of the NEPA process may need to include a census tract analysis to identify potential impacts on any minority or low-income populations.	4
#4 Sarah Shifly sarah.shifly@gmail.com		Environmental Concerns – part of 350 Seattle Aviation Team		What, if any, analyses were done to determine the impact the forecasted increase in flights and proposed projects would have on the achievability of the GHG emission reduction targets set by Seattle, King County, and Washington State?	The MP Update only documented a snapshot of the aircraft operations-related GHG emissions data for the years 2018, 2023, and 2035. Any analysis of the Airport’s future role in meeting GHG emission reduction targets set by the City of Seattle, King County, and Washington State would need to be based on a more comprehensive evaluation of the greenhouse gas emissions for the overall operation of the Airport.	4
#5 Sarah Shifly sarah.shifly@gmail.com		Environmental Concerns – part of 350 Seattle Aviation Team		The "Executive Summary" references a "strategic vision established by King County" (p. xxiii). Could you please provide me a copy of that "strategic vision"?	This information is in reference to the County’s Strategic Plan Goals and Objectives, as defined in the King County Strategic Plan and the King County International Airport Strategic Plan 2014-2020. This document was to serve as an Airport Management business decision-making tool (i.e., the roadmap) for the development of capital projects, sustainability, and customer service.	4
#6 Sarah		Environmental Concerns –		The "Executive Summary" states that the plan's basic assumptions were formulated with input from "stakeholders,	At the beginning of the master plan a group of stakeholders was developed which created the airport working group. You	4

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Shiftly sarah.shifley@gmail.com		part of 350 Seattle Aviation Team		airport staff, and the FAA." Could you please provide a list of all stakeholders who participated in this formulation and the input provided by each stakeholder? Could you also explain how stakeholders were identified and selected?	can find the working group charter and meeting notes on the master plan update page of our project website. https://www.kingcounty.gov/services/airport/master-plan-update.aspx	
#7 Sarah Shiftly sarah.shifley@gmail.com		Environmental Concerns – part of 350 Seattle Aviation Team		The "Executive Summary" states that the basic assumptions "include a commitment for continued airport development that supports ...sustainable planning objectives in the region." Could you please provide me a copy of these "sustainable planning objectives" and an explanation of where and how they are included in the assumptions?	A listing of the planning goals and supporting objectives defined in the King County International Airport Strategic Plan 2014-2020 are presented on pages A.2-A.3 of the Inventory of Existing Conditions chapter of the Master Plan Update. Additionally, as a County Agency we will be aligned with the King County Strategic Climate Action Plan (SCAP). Outside of the Master Plan we are working on an Airport Carbon Accreditation Program through the Airports Council International , managing fleet emissions, Using Green Building Scorecards for project planning, and participating in County task forces (green building energy, and climate preparedness). The County SCAP is located at the link below. It is still under County Council review. https://www.kingcounty.gov/services/environment/climate/actions-strategies/strategic-climate-action-plan/2020-SCAP-update.aspx	4
#8 Sarah Shiftly sarah.shifley@gmail.com		Environmental Concerns – part of 350 Seattle Aviation Team		Have you looked at more recent research on radiative forcing? The sources you provide don't appear particularly current.	As presented below in your response, we have not been actively reviewing this since there has not been industry acceptance of an approach to capturing radiative forcing.	4

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#9 Sarah Shiftly sarah.shifley@gmail.com		Environmental Concerns – part of 350 Seattle Aviation Team		Is it correct that the last GHG emission inventory completed by KCIA was in 2011? (I think I may be misreading your response.)	Please see the draft environmental section on the Master Plan website (link) page E.2 for the table on aircraft operation emissions inventory conducted for the master plan. The master plan is not an in-depth GHG study. The last full GHG emissions inventory in was done in 2011 however it will be updated through Airport Accreditation program through Airports Council International which we have just begun.	4
#10 Sarah Shiftly sarah.shifley@gmail.com		Environmental Concerns – part of 350 Seattle Aviation Team		Can you provide a copy of the most recent GHG emission inventory completed by KCIA?	A copy of the report was sent to you via email.	4
#11 Sarah Shiftly sarah.shifley@gmail.com		Environmental Concerns – part of 350 Seattle Aviation Team		Can you provide an explanation of how the master plan update -- and KCIA generally -- is "aligned" with the SCAP? I'd also appreciate any supporting documentation.	There are instances in the King County SCAP that discusses the Airport's actions that include fleet and climate preparedness. Please see the King County SCAP document (link) page 269, 270 and 290 for documentation.	4
#1 John Hallock hallock.john@gmail.com		Environmental Impact Concerns		Hi I'm a resident who lives just north of the runway in Georgetown. I'm concerned that the extension of the runway will significantly impact the health and safety of my family. The planes come in low and loud enough and the extension of the runway will only make that issue worse. I would suggest the airport consider offering the impacted residents potential buyouts of their property if the airport intends to expand the runway and expand operations it doesn't seem like a long-term viable place to live for my family.	Comments noted. The potential noise impacts of repositioning the RW 14 threshold 300 ft to the north on airport property will have to be evaluated in separate environmental review documents (i.e., specified NEPA and SEPA studies) and receive environmental clearance prior to implementation or construction. In addition, the updated existing and future noise contours that were generated for this Master Plan Update are significantly smaller than the previous contours generated for the KCIA Part 150 Noise Compatibility Study, and would likely result in a much smaller Noise Mitigation Boundary if the Study were updated today. This current reduction in the KCIA-related noise footprint is the result of	4

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					both fewer aircraft operations being conducted at the Airport and changes in the fleet mix of those operations due to the retirement of many older/noisier aircraft, along with the continued advancement of quieter engine technology.	
#1 Robert Ferry robert.ferry@gmail.com		Potential Ruby Chow Park expansion		<p>Below is the area of land I was referring to in my question today about using vacant land to double the size of Ruby Chow parl</p> <p>In fact the traffic on Hardy and 13th Ave S is so little that it could be closed to provide a contiguous park that is more than twice the size of Ruby Chow. I would note that Ruby Chow is also already within the protection zone and a passive park use should be compatible with the nature of the protection zone</p> 	<p>Comments noted.</p> <p>As specified in FAA’s Airport Design Advisory Circular (AC 150/5300-13A) “The RPZ function is to enhance the protection of people and property on the ground. Where practical, airport owners should own the property under the runway approach and departure areas to at least the limits of the RPZ. It is desirable to clear the entire RPZ of all above-ground objects. Where this is impractical, airport owners, as a minimum, should maintain the RPZ clear of all facilities supporting incompatible activities.”</p> <p>Since a public park is not an approved recommended land use within the RPZ boundary, the proposed expansion of Ruby Chow Park on Airport Property (into the future repositioned boundary area of the RPZ) would not be approved by the FAA.</p>	4
#1 Richard Gelb		Aviation fuel flowage fees		Hi John, I’m following up to see if you might be able to summarize leaded fuel vendor sales volume per day/per week.	Hi Richard, This is Tony E from the Airport. We’ve met during ESJ interdepartmental trainings on Equity Impact Review Tool	4

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<p>Richard.Gleb@kingcounty.gov</p> <p>206-477-4536</p> <p>Healthy Community Planning and Partnering Team Documentation Unit Lead, COVID-19 Response Public Health Seattle/King County</p>				<p>Thank you for any info you can provide on this topic.</p>	<p>implementation for capital projects.</p> <p>The Airport receives fuel flowage fees for two types of aviation fuel:</p> <p>\$0.08/gallon for Jet-A (kerosene-based fuel for turbine engines); & \$0.055/gallon for 100LL (Avgas 100 octane low-lead fuel for reciprocating piston engines)</p> <p>Please let me know if either or both of these fuel types meet criteria for your Duwamish Valley Air Quality meeting discussion. The Airport has monthly reporting data received from six fuel providers for these two fuel types; to break down this data more granularly into daily/weekly fuel quantities would be a manual “heavy lift.”</p> <p>Followed up on 11/17/2020 Listed below are the Airport’s fuel flowage numbers as reported by BFI fuel providers (i.e., Air BP, AvFuel, World Fuel Services, etc.) from 2017 thru SEP-2020.</p> <p>Source documents for this data are the Airport’s fuel audits. (to big of a file to include here)</p> <p>Please let me know if you have any questions or need additional information.</p>	
<p>#1 Adam Malone</p>				<p>This is feedback in response to the Update Summary and Q&A during the Open House sessions regarding the planned removal of a large portion of light General Aviation (GA) parking:</p> <p>A statement should be added to the Master Plan that</p>	<p>Adam,</p> <p>Thank you for your feedback.</p> <p>Airport Staff acknowledges the challenges of planning for the future development of an airport that is severely site</p>	<p>1</p>

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				<p>identifies that the impact to light GA parking due to the planned removal of NE and SW Parking is an issue for which mitigation plans are needed and creative solutions are being sought (e.g. parking at Lot 13).</p> <p>Perhaps this could be stated in the Airport Development Plan portion of the updated Master Plan.</p> <p>Although addressing this issue will be a challenge due to airport size constraints, stating it in the Master Plan would indicate the willingness of KCIA to collaboratively look for creative solutions.</p> <p>Light GA is still forecasted to be the largest category of airport operations through 2035, and providing access for the light GA pilot community that lives in King County is an important and appreciated part of the airport's mission.</p>	<p>constrained, but has high demand for facilities to serve all sectors of aviation. However, we are currently investigating how some of the existing Airport property that is being used by Boeing for temporary overflow B-737 MAX parking could potentially be used for displaced GA aircraft parking. This evaluation also applies to a few small airport leaseholds (e.g., the existing Lot 13 area located on the west side of the Airport, directly south of the existing ATCT facility) that may soon be available for new leases to support additional GA aircraft apron parking facilities.</p>	
#1 Maureen Sánchez LDW Site Manager Washington State Department of Ecology NWRO		Proposed fuel farm relocation site.		<p>Hello,</p> <p>The Jorgensen Forge Site is located at 8531 E Marginal Way S Seattle and adjacent to the Lower Duwamish Waterway (LDW) Superfund site. This is also the location of the Jorgensen Forge Corp contaminated site which cleanup is overseen by the Washington State Department of Ecology (Ecology). Because of the historic upland contamination present at this site as well as the potential risk for additional contamination into the LDW that may result during and after the cleanups are conducted; siting of a fuel farm at this location is not recommended. The potential risks to human health and the environment that may result from spills and other activities known to be associated to fuel farms make this location an undesirable choice for the community and the environment. Please take this under consideration during plan revisions and contact Ecology for additional information regarding this contaminated site.</p>	<p>Comments noted.</p> <p>The MP Update has identified the Jorgensen Forge Site property as a potential redevelopment site for the Airport’s existing fuel storage facility. However, the property would still need to be acquired by the Airport (following the completion of an Environmental Due Diligence Audit) to support the project, and the potential environmental impacts associated with the future development of this site (e.g., existing site contamination) would have to be evaluated and receive both NEPA and SEPA environmental clearances prior to development.</p>	4

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We had – number of people with the same comment. See attached list.		Environmental Concerns		<p>Dear Planners and Outreach,</p> <p>The King County International Airport (KCIA) Master Plan Update lays the groundwork for an untenable increase in greenhouse gas (GHG) emissions and climate warming from new aviation activity. In King County, aviation is already a major contributor to climate warming. Before the Master Plan Update goes forward, KCIA should perform a full GHG emission inventory, including total emissions from all fuel pumped and factoring in radiative forcing. The Master Plan Update should also include concrete steps for meeting the emission reductions goals laid out in King County's Strategic Climate Action Plan: a 50% reduction from 2007 levels by 2030. We need a decrease, not an increase, in aviation emissions for there to be any possibility of meeting our climate goals!</p> <p>The proposed Master Plan Update also clears a path for greater harm to neighboring communities. Aviation is a major source of air and noise pollution, and the communities closest to the airport that take the brunt of this pollution are far more diverse and poorer than King County as a whole. The plan trivializes serious noise impacts and ignores adverse health effects from ultra-fine particulate pollution. This is classic environmental racism, and we can't let it happen.</p> <p>Please amend the Master Plan Update to align with King County's climate goals and commitments to equity and environmental justice (as laid out in written comments submitted by 350 Seattle), and incorporate the demands of impacted communities! We need a moratorium on all aviation growth.</p>	<p>Comments noted.</p> <p>KCIA is one of the few airport's in the country that has prepared a comprehensive GHG inventory (entitled, <i>King County International Airport Greenhouse Gas Emissions Inventory: 1990, 2007 & 2020</i>), which was published in 2011.</p> <p>Also, as a County entity, KCIA is aligned with the King County Strategic Climate Action Plan (KCSCAP). Specifically, KCIA supports the KCSCAP by managing GHG emissions (that they can control), conducting climate preparedness, and promoting climate/community resiliency. These include, but are not limited to, initiating an Airport Carbon Accreditation (ACA) program, managing fleet emissions, Green Building Scorecards for project planning, mitigating the impacts of climate change to Airport assets, participating in County task forces (green building, energy, and climate preparedness), and optimizing the involvement of interns and disadvantaged business to participate in capital projects. In addition, following KCIA's confirmation in the ACA program, the County will be required to prepare a current GHG Emissions Inventory that meets the ACA protocols.</p>	4
#1		Environmental Concerns		Dear Planners and Outreach,	Comments noted.	4

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Aisha Sial				<p>I am horrified to think anyone would make plans to grow air travel in King County. This is unjust to the point of criminal even suicidal to our region. Our family lived near Boeing Field, my grandchildren breathed the flumes left behind by the many small planes using leaded fuel! Now they live near Renton airport. Families of Black, Indigenous, and all people of Color have fewer educational employment, and housing options because of our deeply embedded ideas of White supremacy. Racist culture supports lies (both huge and small) and the illegal antisocial crimes of powerful wealthy people are destroying us all. Whites who remain apathetic and selfish will reach a bad end sooner or later. I warn you now make plans to shrink aviation and provide more equity.</p> <p>For my personal reasons and all the reasons listed below by 350 Seattle...</p> <p>DOWNSIZE AVIATION!</p> <p>The King County International Airport (KCIA) Master Plan Update lays the groundwork for an untenable increase in greenhouse gas (GHG) emissions and climate warming from new aviation activity. In King County, aviation is already a major contributor to climate warming. Before the Master Plan Update goes forward, KCIA should perform a full GHG emission inventory, including total emissions from all fuel pumped and factoring in radiative forcing. The Master Plan Update should also include concrete steps for meeting the emission reductions goals laid out in King County's Strategic Climate Action Plan: a 50% reduction from 2007 levels by 2030. We need a decrease, not an increase, in aviation emissions for there to be any possibility</p>	<p>King County does not have the authority limit or restrict the operation of aircraft to and from the facility. We concur that a projected increase in aircraft operations, as outlined in the Master Plan Update, would result in an increase in aircraft noise at KCIA, which was documented in the Environmental Overview chapter of the MP Update (see pgs. E.10-19).</p> <p>However, the potential environmental impacts associated with any of the proposed projects in the MP Update (e.g., noise and air quality impacts) would have to be evaluated and receive both NEPA and SEPA environmental clearances prior to development.</p> <p>It should also be noted that the updated existing and future noise contours, generated for this Master Plan Update, are significantly smaller than the previous contours generated for the KCIA Part 150 Noise Compatibility Study, and would likely result in a much smaller Noise Mitigation Boundary if the Study were updated today. This current reduction in the KCIA-related noise footprint is the result of both fewer aircraft operations being conducted at the Airport and changes in the fleet mix of those operations due to the retirement of many older/noisier aircraft, along with the continued advancement of quieter engine technology.</p>	

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				<p>of meeting our climate goals!</p> <p>The proposed Master Plan Update also clears a path for greater harm to neighboring communities. Aviation is a major source of air and noise pollution, and the communities closest to the airport that take the brunt of this pollution are far more diverse and poorer than King County as a whole. The plan trivializes serious noise impacts and ignores adverse health effects from ultra-fine particulate pollution. This is classic environmental racism, and we can't let it happen.</p> <p>Please amend the Master Plan Update to align with King County's climate goals and commitments to equity and environmental justice (as laid out in written comments submitted by 350 Seattle), and incorporate the demands of impacted communities! We need a moratorium on all aviation growth.</p>		
#1 Amy Marks		Environmental Concerns		<p>Hello. I am writing today with a comment on the King County International Airport Master Plan. I will keep my comments simple.</p> <p>Aviation activity in our region has been increasing in recent years, and with it comes an increase in climate pollution, noise pollution and air pollution. Hopefully I don't need to explain the importance of lowering global climate pollution. Air and noise pollution from KCIA effect some of the county's least economically advantaged residents.</p> <p>I would like to suggest that the master plan focuses on decreasing these environmental pressures, rather than increasing them. This would be more in line with our county's values and goals.</p>	<p>Comments noted.</p> <p>See response to Aisha Sial comments noted above on pg. 10.</p>	4
#1 Daniel		Environmental Concerns		<p>Dear Planners and Outreach,</p> <p>CARBON HAS 30-50 YEAR LAG TIME BEFORE</p>	<p>Comments noted.</p>	4

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Ferra				MOLECULE REACHES ITS FULL POTENTIAL IN HOLDING HEAT MASS METHANE NATURAL GAS HAS 10 YEAR LAG TIME AND IS 130 TIMES HOTTER THAN A CARBON MOLECULE WE ARE LOCKED IN TO EXPONENTIAL HEAT EXPONENTIAL RAIN EXPONENTIAL SNOW COMING OFF OF GREENLANDS 20 FEET OF SEA LEVEL RISE METHANE NATURAL GAS INDUCED WINDS CAN BRING RECORD HEAT RAIN OR SNOW ANY WHERE US FEDERAL RESERVE BANK NUCLEAR FOSSIL FUEL MONOPOLIES BITCH SLAPPING HOME GLOBE IN WARRING SLAVE MINERAL OIL AND GAS EXTRACTION TERRITORIES ARRESTING SHOOTING BURNING DROWNING AN KILLING us IN THEIR EXECUTIVE EXTINCTION EXECUTION LYING AND DENYING GLOBAL WARMING ABRUPT CLIMATE CHANGING SEA LEVEL RISING OVER 220 FEET WITH IN 36 MONTHS 444 Nuclear Reactors 450 Nuclear Facilities Over 1,300 Nuclear Fuel Rod Pools Over 2,000 Nuclear Detonations Over 14,000 Nuclear Weapons Over 250,000 Toxic Tons Of Radiated Nuclear Waste Globally	See response to Aisha Sial comments noted on pg. 10.	

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				<p>NAKASAKI HEROSHIMA FUKUSHIMA</p> <p>SINCE 2005 GLOBAL WARMING FEED BACK LOOPS SEEPING SPEWING AND VENTING METHANE NATURAL GAS PERMA-FROST METHANE HYDRATES MANTLE METHANE FROM ISOSTATIC REBOUNING AND PINGOES NATALIA SHOVKHOV GUY MCPHERSON AND KEVIN HESTER FEEL THEY ARE GETTING READY TO EXPLODE THIS SECOND MINUTE HOUR DAY</p> <p>20 FEET OF SEA LEVEL RISE IN GREENLAND</p> <p>200 FEET OF SEA LEVEL RISE IN ANTARCTICA MELTING CALVING GETTING READY TO COLLAPSE WITH IN 36 MONTHS</p> <p>LAST TIME PARTS PER MILLION OF CARBON WAS 410PPM SEA LEVEL WAS 130 FEET HIGHER THAN RIGHT NOW CARBON IS AT 415PPM</p> <p>ANTARCTICA HAS MELTED MORE IN THE PAST 4 YEARS THAN WHAT THE ARCTIC MELTED IN THE PAST 34 YEARS</p> <p>STRATOSPHERE IS 65C HOTTER THAN 4 YEARS AGO AN GETTING HOTTER</p> <p>ONLY MEASURING CARBON</p> <p>ADD 2.0C METHANE NATURAL GAS</p> <p>ADD 2.0C NITROUS OXIDE</p> <p>ADD 2.0C WATER VAPOUR</p> <p>ADD 2.0C CARBON</p> <p>= 8.0C GLOBAL TEMPERATURES RISE since the 1700S</p> <p>21 JUNE 2020 SIBERIAN ARCTIC 100.4F</p> <p>RECORD HEAT RECORD FIRES</p> <p>RECORD RAIN RECORD FLOODS</p> <p>YEAR AFTER YEAR EVERY YEAR</p> <p>ALLOW RESIDENCE TO SELL THEIR SOLAR</p>		

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				<p>BATTERIES AND ELECTRICAL VEHICLE POWER TO THE UTILITY aka FEED IN TARIFF https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fpetitions.moveon.org%2Fsign%2Flet-california-home-owners&data=04%7C01%7CKCIACommunityOutreach%40kingcounty.gov%7C590124d2247845066bd608d893bd7a3d%7Cbae5059a76f049d7999672dfe95d69c7%7C0%7C0%7C637421789297573380%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6IklhaWwiLCJXVCi6Mn0%3D%7C1000&sd=0wMA4LjhgZgOLXgFVZE3%2Fnxx%2FwHSrpy1UTD8VbNbwI%3D&reserved=0</p> <p>SOLAR + ELECTRIC VEHICLE + AC UNIT = SAVED LIFE WHEN GRID IS DOWN BAN FRACKING https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.youtube.com%2Fwatch%3Fv%3Dv9GRkZMTqCs&data=04%7C01%7CKCIACommunityOutreach%40kingcounty.gov%7C590124d2247845066bd608d893bd7a3d%7Cbae5059a76f049d7999672dfe95d69c7%7C0%7C0%7C637421789297573380%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6IklhaWwiLCJXVCi6Mn0%3D%7C1000&sd=0wMA4LjhgZgOLXgFVZE3%2Fnxx%2FwHSrpy1UTD8VbNbwI%3D&reserved=0</p> <p>When Will Greenland and Antarctica Collapse ? Great Lakes Lake Levels Rising Because of Record Rain an Greenland Melting All That Ice an Snow Is Heavy</p>		
#1 Robert Braunstein		Displacement/ Loss of Existing GA		<p>Dear King County International Airport/Boeing Field -</p> <p>It has come to my attention that the current proposal and</p>	<p>Comments noted.</p> <p>The MP Update does identify a potential demand scenario for</p>	1

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		aircraft storage facilities		<p>master plan of Boeing field includes the “redevelopment of the Southwest area”, which is another way of saying “the elimination of approximately 75 general aviation hangars and tie down spaces”. I do not see any firm plans in the current proposal for the relocation of these spaces on the field.</p> <p>I have lived in West Seattle for the past 30 years and have had a small airplane (single engine land) located on Boeing Field since 1996. It is not just a hangar but a way of life for me.</p> <p>According to FAA Airport Compliance Manual 5190.6B, Chapter 9, Section 9.1.a and Section 9.7, this current proposal is in direct violation. Here are the excerpts:</p> <p>Federal Grant Obligations. Grant Assurance 22, Economic Nondiscrimination, requires the sponsor to make its aeronautical facilities available to the public and its tenants on terms that are reasonable and without unjust discrimination. This federal obligation involves several distinct requirements. First, the sponsor must make the airport and its facilities available for public use. Next, the sponsor must ensure that the terms imposed on aeronautical users of the airport, including rates and charges, are reasonable for the facilities and services provided. Finally the terms must be applied without unjust discrimination. The prohibition on unjust discrimination extends to types, kinds and classes of aeronautical activities, as well as individual members of a class of operator. This is true whether these terms are imposed by the sponsor or by a licensee or tenant offering services or commodities normally required at the airport. The tenant’s commercial status does not relieve the sponsor of its obligation to ensure the terms for services offered to aeronautical users are fair and reasonable and without unjust discrimination. (See An</p>	<p>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 would exclude 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. The future development boundary of the proposed new Aviation Redevelopment Area will be revised as described above on the updated draft Airport Layout Plan.</p> <p>Please note the proposal 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. For this MP Update, the Airport Staff’s initial recommendation to propose the new Southwest Air Cargo Area 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. However, FAA’s decision to no longer support the Threshold Crossing Height (TCH) waiver on Runway 14R landings for large aircraft, which was received late in the study process, resulted in the required 300-foot relocation to the north of the Runway 14R threshold. This threshold relocation then eliminated the potential development of the new North General Aviation Aircraft Storage Area. This information is presented in Draft Chapter D Alternatives Development and Evaluation (see pgs. D.95 & D.96).</p>	

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				<p>air carrier that assumes the same obligations imposed on other tenant air carriers shall enjoy the same classification and status. This applies to rates, fees, rentals, rules, regulations, and conditions covering all the airport’s aeronautical activities.</p> <p>Availability of Leased Space. The sponsor’s federal obligation under Grant Assurance 22, Economic Nondiscrimination, to operate the airport for the public’s use and benefit is not satisfied simply by keeping the runways open to all classes of users. The assurance federally obligates the sponsor to make available suitable areas or space on reasonable terms to those willing and qualified to offer aeronautical services to the public (e.g. air carrier, air taxi, charter, flight training, or crop dusting services) or support services (e.g. fuel, storage, tie-down, or flight line maintenance services) to aircraft operators. Sponsors are also obligated to make space available to support aeronautical activity of noncommercial aeronautical users (i.e., hangars and tie-down space for individual aircraft owners). This means that unless it undertakes to provide these services itself, the sponsor has a duty to negotiate in good faith for the lease of premises available to conduct aeronautical activities. Since the scope of this federal obligation is frequently misunderstood, the following guidance is offered:</p> <p>a. Servicing of Aircraft. All grant agreements contain an assurance that the sponsor will neither exercise nor grant any right or privilege that would have the effect of preventing the operator of an aircraft from performing any services on its own aircraft with its own employees. This does</p>	<p>Regarding the comments in reference to compliance with Grant Assurance 22, BFI is a significantly space constrained facility that has historically experienced a greater demand for aircraft storage facilities than could be accommodated within their limited development footprint. Given these existing site development constraints and the ongoing changes in aviation demand, Airport Staff are sometimes required to make difficult choices regarding future planning recommendations through the Airport Master Plan process, and have those changes reflected on the updated Airport Layout Plan. As noted above, the existing southwest T-hangars were identified for removal in the previous planning study, as reflected on the existing ALP. In addition, the designation of this area as a future Aviation Redevelopment Area that could include air cargo facilities is not a violation of the grant assurances. BFI Staff had no input into FAA’s decision to revoke the existing TCH waiver that eliminated the option for the proposed new GA aircraft storage area at the north end of the Airport. However, they have committed in recent public meetings on the MP Update to continue the evaluation of other locations on the west side of the Airport (e.g., the existing Lot 13 area located on the west side of the Airport, directly south of the existing ATCT facility) to accommodate some of these relocated based aircraft, as existing leaseholds expire.</p>	

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				<p>not, however, federally obligate the sponsor to lease space to every aircraft operator using the airport. It simply means that any aircraft operator entitled to use the airfield is also entitled to tie down, adjust, repair, clean, and otherwise service its own aircraft, provided it does so with its own employees and conducts self-servicing in accordance with the sponsor’s reasonable rules or standards established for such work. Accordingly, the assurance establishes a privilege of selfservice, but it does not, by itself, compel the sponsor to lease the facilities necessary to exercise that privilege.</p> <p>Furthermore, general aviation (GA) has a rich history at Boeing Field, providing jobs, flight training, aircraft charter, maintenance, repair, recreation and more. GA activity at Boeing Field generates significant economic impact to King County – both at the airport and in the surrounding community. Other airports in the area do not have the additional capacity to accommodate the displaced aircraft, forcing many owners to base their aircraft several hours away, or sell.</p> <p>I strongly oppose the proposed redevelopment of the Southwest tiedown and hangar area unless a new hangar and tie down area, commensurate or larger in size, can be located on the field. GA deserves a continued presence on Boeing Field.</p>		
#1 Brian Janssen		Displacement/ Loss of Existing GA aircraft storage facilities		<p>t and user of the sw parking tiedown and hangar area. I am strongly opposed to the redevelopment of this space, unless it is redevelopment of the existing spaces and uses. General aviation is a critical part of the history and future of boeing field. Repurposing these spaces would leave no hangaring options for small plane owners. This would leave King County catering to the private hangaring needs of a half dozen or so local billionaires. If this is a revenue generation</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				issue then increase the current rents for sw parking and hangars, but if that is done the facilities would require significant renovation.		
#1 NJ Morgan		Environmental Impact concerns		<p>Dear Planners and Outreach,</p> <p>Having lived in locations that were significantly, and negatively, affected by increases in aviation activity, I strongly urge you to decrease air traffic at the King County International Airport.</p> <p>In addition, it is essential that you amend the Master Plan Update to align with King County's climate goals.</p>	<p>Comments noted.</p> <p>King County does not have the authority limit or restrict the operation of aircraft to and from the facility. We concur that a projected increase in aircraft operations, as outlined in the Master Plan Update, would result in an increase in aircraft noise at KCIA, which was documented in the Environmental Overview chapter of the MP Update (see pgs. E.10-19).</p> <p>However, the potential environmental impacts associated with any of the proposed projects in the MP Update (e.g., noise and air quality impacts) would have to be evaluated and receive both NEPA and SEPA environmental clearances prior to development.</p>	4
#1 Kevan Yalowitz		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Dear King County,</p> <p>I am a general aviation pilot based on Vashon Island. Boeing Field is a critical safety destination for me. Recently, my wife was pregnant, and using tie downs at Boeing Field allowed me to rush my wife to the hospital and see my child be born. Please continue to welcome general aviation at BFI and consider the implications beyond GA as simply joy flights and training.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Wesley Hebert		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Rumor has it you're considering removing some GA parking spots at the SW corner of the field? This is a horrible idea! There is not enough General Aviation parking near Seattle as it is. Hangar wait lists are years long and ridiculously priced, and this is only going to make it worse. BFI has a history filled with GA, please don't push</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				it away like so many great airports have. If anything, more GA parking should be built. In case it isn't clear, I'm vehemently opposed to tearing down ANY GA parking unless it's to build MORE GA parking.		
#1 Bob Carpenter		Displacement/ Loss of Existing GA aircraft storage facilities		Please do not eliminate the 75 tie down and hanger parking spaces for GA aircraft at Boeing field in the SW corner. As a pilot, I like to fly to the Museum of Flight and park in those spaces. There already are too few GA spaces at the field. Thank you!	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
#1 Jack		Displacement/ Loss of Existing GA aircraft storage facilities		I feel there is a theme around the Seattle area at the main airports. There are changes overall being made that discourage GA. From the numerous problems at Renton to tie downs at risk on Boeing field. It is slowly dying when i compare it to what it once was.	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
#1 David J Krall		Displacement/ Loss of Existing GA aircraft storage facilities		We need all available tie downs for GA use. Thank you and please keep me informed of progress on this issue.	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
#1 N13489		Displacement/ Loss of Existing GA aircraft storage facilities		Boeing field general aviation parking cut backs: STOP! It's hard to get parking already! Seems there's no plan to move the lost parking anywhere!	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
#1 Michael Angiulo		Displacement/ Loss of Existing GA aircraft storage facilities		Hello, I am writing in support of continued GA operations at Boeing Field. I am a commercial pilot who has been active in the local aviation community for the past 25 years. Over that time, I have hangered airplanes at KBFI, purchased	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1

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				<p>avionics and maintenance on the field, and have rented and chartered both fixed wing aircraft and helicopters. The redevelopment of the Southwest area will eliminate important GA capacity, and I strongly oppose the proposal unless new hangar and tie down areas can be located on the field which compensate for the loss. I have owned ten airplanes and finding suitable tie down and hangar space has always been difficult. Please do not make it more difficult to be able to have access to these general aviation services in the future!</p>		
#1 Mark Masciarotte		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I am traveling and just learned that a proposal is being considered to eliminate the general aviation (GA) ramp at the southwest section of the airport as well as the apron and tiedown area at the northeast end. As a pilot and long-time aircraft operator I should like to go on record to say that I oppose eliminating any space for GA parking or storage.</p> <p>It should be remembered that GA has long played an important role at BFI. Indeed, almost the entire eastern side of the field has been supported by GA aircraft — from large, transport category private jets to small trainers and helicopters — and a number of small GA-related businesses. To my knowledge, the hangars on the west side south of the Boeing facility are leased entirely by owners of GA aircraft as are the tiedowns adjacent to the air museum and the tiedowns on the northeast side.</p> <p>I can see from the Mead and Hunt draft document and drawings that some new FBO space is planned. Nevertheless, unless a plan is adopted that would replace the existing hangars and tiedowns somewhere on the field without a net loss of existing capacity, the proposed redevelopment should not be pursued. As the prime GA reliever for SEA, BFI is the only airport within many miles that can accommodate locally owned GA aircraft. The</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>economic impact of BFI’s GA-related operations is substantial, and the loss of based GA aircraft and related businesses will impact jobs, rents and revenue.</p> <p>The need for hangar and tiedown space is real and the availability nationwide is dwindling. Please consider a plan that will not reduce the number of based GA aircraft at Boeing Field.</p> <p>Kind regards,</p>		
#1 Ted Millar		Displacement/ Loss of Existing GA aircraft storage facilities		<p>King County Commissioners,</p> <p>We strongly oppose the proposed redevelopment of the Southwest tiedown and hangar area at Boeing Field unless a new hangar and tie down area, commensurate or larger in size can be located elsewhere on the field !!</p> <p>Our company and many of our businesses from Oregon use Boeing Field constantly in our Interstate Commerce activities which generates significant economic impact to King County – both at the airport and in the surrounding communities.</p> <p>Respectfully Submitted,</p> <p>Ted Millar</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Christopher Carey		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I’m an on field tenant. Please count me as against taking away more hanger space. KBFI is the safest approach in the Seattle area and GA needs this field. Also, once lost GA will not return. I hope this is not KC intent.</p> <p>Regards</p> <p>Christopher Carey</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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#1 Michael Tanksley		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Greetings.</p> <p>It has come to my attention that King County is considering significant reductions in parking facilities for general aviation aircraft (GA) at BFI.</p> <p>I am opposed to this proposal as presented.</p> <p>GA is a fundamental element of our aviation community yet it is under tremendous pressures from many angles. Not the least of these is availability of hanger and tie-down facilities in and around large urban centers such as King County. BFI offers a crucial public service in this regard, as it has for many decades.</p> <p>Looking back on my 35 year career as a commercial pilot, perhaps the pinnacle of which was over 15,000 hours in the B-747, it all started with my first lessons in a Piper Cherokee. Civilian aviation is a fundamental building block for aviation in our country and should be afforded the appropriate respect and accommodations.</p> <p>If this location is crucial for some sort of redevelopment, this should proceed only after replacement facilities are secured and developed at BFI for the displaced GA operators.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Alan Gureivch		Displacement/ Loss of Existing GA aircraft storage facilities		<p>General aviation is a valid part of KBFI and has contributed financially to the airport's finances for decades. As the airport is a County asset, meant to benefit all King County residents and taxpayers, cutting General Aviation out of the picture, as will be done to large extent by the development of a cargo facility in the Southwest corner, goes counter to that charter responsibility.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>As airport management so disingenuously states, 'further development of areas to provide for general aviation is being explored'. Given the presentations made by them and their consultants, where they repeatedly say the airport footprint is severely constrained with very little ability to expand, I anticipate their final statement being "Further parking for general aviation uses can be found at other airports in the area" and washing their hands of what the impact of closing the SW area will be.</p> <p>I am already at one of those "other general aviation airports" and there is already zero room for more tie-down parking/hangaring.</p> <p>Improving BFI is absolutely needed and overdue. But it must be done as a County facility serving <u>all</u> users, not just "big airplanes" and commercial functions. General aviation users pay our taxes to support the county airport. We should reap some benefit from this as a matter of course.</p>		
#1 Deirdre Curle		Environmental Impact concerns		<p>Hello,</p> <p>I attended the community meeting in October. I wish to submit comments regarding the King County Master Plan. I live on Beacon Hill, about 1 mile from the airport. I am concerned about the effects of increased noise on local homes and businesses near the airport, as well as the effects of the runway expansion. Do you have plans to make an environmental impact statement that takes into account communities within a 2 mile radius of the airport? How will you measure and mitigate the environmental effects on the community of the extension of the runway on the north side?</p> <p>I appreciate the information you have provided through community meetings and your website, and the efforts you</p>	<p>Comments noted.</p> <p>The potential noise impacts of repositioning the RW 14 threshold 300 ft to the north on airport property will have to be evaluated in separate environmental review documents (i.e., specified NEPA and SEPA studies) and receive environmental clearance prior to implementation or construction. In addition, the updated existing and future noise contours that were generated for this Master Plan Update are significantly smaller than the previous contours generated for the KCIA Part 150 Noise Compatibility Study, and would likely result in a much smaller Noise Mitigation Boundary if the Study were updated today. This current reduction in the KCIA-related noise footprint is the result of both fewer aircraft operations being conducted at the Airport</p>	4

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				made to make the information available in the multiple languages spoken by community residents. Thank you for your time.	and changes in the fleet mix of those operations due to the retirement of many older/noisier aircraft, along with the continued advancement of quieter engine technology.	
#1 John Haug		Environmental Impact concerns		<p>Hello,</p> <p>I attended the community meeting in October. I wish to submit comments regarding the King County Master Plan. I live on Beacon Hill, about 1 mile from the airport. I am concerned about the effects of increased noise on local homes and businesses near the airport, as well as the effects of the runway expansion. Do you have plans to make an environmental impact statement that takes into account communities within a 2 mile radius of the airport? How will you measure and mitigate the environmental effects on the community of the extension of the runway on the north side?</p> <p>I appreciate the information you have provided through community meetings and your website, and the efforts you made to make the information available in the multiple languages spoken by community residents. Thank you for your time.</p>	<p>Comments noted.</p> <p>See response to comments noted above.</p>	4
#1 Unknown		Displacement/ Loss of Existing GA aircraft storage facilities		I use Boeing Field as a professional pilot and I want to fly my private plane to the field to visit the museum. The spaces being considered to be eliminated should be saved or relocated to provide all GA pilots access. The usefulness of BFI will be greatly diminished if this proposal is adopted.	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 John Sandvig		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Thank you for the opportunity to comment on the draft KCIA Master Plan Update.</p> <p>The development goals and the underlying assumptions shown on pp D1-D4 make good sense. I support them. I believe, however, there is a fatal flaw in the draft update</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>having to do with general aviation (GA) aircraft stowage which is manifested in at least two ways.</p> <p>1) The GA storage requirements stipulated on pp C61-C66, specifically in table C20 are inadequate to the need. The estimated need provided by Mead & Hunt analysis reduces the number of tiedowns required in 2020 by 60% from the actual use in 2015. No basis is provided for this dramatic reduction. The central metro area of Seattle is already squeezed for GA hangar and tiedown space. The wait list for hangar space is years long and will undoubtedly get worse as Renton airport management has plans to raze a number of T-hangars in the SW corner of that airport. Even if those T-hangars are replaced with large hangars, fewer GA aircraft will be able to be accommodated. As Boeing 737 production comes back on line they will not be eager to return space for T-hangars or tiedowns. Central metro Seattle needs <u>more</u> GA storage space, not less. BFI is the best place to provide it.</p> <p>2) Development of the proposed SW air cargo facility appears to presume approximately 75 GA hangars and tiedown spots will be relocated elsewhere on the airport but without specifically stating where. This amounts to an unsecured promissory note. As such it is unacceptable. If specific and definite plans to relocate these facilities were defined and committed as part of the plan, that might be acceptable.</p> <p>It is obvious from the draft airport authorities are planning to provide excellent to outstanding support to corporate GA (i.e., bizjets) and to air cargo providers. Such an orientation is supportive of the prosperity and well being of King County but to do so at the expense of lighter GA is a huge mistake and should not be allowed. GA also provides huge economic benefit to the county and is an essential and adaptable component of our regional transportation system. KCIA planners may believe light GA can be shunted to</p>	<p>Also, additional information is required for the existing and projected apron storage data presented in Table C20. The table’s 2015 based aircraft and itinerant aircraft tiedown counts/area requirements (e.g., 159 spaces and 11.1 acres) reflect the existing baseline counts for those facilities at that time, but not the existing demand for those facilities in 2015. For example, the estimated demand for based aircraft tiedown spaces in 2015 was identified at 96 spaces, and this information will be added to the table to better present the forecasted projections. Thus, the MP Update does project a modest increase in based aircraft tiedowns (i.e., from 96 to 106) through the 20-year planning period.</p> <p>As noted in the response to Robert Braunstein comments on pg. 16, both this projected additional demand for based aircraft tiedowns and the relocation of the existing southwest GA tiedowns and hangars was to have been accommodated by the development of the new North GA aircraft storage area.</p>	

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				other outlying airports but that is not true. Do not sacrifice light GA hangar and tiedown space for the SW air cargo development area without a realistic and committed plan to continue to support light GA storage requirements.		
#1 Sam Cordell		Displacement/ Loss of Existing GA aircraft storage facilities		<p>My name is Sam and I am a Seattle based private pilot. I have just learned of the proposed master plan changes to BFI. I am writing to express my opposition to what seems to be the removal of dozens of general aviation parking spots at the southwest ramp north of the Museum of Flight — point #2 in your Master Plan Update. There is no apparent accommodation for replacing them elsewhere on the airport grounds.</p> <p>Parking for small aircraft has long been difficult to find throughout the Seattle area. Dozens of airports have been closed over the decades, and few options remain within a reasonable distance of the city. Hangars and tie-downs and are proposed to be removed from both Boeing Field and Renton. The introduction of TSA restrictions to Paine Field and the airport management’s seemingly near-sole focus on scheduled operations is turning PAE from a very GA-friendly airport to something entirely different. These three are the only airports in central Sound offering IFR landing options in low ceilings and are therefore a near necessity for many pilots.</p> <p>Aside from those aircraft owners who need parking – and who pay rent, for services, and taxes which partially fund the airport and its business – would be the loss of museum visitor fly-in parking and space for aviation events held at the museum. Past events include hosting EAA’s B-17 Aluminum Overcast, Olde Thyme Aviation’s biplane rides, and specific flight and youth aerospace education events</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p> <p>Also, the decline in GA operations at BFI was fairly steady between 2000 and 2015, with average annual reductions of 4.9% for itinerant GA and 7.1% for local GA ops (see pgs. B.8-B.9 of the forecast chapter). 2015 was the base year of the forecasts for the MPU and GA ops later bottomed-out in 2016.</p> <p>The GA operational forecast presented on pgs. B.35-B.36 of the forecast chapter reflect the projected growth in the Business/Corporate and Air Taxi sectors with a corresponding decrease in recreational/training activity. We agree that the projections for the GA recreational/training activity are pessimistic, but that outlook for those users was not unique to BFI, and the projected ops are still higher than the latest FAA TAF estimates for BFI that have local GA operations leveling off in the 55k range over the next 20 years.</p>	1

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				<p>held by local organizations such as Cascade Warbirds and Civil Air Patrol.</p> <p>In your own update/feedback doc above, GA is shown to represent over half of all aircraft operations at BFI. Your forecast showing a sudden decline in GA activity is in stark contrast to the continued growth of GA in our region (short-term economic factors notwithstanding). One can only speculate this sudden reduction would be due to pushing more GA out of Boeing Field. FAA’s own “Air Traffic Activity System” https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Faspm.faa.gov%2Fopsnet%2Fsys%2FAirport.asp&data=04%7C01%7CKCIACommunityOutreach%40kingcounty.gov%7C6f43b79e1bec4ee4d82b08d89f2381a0%7Cbae5059a76f049d7999672dfe95d69c7%7C0%7C1%7C637434322150999286%7CUnknown%7CTWFpbGZsb3d8eyJWlJoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6IklhaWwiLCJXVCI6Mn0%3D%7C3000&data=rb7F4OfRnV9irO4Y4tFZQHBNbsJXovWsjUPRhoT%2Fjw%3D&reserved=0 shows increases in itinerant GA plus local civil operations from 124,050 in 2015 to 149,316 in 2019.</p> <p>While many of us recognize that commercial interests dominate the revenue generation and thus policy making at the county and the airport, we “little guys” should not be swept away with little thought to the negative impact on our avocations, small businesses, volunteer work, and commercial transactions. I request that you either reconsider the proposed redevelopment of the southwest ramp or only take on that work with equivalent GA parking elsewhere on the airport grounds.</p>		
#1 Melanie		Displacement/ Loss of		Greetings, I am a general aviation pilot who enjoys flying into BFI. I	Comments noted.	1

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Miller		Existing GA aircraft storage facilities		have flown to the airport and parked for business and personal reason's for a duration of a few hours per trip. I typically park in the Northeast parking area. There are only three spots there and I have been lucky to park in the last open spot when visiting. The spot closest to the gate has been vary challenging to get into. I'm trying to figure out why the transient parking is being eliminated when in fact more transient spaces are in need at this airport. I hope the masterplan changes to accommodate general aviation transient parking.	See response to Robert Braunstein comments on pgs. 14-16 above.	
#1 Martin Makela		Displacement/ Loss of Existing GA aircraft storage facilities		I strongly oppose the proposed redevelopment of the Southwest tiedown and hangar area unless a new hangar and tie down area, commensurate or larger in size, can be located on the field.	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
#1 Larry Becker		Displacement/ Loss of Existing GA aircraft storage facilities		I'm a current WA state pilot. I strongly urge you not to change the GA tiedown area on the southwest corner of Boeing Field.	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
#1 Don Goodman		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Hello – My name is Don Goodman, small GA owner/operator. I am concerned with the possible loss of small GA parking/hangars in the subject Master Plan. The area in question is the SW complex. While not currently a tenant at KBFI I have been in the past and I am well aware of the pressure on small GA facilities in the greater Puget Sound.</p> <ul style="list-style-type: none"> - Small GA is critical to the aviation community.....literally the foundation of the aviation community - Significant economic benefit is derived from small GA operations/presence - Loss of the SW facility, without any plan to 	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1

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				<p>relocate such capacity at BFI, would be a serious blow to small GA at BFI</p> <p>It is for the above reason that I strongly oppose the elimination of the SW small GA facilities without comparable (or larger) facilities being developed elsewhere on the field. The demand is clearly present.</p> <p>Thank you for the opportunity to comment.</p>		
#1 Donald Madonna		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Hi -</p> <p>I am writing in support of continued GA operations at Boeing Field. I am an active pilot who has been active in the local aviation community for the past 15 years. Over that time, I have hangared airplanes, purchased avionics and maintenance on the field, and have rented aircraft on the field. The redevelopment of the Southwest area will eliminate important GA capacity, and I strongly oppose the proposal unless new hangar and tie down areas can be located on the field which compensate for the loss. I have owned 5 airplanes and finding suitable tie down and hangar space has always been difficult. Please do not make it more difficult to be able to have access to these general aviation services in the future!</p> <p>Thank you in advance for your consideration.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Jim Claypool		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Hi,</p> <p>As one of the residents of the SW Airpark, I just want to express how important it is that we have a solution that provides AT LEAST as many hangar and tie down spaces as might be displaced prior to the demolition of the existing</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>spaces. I had to wait 2 years to get a hangar and that time period is growing. There are no other alternatives. Renton has an 8 year waitlist the last time I checked. My aircraft is just slightly too big for tiedown and small hangars. None of the other Seattle area airports have hangar space that will accommodate a 43 ft wingspan. PAE is also about 2 years, but it's a much longer drive and weather is often well below BFI making the ability to get home that much more precarious. I know corporate aircraft that have moved to TIW because of the lack of availability at BFI along with the outrageous costs. They pay pilots to commute for them to bring the plane into BFI or PAE to pick them up but its housed and serviced and fueled at TIW, causing Seattle and King County to miss out on revenue as a result. And pilot/owners don't have the luxury of sending their corporate pilot to fetch the plane so locating it so far away makes it unrealistic. This could also be indirectly leading to a decrease in safety as pilots forced to travel farther just to get to their plane may fly less than they would if their aircraft were stored closer. We know that less flying time leads to rusty pilots and that is not good for our busy airspace.</p> <p>I know that GA isn't the most lucrative user of the airfield, especially if you can attract a new cargo hub, but nonetheless, it is a critical part of the aviation community and the history and purpose of BFI. I learned to fly at BFI over 30 years ago and since then I've seen the several flight schools and flying clubs all get squeezed out, save one. We can't let the billionaire's club force out any more GA space. All of the fancy private hangars on the east side have displaced so much that used to be thriving GA businesses. The cost of hangar space is already outpacing people's ability to afford it and not because of real value increases in the land, but because the billionaire's club has no care how much things cost and have unrealistically driven up the</p>		

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				<p>cost. But the purpose of government is to balance the needs of all of the constituent users which is why it’s important that King County maintains its purpose in planning for BFI. This proposal to develop a cargo base is just another sign of this same problem. Now that the east side is so built up with luxury private hangars we have pushed more GA users to the West side, away from FBOs and fuel services. This increases costs as we have to pay delivery fees or taxi our aircraft further in order to get fuel and other services.</p> <p>That said, I would not be opposed to relocating, as long as a reasonably priced alternative was provided prior to the loss of the existing hangars and tie downs.</p>		
#1 Bruce Porter		Displacement/ Loss of Existing GA aircraft storage facilities		<p>King County Commissioners, We strongly oppose the proposed redevelopment of the Southwest tiedown and hangar area at Boeing Field unless a new hangar and tie down area, commensurate or larger in size can be located elsewhere on the field !! Our company and many of our businesses from Oregon use Boeing Field constantly in our Interstate Commerce activities which generates significant economic impact to King County – both at the airport and in the surrounding communities. Respectfully Submitted,</p>	<p>Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Bob Wyzenbee k		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I am against the reduction of GA tiedowns at boeing field!!!!!!!!!!!!!!!!!!!!!!!!!!!!</p>	<p>Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
Multiple responders around 10		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Hello, I wanted to submit my feedback on the proposed BFI airport changes.</p>	<p>Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>General Aviation (GA) has a rich history at Boeing Field, providing jobs, flight training, aircraft charter, maintenance, repair, recreation and more</p> <p>GA activity at Boeing Field generates significant economic impact to King County – both at the airport and in the surrounding community</p> <p>The redevelopment of the Southwest area will eliminate an estimated 75+ general aviation hangar and tie-down spaces at the airport, with no firm plan for relocation on the field for these aircraft</p> <p>Other airports in the area do not have the additional capacity to accommodate these aircraft, forcing many owners to base their aircraft several hours away, or sell</p> <p>You/I/we strongly oppose the proposed redevelopment of the Southwest tiedown and hangar area unless a new hangar and tie down area, commensurate or larger in size, can be located on the field</p> <p>GA deserves a continued presence on Boeing Field!</p>		
#1 S Hughes		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Dear KCIA Decision Makers:</p> <p>I hope that you reconsider your Boeing Field Master Plan to remove general aviation tie downs and hangars to make room for expanded air package facilities at Boeing field without providing adequate and similar general aviation alternatives at Boeing Field. King County general aviation pilots are a critical part of King County well being and there are insufficient and inadequate alternative facilities in King County.</p> <p>I should know. I kept my Cessna 182 in a hangar at KBFI for 8 years. But I was displaced by two such shortsighted Boeing Field actions in the 1990's. My first County hangar was demolished to make way for high-net-worth Gulfstream and Global Explorer owners at the northeast corner of the field. Then I was displaced by the destruction of the</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>hangars at the SW corner of the field to make room for non-general aviation hangar use. Although I was given an alternative location to move to, it was irrelevant because I had to wait years to obtain the replacement space and the cost was significantly more. In fact, 20 years later, I'm still on the list for a replacement hangar.</p> <p>I live in Seattle a stone's throw from the Space Needle. I work on Airport Way a mile north of Boeing Field. I learned how to fly at Boeing Field and I obtained my Instrument and Commercial ratings at a KBFI flight school.</p> <p>But my airplane is now at Paine Field 30 miles to the north. It has been for over 20 years. And I don't see any path to have my single engine Piper airplane closer to where I work and live. Like I did this weekend, I have to drive 45 minutes to my plane and go flying and then drive 45 minutes home.</p> <p>Paine Field has added hangars over the last 20 years to make up for the lack of public duty shown by Boeing Field for King County aviation enthusiasts. The people I know live in King County, but park their planes at Paine Field because King County executives don't plan to have a vibrant and healthy private pilot community.</p> <p>King County has two airports that can accept air freighter airplanes: Sea-Tac and Boeing Field. Add the air freighter capacity to Sea-Tac. Or let Snohomish County add air freight services to their plan as Paine Field loses Boeing's manufacturing over the next 20 years. Or even better, create alternative hangars and tie-downs NOW at Boeing Field.</p> <p>Otherwise, the KCIA master plan's failure to provide adequate alternatives for the existing general aviation</p>		

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				<p>footprint now, not “TPD”, is only going to make more King County pilots move their planes to other counties like Snohomish County.</p> <p>Adding more air freight capacity is one thing. But removing general aviation parking without adding comparable and timely replacement solutions is irresponsible and short-sighted.</p> <p>I think you can make a better decision: keep King County pilots at Boeing Field, don’t force them out like you have me and my airplane.</p> <p>Sincerely,</p>		
#1 Denise Steconi		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Please do no eliminate SW parking for GA. There are practically no places to park GA in the field already and this is the only airport that is close to seattle. I see why a cargo ramp is desirable but then is there another place we could use to replace this parking? GA is important for the community too, Many thanks, D</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Tom Roberts		Displacement/ Loss of Existing GA aircraft storage facilities		<p>It is stated in your Master Plan that you intend to tear down the hangers of SouthWest Parking to put in a cargo facility. I am a tenant of a SW parking hanger. I strongly object to this plan. General aviation has long been a large part of the role Boeing Field has supported. GA parking has slowly disappeared across the greater Seattle area leaving long waiting lists for any hanger space availability. By razing the hangers at SW parking do you intend to simply throw these tenants out with no provision to house these airplanes in another part of BFI? I have no doubt this is financial driven but each and every one of us not only pays hanger rent we also pay taxes to keep and maintain Boeing Field. Treating this community like this is simply unacceptable. We simply would have no where else to house our</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				airplanes. I would appreciate it if your master plan included some accommodation for hanger space to be created to house these aircrafts before the cargo facility is created. Again, I strongly object to this master plan.		
#1 Carlo		Displacement/ Loss of Existing GA aircraft storage facilities		I was informed by AOPA and WSPA that there is a plan to reduce GA parking in the museum parking. I currently have a plane there. I had to move my other plane to KPLU because I m still waiting for other spot to open up. Reducing any areas of parking at Boeing will not only make it worse for several pilots such as my self and others that we are having a hard time finding Justine downs for our planes. I do see the GA community growing. Planes have become much more affordable and accessible. If anything, thinking long term. We will need more parking for more planes. It would be nice to add covered areas with access to electricity. Thank you.	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
#1 Pat McFadden		Displacement/ Loss of Existing GA aircraft storage facilities		To Whom it concerns, I strongly oppose the proposed redevelopment of the Southwest tiedown and hangar area unless a new hangar and tie down area, commensurate or larger in size, can be located on the field . Please endeavor to find an alternative for the GA community instead of simply eliminating access	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
#1 Marty Duke		Displacement/ Loss of Existing GA aircraft storage facilities		Please do not eliminate the General Aviation parking on the southwest corner of Boeing Field, without providing an equal or larger capacity location at the airport. We need more not less spots. Also, this has already happened at Renton, and caused great problems with trying to find places to park GA aircraft in the Seattle area. Thanks,	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1

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#1 James Brocksmit h		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Greetings,</p> <p>As a BFI hangar tenant, GA & Commercial flyer and active Flight Instructor, the footing of GA at BFI is critical for the overall training of pilots and business commerce in the Seattle area.</p> <p>Any expansion of cargo at the expense of GA is unnecessary as cargo has space at SEA to expand, and they could use larger aircraft to meet their demand, simply gauge up. UPS and Fedex could also share their ramp space with other cargo operators like many airports in the country.</p> <p>Any removal of GA should be mitigated by building new hangars at other area airports, such as Auburn, Renton, Snohomish or others. A few more points, 1) hangars are essential for high dollar assets in our climate, 2) hangar space is extremely tight in our market and 3) you are removing one customer to serve another, all while GA pays its fair share of aviation fuel taxes.</p> <p>Lastly, Billionaire row on the east side takes an enormous amount of space while only serving 3-5 airplanes. These operations could consolidate while opening precious space.</p> <p>Kind regards,</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Phillip Rissel		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I strongly oppose the proposed redevelopment of the Southwest tiedown and hangar area at Boeing Field unless a new hangar and tie down area, commensurate or larger in size can be located elsewhere on the field !!</p> <p>Our company and many of our businesses from Oregon use Boeing Field constantly in our Interstate Commerce activities which generates significant economic impact to King County – both at the airport and in the surrounding communities.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				Respectfully Submitted,		
#1 Austin Wood		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Greetings Boeing Field Authorities –</p> <p>I am writing in response to the published master plan – specifically the plan to destroy the South East museum parking to build a new cargo terminal.</p> <p>For as long as I have been aware, Boeing Field has become increasingly unfriendly to the Piston GA pilot. I think the reason for this is clear: Piston planes don’t spend six figures on a fuel stop. I’m sure the numbers all make sense: get rid of the little planes. But the plan is unsustainable – I’ve spent my entire life and career in aviation – both big and small – and one things is clear: you can’t have the big planes without the small ones.</p> <p>It’s not a training problem; it’s a people problem. The MoF has an honored place at Boeing Field and in the community. Its mission is to inspire the next generation to join in the great miracle of the modern aviation industry. The GA community at Boeing Field is the same – only there’s no place to write it down. It’s two sides of the same coin. You wouldn’t put the Museum in Arlington or Puyallup. Access to aviation has to be where the people are. If you take away general aviation in Seattle, you take away an entry point to a staggeringly large, vital, and magical career field.</p> <p>I can trace my love affair with aviation (and my career) to a flight I took in a piston plane at a very young age. The small airplanes based at the field have no doubt springboarded thousands into their career field. Nobody goes for a friendly hop on a sunny Saturday in a 767. Nobody keeps their small piston airplane to themselves –</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>we GA pilots love nothing more than sharing the joy of flight. By slowly eroding the presence of small airplanes at Boeing Field, you erode the wonder, opportunities, and futures of local youths.</p> <p>The costs may be measurable, but the benefits are less so. All aviation must start small and work up. There would be no jumbos if there were no Cessnas for pilots to get their start. Boeing field has an opportunity to preserve this precious resource. What are the alternatives? Shall we tell the kids at Raisbeck, South Lake, Cleveland and Rainier Beach to ride the bus to Auburn to go for their EAA Young Eagles flight?</p> <p>We understand our place in the ecosystem – piston airplanes are at the bottom of the food chain. But it’s clear that without piston airplanes, there is no entry to aviation as a career. Is that something King County wants to remove?</p> <p>My voice is one of many. Please listen to my brothers and sisters in this vibrant and active community. All the pilots who fly into Boeing Field - the elite Boeing test pilots in the T-38s, the sports team charters, the UPS widebodies, the crews of both of Howard Shultz’s Gulfstreams - got their start in a 2 or 4 seat airplane. Do not deprive Seattle and King County of the magic of flight.</p>		
#1 David Acklam		Displacement/ Loss of Existing GA aircraft storage facilities		<p>The changes to the airport master-plan are extremely disturbing.</p> <p>Specifically, the removal of general-aviation parking/transient parking near the Museum of Flight, which may-well eliminate the usefulness of Boeing Field as a destination (rather than a home-base).</p> <p>Specifically, without transient parking along to the Marginal</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>Way side of the airport – near a large parking-lot & within walking distance of bus service (or in some cases, walking distance of your workplace), it becomes very hard for non-based aircraft to actually go anywhere after landing at BFI.</p> <p>Even if you pay to park your plane at one of the FBOs, you are now stuck on the ‘wrong’ side of the airport (Airport Way) - unable to go anywhere unless you use Uber or Lyft.</p> <p>Please consider leaving space for transient GA parking near the museum, or at least on the Marginal Way side of the field....</p>		
#1 Jon Counsell		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I am terribly dissapointed, but not the least bit suprised at the resonding stupidity and short sideness of your proposal. While 99.9% of the world will never be the ultra rich, elite that operate business jets, or CEO’s of major coorporations, your plan caters to that 0.01% at the cost to the oher 99.9% whom’s taxes pay for your job and BFI. You can’t support big dollar aviation by eliminating the small, affordable general aviation access to your airport.</p> <p>I have very little faith that anything presented to this board or group will be taken seriously, the fact that you have even recommended the solution you have tells me you are beyond stupid, incompetent or criminally bribed by BIG BUSINESS.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Reggie Smith		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I am deeply concerned about the proposed redevelopment of the Boeing Field general aviation (GA) tie-down and hangar area in the southwest corner of the airport next to the Museum of Flight for an air cargo ramp. The concern lies in what appears to be a lack of planning for the relocation of the GA fleet, some 75+ parking spaces and hangars.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>Until a development plan to relocate the general aviation parking and hangar space on Boeing Field with equivalent or greater capacity is created and approved, I must strongly oppose the current redevelopment plan.</p> <p>Surrounding airports cannot handle the increased demand precipitated by the proposed closure of the GA facilities at Boeing Field. Virtually all airports within a reasonable driving distance of KBFI have no GA space available with long waiting lists for any that might open up. For example, a phone call to the City of Renton Airport Manager's office today revealed a long waiting list for GA space, the manager indicated a 3-4 year waiting time based on the length of their list as of today (12/14/2020). A call to the Auburn Airport Administration office shows a similar situation with a waiting list for GA space with 90 names on it, so long that they could not even give an estimate as to when a space might open up.</p> <p>Boeing Field has a rich history of GA presence and enjoys the positive economic impact GA activities has on the surrounding community.</p> <p>Please give strongest consideration to providing for the many owners, operators, and customers of general aviation at Boeing Field first before proceeding with any new redevelopment that negatively impacts GA aircraft based at the airport.</p>		
#1 Bill Ayre		Displacement/ Loss of Existing GA aircraft storage facilities		<p>John- Here are my thoughts on the Master Plan. I appreciate the opportunity to provide comments.</p> <p>General aviation plays a critical role in America's</p>	<p>HI Bill. Thx for the input. More discussion to follow to attempt to find a solution.</p> <p>Currently KCIA/BFI does not meet the full needs of any segment of the aviation industry. GA, Corporate, FBO,</p>	1

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				<p>infrastructure, and is part of an ecosystem that benefits all segments of aviation. A robust general aviation presence fuels aviation's future. And at KCIA, general aviation contributes significantly to the economic base of King County. Flight training and humanitarian missions are just two key GA activities at Boeing Field that require space and facilities in order to function.</p> <p>The development assumptions in the Master Plan establish the foundation for the plan itself. The second development assumption states that "...the Airport will continue to safely accommodate the existing variety of aviation users and activities...all sectors of the existing general aviation users...with facilities properly sized to accommodate the projected forecast demand."</p> <p>In 2015, 62% of the based aircraft at KCIA were piston-powered GA airplanes. The FAA demand forecast ("FAA TAF") shows a growth in total based aircraft, including a very slight loss in single-engine airplanes (from 188 to 165 from 2015 through 2035), a flat forecast for twin engine piston airplanes and growth for turboprop aircraft.</p> <p>The master plan contemplates eliminating 24 T-hangars and 53 tie-down spots in the southwest area of the airport in order to build a new cargo facility. That cargo facility has no current customers. In addition to these 77 airplanes, the plan also contemplates eliminating tie downs in the northeast parking area (for the runway 14R RPZ) which currently accommodates approximately 54 airplanes. There is no plan to provide parking anywhere on the airport for these 130-plus displaced airplanes. There is little to no space for these airplanes at any of the airports within a reasonable distance of Boeing Field. Also, there is a waiting list at KCIA of 70 airplanes for tie-downs, and 30 airplanes waiting for hangars.</p>	<p>Commercial Cargo and Boeing all want more room.</p> <p>Even among GA we are looking at how to best accommodate fixed and rotary wing training as well as humanitarian (medivac) customers along with recreational flyers.</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. We are also currently investigating how some of the existing Airport property that is being used by Boeing for temporary overflow B-737 MAX parking could potentially be used for displaced GA aircraft parking. This evaluation also applies to a few small airport leaseholds (e.g., the existing Lot 13 area located on the west side of the Airport, directly south of the existing ATCT facility) that may soon be available for new leases to support additional GA aircraft apron parking facilities.</p> <p>According to the stats KCIA had over 400K operations in the 07-08 time frame and is now down to about 185K. Also, the decline in GA operations at BFI was fairly steady between 2000 and 2015, with average annual reductions of 4.9% for itinerant GA and 7.1% for local GA ops (see pgs. B.8-B.9 of the forecast chapter).</p> <p>Appreciate your thoughts Bill and we are looking at innovative ways to try to do what is best for the most.</p> <p>I will say that it may not be reasonable to have a plan to mitigate something that may or may not happen. Knowing that we will have to mitigate if we do something may be the best we can do for now.</p>	

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				<p>The Master Plan must include a plan to accommodate the displaced airplanes. The FAA demand forecast shows a clear need long into the future. Questions on what the plan is have been met with "no specific location has yet been identified" and the "process is ongoing." We need to know what that "process" is and the timing for resolution. In the meantime, we should not approve the Master Plan until it includes (with proposed funding) a plan to accommodate this important demand.</p>		
#1 Devin Wong		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Hello,</p> <p>It has come to my attention that King County is considering redevelopment of the general aviation tie-down and hangar space on the south west side of the airport. My understanding of the plan under consideration is that it includes elimination of 75+ general aviation hangar and tie-down spaces at BFI. As someone who has been involved in general aviation for the past few years and is looking to acquire my own aircraft, this is concerning for a number of reasons:</p> <ul style="list-style-type: none"> - Physical space: Other airports in King County and the greater Seattle-Tacoma-Everett metropolitan areas currently have a shortage of space and long wait times, particularly for hangars. Elimination of spaces at BFI will accelerate this problem. - Economic impact: Elimination of spaces at BFI combined with current low inventory (and a resultant increase in prices for remaining inventory) will force many aircraft owners to base their aircraft several hours away, or sell. Both would cause a net loss of maintenance, repair, and other commercial revenues within King County. - Cultural and community impact: BFI has long been a center for aviation in Washington, and importantly, one that 	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>is accessible to the public. Reducing the general aviation presence at BFI will erode this heritage and make aviation less accessible to King County residents.</p> <p>I oppose any plan to reduce the general aviation presence at BFI; I believe it is important to promote accessibility and economic diversity, while not squeezing out current citizens and participants in our communities. I would like to see BFI invest in more hangar spaces, promoting a resurgence in general aviation activities within King County.</p> <p>I recommend that King County seek more opinions and suggestions from the aviation community; I strongly suspect the proposed changes aren't well-known throughout the community or even pilots based at BFI. General awareness and a thorough discussion will lead to better outcomes that benefit everyone.</p> <p>Thank you for your time and consideration.</p>		
#1 Nik Webb		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I am writing in response to the published master plan – specifically the plan to destroy the South East museum parking to build a new cargo terminal.</p> <p>I request that you reconsider that plan, which will effectively block out small general aviation aircraft from full use of the airport.</p> <p>I learned to fly at KBFI, and its central location was part of that choice of where to learn. It was also a great experience to learn somewhere pilots of all stripes fly from tiny piston planes all the way up to 747s and military aircraft.</p> <p>I fear that these changes in the master plan will make it much harder for aspiring young pilots in Seattle to access aviation and ultimately choose aviation for their career path. Without piston aircraft based at KBFI, students of all ages</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>will need to travel much further to access a first flight that ultimately decides the career path of many pilots.</p> <p>Yours very respectfully,</p>		
#1 Bill Nicolai		Displacement/ Loss of Existing GA aircraft storage facilities		<p>To Whom it may concern,</p> <p>As a frequent user of King county public airport I object to eliminating general aviation spaces to make room for more cargo usage at the airport. Over the last 30 years we have based our two single engine airplanes on Boeing Field, used the maintenance facilities, avionics services, there at Galvin/Signature, Wings Aloft, Clay Lacey/Modern Aviation, and American Avionics. General Aviation use by small planes is involved in the employment of hundreds of skilled workers at Boeing Field. A few cargo loaders moving containers around do not provide a fraction of the economic and social benefits General Aviation provides to Seattle and the surrounding areas of King county.</p> <p>My Life partner and fellow Pilot Jane Nicolai and I were married beneath the wing of the Curtis Jenny at the Museum of Flight. We have both made frequent flights out of Boeing Field in support of local environmental education causes concerning salmon and waterfowl habitat on the Duwamish River and Green Rivers. So many other Washington citizens have made similar beneficial contributions to our local communities from their use of Boeing Field.</p> <p>Please reconsider this ill advised change.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Duane Little		Displacement/ Loss of Existing GA aircraft storage		<p>Keep Small planes welcome! we don't spend as much, but this is where aviation starts I was disappointed once when I flew in just to pick up a friend and nowhere to park for even ten minutes</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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		facilities				
#1 Lonnie Duran		Displacement/ Loss of Existing GA aircraft storage facilities		I dont like the idea of loosing so much GA ramp space. KBFI is a great place to train as a new pilot. This is because of the diversity in the Airspace at BFI due to SeaTac and Renton over lapping air spaces. We need to keep GA at BFI it is very important.	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
#1 Seth Sprinkle		Displacement/ Loss of Existing GA aircraft storage facilities		To Whom It May Concern, The proposed updates to the BFI Master Plan demonstrate the clear intent of the airport leadership to make BFI inaccessible and/or undesirable as a destination for general aviation traffic. In particular, the redevelopment of the general aviation southeast parking area is objectionable to those of us who live in King County and use the airport on a regular basis for GA operations. I do not submit these comments oblivious to the changes that are happening in our region. Growth in all sectors in occuring at an astonishing rate. In the short time I have used BFI, I have seen the number of UPS jets and large charter aircraft at the airport increase steadily. I can appreciate that the airport is an infrastructure investment that must serve all of King County and something must be done to ensure it continues to serve that mission. However, nearly all of the changes proposed in this Master Plan will come at the expense of GA users, and that is starkly unfair to those of us who live and work in King County and are also GA users of the airport. I recently requested a tie down at BFI and was told the wait list is 5+ years. While there is clearly excessive demand for GA at the airport, this plan seems to ignore it and suppress it. Simply put, I live in Seattle and I want to fly in Seattle. Why not more effectively manage the existing tie down areas, raising fees to market-bearing rates that increase their	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1

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				attractiveness to the airport from a revenue perspective? If you plan to take away GA tie-down space, perhaps it is time to think about revoking leases from operators on the airport grounds to replace the lost GA space? All in all, the general disregard for and abandonment of general aviation in this plan is a disappointment to me and many others. I do not support these efforts and would urge the airport leadership to consider alternatives that are more hospitable to the preservation of general aviation at BFI.		
#1 Johnathan Alvord		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Greetings Boeing Field Authorities –</p> <p>I am writing in response to the published master plan – specifically the plan to destroy the South West museum parking to build a new cargo terminal. I am a new pilot, now flying for approximately 2 years. I started in Rural AZ and was fortunate enough to be able to afford to drive 2.5 hours from Page Arizona to St. George Utah for my flight instruction as there was no active instruction in Page. Since then I have moved to Eastern Washington where I continue to see airports favoring those that can afford to get into flying. Our local airport officials would rather demolish existing hangers than repair and provide affordable storage. I was lucky and was able to find a hanger to share but fear that time is short lived.</p> <p>Through my journey in aviation which started in the military as a airborne Medic, to skydiving, to my current Private Pilot Licence, and now working on my commercial license I have seen many small airports that have provide access to GA pilots across the country. They get smaller and smaller, but we provide a great deal to the public. As a member of Pilots and Paws, which provides transport for animals, to Angel Flight which provided medical transport to those in need. Every airport is needed.</p> <p>Regarding Boeing Field, I live in Eastern Washington and have flown into Boeing Field multiple times to provide transport for family members needed to go to Seattle for</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>health care. Taking that away from GA would be a shame. I also understand the MoF is also based there and it would be a big loss to GA pilots to lose ability to access that via air. I read about communities on a daily basis loosing airport access that should provide for all, not just the corporations and wealthy. Most recently I heard about Dillingham Airfield in Hawaii, now Boeing, at least one other airport in WA which was most recently bought to build a Marijuana farm.</p> <p>Please preserve Boeing Field for EVERYONE and do not make it harder for smaller planes and locals to get instruction, and all of us that wish to fly there in our own little planes.</p>		
#1 Matt Hayes		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Good morning. I hope this finds you well. The latest version of the Master Plan has a cargo area just to the north of The Museum of Flight. Can you let me know how this proposal impacts the Blue Box and the Through the Fence agreement? Thank you.</p>	<p>It was good to speak with you this afternoon Matt.</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 would exclude 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. The future development boundary of the proposed new Aviation Redevelopment Area will be revised as described above on the updated draft Airport Layout Plan.</p> <p>We trust this addresses the questions from your email, below.</p> <p>Attachment was page D84 from Chapter D of the airport Master Plan.</p> <p>Regards,</p>	1

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#1 Matt Towers – President, Washington Air Search and Rescue along with a few others		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I am writing today on behalf of Washington Air Search and Rescue in regards to the proposed Master Plan revision for the King County International Airport. In particular, I would like to express my concern for the proposed elimination of general aviation parking on the southwest ramp, adjacent to the Museum of Flight.</p> <p>Washington Air Search and Rescue (WASAR) has long relied on KCIA as a base of operations for emergency operations conducted with the Washington State Department of Transportation and in partnership with Civil Air Patrol (CAP). Most recently, we coordinated and launched from KCIA emergency deliveries of hand sanitizer to regional first responders in Washington in the early days of the COVID-19 pandemic.</p> <p>The consistent decline in availability of general aviation parking at KCIA has already forced WASAR and CAP to relocate some of our search aircraft to more distant airports. Moreover these alternate locations themselves have very limited options, and wait times for new tenants are frequently measured in years. This has necessarily had a direct impact on emergency response time as air crews are now forced to travel significantly farther to reach their aircraft.</p> <p>Should the county continue with the plan of eliminating a significant portion of the remaining general aviation parking at KCIA, further pressure will be placed on the remaining options which could result in the inability of organizations like WASAR and CAP to station emergency response assets at KCIA at all.</p> <p>Aside from the economic benefits of, and the significant growth in general aviation activity at KCIA, the availability</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p> <p>In addition, Airport Staff is committed to coordinate with organizations like WASAR and CAP to maintain the provision of emergency aviation response assets at KCIA.</p>	1

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				of the airport for emergency search and rescue operations is of significant importance to the overall safety of our transportation infrastructure. Please reconsider the plan to further erode the ability for this critical facility to meet that need.		
#1 Tyler Finn		Displacement/ Loss of Existing GA aircraft storage facilities		<p>To Whom it May Concern:</p> <p>This message is in regards to the proposed redevelopment of the Southwest parking at Boeing Field. I have intimate knowledge with Boeing Field as I have been working on the field for Boeing Flight Test for the last 15 years. When I first moved to Seattle I trained and rented planes at Galvin. Once I had my CFI, I instructed at Wings Aloft and flew young kids from the museum summer program around the Puget Sound on introductory flights. I have watched the WWII aircraft stage their visits outside the museum, the flying eye care hospital aircraft, civil air patrol and the Blue Angels. I currently own an Cessna 182 and park it in Southwest parking. I have been parking there for over 2 years now. I live just north of downtown Seattle and the proximity of my airplane to work is invaluable. The proximity of my airplane to my house is also invaluable. I cannot afford a hangar at BFI but I can afford the tiedown. I fly my plane almost daily and have met most of the people who park their planes near me. We have built a small community in our area. One of the residents helps the Aviation High School kids with their solar car project out of his hangar. I know all of the airports in the Seattle vicinity are feeling pressure from growth. This pressure cannot be at the expense of general aviation, the local community and the smaller planes. With the 777 in flight test I know we have lost the parking spots adjacent to taxiway B. If I lost my parking spot at BFI I would most likely have to move my plane to Auburn or Everett which doubles my commute to the airplane from my house and it wouldn't even be possible to fly after work as I can now. UPS and</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				Ameriflight have significant space for operations as their spots are empty half of the day. It appears that there are other options to make space for additional cargo operations. Please do not sacrifice anymore GA parking for the wealthy, commercial operations or anything else. Please continue to support the small aircraft parking and operations at Boeing Field and do not take away anymore GA parking.		
#1 Brian Davern		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Please record my opposition to proposed changes to GA parking and hangars at BFI. Their proximity to the Museum of Flight is important to the use of the museum by traveling aviators and their passengers. Moreover, King County has far too little accommodating space for GA as it is.</p> <p>Commercial aviation interests continually crowd out General Aviation... the very source of future professional aviators. Every airfield needs a welcoming home for private aircraft. BFI has a good one as is. Don't let that change.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 David Shangraw		Displacement/ Loss of Existing GA aircraft storage facilities		<p>As a long time aviator and frequent operator from KCIA, I need to voice my strong opposition to the proposed master plan. I have operated from this airport for the last 13 years in several capacities. I started flying from BFI with Civil Air Patrol in 2007. After flying at BFI for several years, I flew for AIRPAC airlines for several more. Recently I fly for Boeing as a test pilot operating 737s.</p> <p>I have reviewed the master plan and find the absolute disregard for general aviation an absolute travesty. GA is what built this airport, how can you turn your back on what makes this airport great! If you remove the majority of the parking for light GA you are left with an airport that only</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>serves Boeing, U PS, Starbucks, Costco, Microsoft and any other huge corporations that can afford to operate here.</p> <p>This airport has always been friendly to anyone that wishes to operate with reasonable prices and accommodations. This is slowly changing to an airport that only caters to corporate flight departments and other billionaires. A true shame.</p> <p>CAP and several of my close friends park in the southwest parking spaces. This master plan removes their parking and any other parking suitable to their needs.</p> <p>Please keep KCIA accessible to ALL! Residents of king county need access to this community jewel not just the corporations trying to drive GA out!!</p>		
#1 Alain & Marva Semet		Displacement/ Loss of Existing GA aircraft storage facilities		<p>To whom it may concern,</p> <p>We had been waiting a long time when we finally got to rent a hangar in the Southwest corner of KCIA 5 years ago.</p> <p>One of us works at the Museum of Flight and the other at Raisbeck Aviation High School.</p> <p>Our relationships with these institutions make the location of our hangar ideal as there is much interaction, visits and instruction. We give students hands on experience in aviation and other technical artifacts in the hangar.</p> <p>Because of the proximity and easy access to the field, many students are attracted to careers in aviation. Loosing this access will loose future aviation historians, pilots, medical personnel, mechanics etc. We have seen all these career choices from students.</p> <p>Please do not redevelop the Southwest corner.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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#1 Sean		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I wanted to express my concern over the re-development of SW parking into a cargo ramp. I understand that Boeing field serves an important role as a international cargo hub, however it has an equally important role for general aviation. The pilots to fly those future cargo jets are getting training and experience in the 75 odd airplanes parked in SW parking. I myself am one of those people. I recently completed my instrument and commercial license in our bonanza that we keep at Boeing. Please consider expanding general aviation and not removing it for all the economic, career and community that it creates.</p> <p>Without airport parking, general aviation is relegated to the drab European-style model where the only flights are strictly commercial.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Bill Craven		Displacement/ Loss of Existing GA aircraft storage facilities		<p>To Whom It May Concern:</p> <p>I currently own or have interest in two aircraft parked at NE Parking at Boeing Field, one being a \$50,000 training aircraft that I use with a friend for fun, and to maintain proficiency, and the second being a \$750,000 airplane I use to transport my family around the area. I have been a resident of NE parking for over three years, and have enjoyed the people that are my tie-down neighbors. We are a robust community.</p> <p>As your own quick research will reveal there is already a dearth of tie-down at Boeing Field for GA Aircraft, a several month, if not years long waitlist. Though we don't provide the revenue, or cache that freight or other uses do, we do provide a community for small GA airplanes and general public good will. Because of King County's current</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p> <p>In addition, the decommissioning of the existing NE tiedown apron area will be dictated by the expansion of the RW 14R approach RPZ (the parking of aircraft is not an approved land use within the RPZ boundary).</p>	1

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				<p>practices we have already lost on field maintenance support for light GA aircraft. It's evident that the past and current administration does not realize the benefit of Light GA Aircraft.</p> <p>As an example of the public goodwill I have taken a number of kids flying for an intro flight into aviation, a few of them have gone on to become pilots themselves. Holding events, like Young Eagles, or open houses at Boeing Field could and would go the extra mile to illustrate to the public that light GA does actually provide a public necessity.</p> <p>Please keep me informed of developing events and opportunities to speak on behalf of light GA at Boeing Field.</p>		
#1 Rob Spitzer		Displacement/ Loss of Existing GA aircraft storage facilities		<p>To whom it may concern:</p> <p>I am writing in support of General Aviation at King County International Airport against the proposal in the Master Plan to remove over 75 parking spaces for light general aviation aircraft at the airport.</p> <p>I am a City of Seattle resident and aircraft owner, airline pilot, and aviation attorney that currently keeps an airplane hangered at King County International Airport.</p> <p>General aviation is the lifeblood of Boeing field, and currently comprises the majority of the traffic operations at Boeing Field. Light aviation operations comprise a wide spectrum of aviation services, including training flights, air ambulance flights, sightseeing flights, and charitable flights. Over the past several years, thousands of pilots have learned to fly at Boeing field, many of these individuals have gone</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p> <p>Also, the decline in GA operations at BFI was fairly steady between 2000 and 2015, with average annual reductions of 4.9% for itinerant GA and 7.1% for local GA ops (see pgs. B.8-B.9 of the forecast chapter). 2015 was the base year of the forecasts for the MPU and GA ops later bottomed-out in 2016.</p> <p>The GA operational forecast presented on pgs. B.35-B.36 of the forecast chapter reflect the projected growth in the Business/Corporate and Air Taxi sectors with a corresponding decrease in recreational/training activity. We agree that the projections for the GA recreational/training activity are pessimistic, but that outlook for those users was not unique to BFI, and the projected ops are still higher than</p>	1

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				<p>on to become airline pilots, corporate pilots, or better-informed engineers designing future jetliners. Thousands of rides for minority and disadvantaged youth have occurred because of light general aviation operators at Boeing field, and countless disaster relief and search and rescue flights have been launched from Boeing field. Critically, light general aviation flights create an opening for local members of the community to experience and participate in aviation, and use the airport.</p> <p>As it is currently slated, the Master Plan for KCIA will remove 75 tie-down spots or hangar spaces. The deleterious impact this will have on general aviation operations at KCIA is impossible to overstate. There is already a critical shortage of aircraft parking in the Seattle area. KCIA 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 75 parking spots and reducing the footprint of space available to general aviation operators, King County Airport management will exacerbate the already critical state of aircraft parking spot, and will likely price most light aircraft owners out of Seattle area.</p> <p>KCIA’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> <p>The effects of this will be felt across the community, not</p>	<p>the latest FAA TAF estimates for BFI that have local GA operations leveling off in the 55k range over the next 20 years.</p>	

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				<p>just amongst airport owners. 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 Eagles, Civil Air Patrol, or Red Tail Hawks event; or volunteer to help with general aviation-supported disaster relief. Shutting general aviation operations out from KCIA will separate the airport from the local community.</p> <p>We strongly urge the managers of KCIA to reconsider the impacts that the Master Plan will have on not only the airport but also the local community.</p>		
#1 Dan Driscoll		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Greetings- I’m writing to you with comments on the KCIA Master Plan produced earlier this year. While this master plan brings many welcome improvements to Boeing Field, I want to call out the plans for the Southwest parking area and proposed redevelopment into an air cargo area. I oppose this part of the plan as it withdraws necessary space for general aviation parking.</p> <p>I’m a long-time BFI pilot, and leaseholder. Boeing Field’s strong historical support for General Aviation activity has been key in shaping King County as a world-class center for aviation, which extends beyond manufacturing into safety, small-business development, pilot training, repair, and more. I tell all of my flight students that BFI is the best</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>place to learn to fly, and to get the services they need to stay in the air.</p> <p>Removal of Southwest parking would increase the strain created by the removal of the central Eastern hangars a few years ago. While I welcome Modern Aviation and their growth, the airport must also serve the broader King County aviation community. The tie-down and hangar wait lists are far too long (both at BFI and nearby), indicating that the county as a whole does not have capacity for the many pilots, mechanics, and administrators that make our aviation community so active.</p> <p>Publishing a plan that retains the current, very high-quality Southwest area, or which adds new capacity equivalent to what is in the redevelopment plan, would alleviate my concerns. I always welcome the net addition of GA space but I recognize the hard work put in to balancing concerns in the KCIA master plan.</p>		
#1 Chris Seto		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I was made aware of the elimination of some GA parking in the BFI master plan. As an aircraft owner and pilot in the Seattle area, it concerns and disappoints me to hear that this parking would be eliminated under this plan.</p> <p>GA parking is already at an extreme scarcity in and near Seattle. If anything we need /more/ parking, not less. I strongly oppose this proposed redevelopment plan.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Justin Huff		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Hello!</p> <p>I am greatly concerned that the master plan update includes a drastic reduction in the number of GA tiedowns available at BFI. While small GA doesn't bring in serious money to</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>King County, it is heavily used by county residents and provides for flight training, transportation, etc. In the PNW climate tiedowns provide a cost and space efficient way to keep an aircraft. This is made even more critical by the lack of nearby airports with available space for small GA aircraft.</p> <p>I understand the need for the RPZ, but the master plan needs to include a relocation plan (and ideally modest growth) for the NE and SW tiedowns in addition to moderate growth of GA hangers.</p>		
#1 Jeff Katten		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I understand today is the last day for comment regarding the proposed Master Plan. I would like to voice my concern regarding the phasing out of the NE Parking (tie-downs) and the mid-field hangers on the west side without relocation to other airport property.</p> <p>As a local flight instructor (based out of Renton), I have trained countless new General Aviation pilots who have sought to expand their commitment to aviation through membership in a club or aircraft ownership. Since Renton is space constrained and there is no room for additional GA facilities, I often refer people to flight clubs based out of BFI such as Alternate Air. Some have even purchased aircraft and leased tie downs. They choose BFI because of the proximity to their homes and offices and enjoy the pride of flying out of their community airport. The reduction of light GA piston tie downs poses a significant challenge for growing our community of GA pilots in the Seattle area. Without the option of parking a plane in Renton or BFI, I have had at least 3 clients suggest they should lease hangers/tie downs in Pierce County (PLU or TIW) and relocate their families as well to be closer to a community that supports light GA aircraft. King County not only loses out on the airport revenue (tie downs, fuel, etc) but also the</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p> <p>Also, thanks for your recommendation regarding the potential redevelopment of the NW development area. Airport Staff has committed to continue the evaluation of other locations on the west side of the Airport (e.g., the existing Lot 13 area located directly south of the existing ATCT facility) to accommodate some of these relocated based aircraft, as existing leaseholds expire.</p>	1

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				<p>tax revenue associated with these high net worth individuals and their associated assets.</p> <p>As someone who has an interest in growing my own aviation related business, I was looking to BFI to be a location that could help support the potential launch of a new flying club that would help support our existing and new GA pilots in Seattle. Without aircraft parking remaining the same or increasing, it looks like I may not be possible any more.</p> <p>I would like to propose an alternative of utilizing some of the space around the proposed Airport Maintenance Development Area for the relocation of GA facilities (tie downs and hangers) and consider acquisition of property elsewhere for the housing of airport maintenance operations.</p>		
#1 Nancy Auth		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I am writing regarding the proposed changes to the KBFI Master plan, which appear to have significant changes to, and have a profound impact on, General Aviation at the field. I write wearing several hats, all of which offer a look at how important GA is to the local community's economy both now and in the future.</p> <p>As a pilot who bases a private aircraft at BFI for part of the season, I know that we pay significant money in fuel, hangar, and other services for our jet. We support the livelihoods of line service personnel, air traffic controllers, maintenance crews, catering and food services, and administrative support for all of these. Those who don't wish to hangar their planes, for whatever reason, depend upon the tie down spaces on the field and support the many same services as do we.</p> <p>Wearing my second hat as a pilot who began my</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>flying “career” at BFI with Galvin Aviation, I know that I supported not only the flight instructors with whom I worked, but their back office personnel at the flight school as well: my payments for aircraft rentals, fuel, flight and ground instruction certainly added to the economy of the community. The importance of a flight school’s presence at BFI cannot be understated; the proximity of the field to so many Seattle trainees makes it accessible and manageable for those who often need to work at jobs in the city to afford their training for an aviation career. While the world of commercial aviation may be in turmoil now, the future requirements for professional pilots will only increase.</p> <p>Finally, I don my hat as a Trustee on the board of the Museum of Flight, where I have seen the incredible value to visitors, students and pilots of the Museum’s accessibility. Pilots can fly their aircraft literally to the back door of the Museum, pay a visit to our amazing facility, and in the process add more dollars to the community in the form of admission fees, merchandise purchases, and by utilizing the same services on the field as above - thereby continuing to bolster the local economy. Non-pilot visitors are inspired by the sight of individuals otherwise no different from themselves, taxiing a plane up to the ramp outside the Museum. The value to young people, especially, cannot be underestimated; many of today’s engineers, technicians and aeronautical personnel have received their inspiration from a close encounter with pilots and their planes.</p> <p>I urge you to consider the importance of these and other examples of how critical it is for KCIA to continue its support of General Aviation in and around BFI. It matters today, and it will continue to matter for years to come.</p>		
#1		Displacement/		Boeing Field offers a fantastic GA experience that is unlike	Comments noted.	1

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Elissa Lardon		Loss of Existing GA aircraft storage facilities		<p>any other in the world. I have personally trained and flown out of Boeing Field for the last 3 years and would be extremely sad to see this amazing opportunity to lean and fly go away.</p> <p>General Aviation (GA) has a rich history at Boeing Field, providing jobs, flight training, aircraft charter, maintenance, repair, recreation and more. Removing space for over 75 aircraft would have a dramatic impact on the flying community. Redevelopment plans at BFI, PAE and RNT have causes a dramatic reduction in available space. Airports in the surrounding areas are unable to accommodate any more aircraft. Aircraft owners, flight schools and aircraft rental clubs are out of space and out of options. Please consider the long lasting impact that this will have on our GA world. We have something incredibly special in Seattle and at BFI. Don't take it away.</p> <p>I strongly oppose the proposed redevelopment of the Southwest tiedown and hangar area unless a new hangar and tie down area, commensurate or larger in size, can be located on the field.</p>	See response to Robert Braunstein comments on pgs. 14-16 above.	
#1 Brian Makar		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I am writing you to provide my feedback on the proposed Airport Master Plan. I feel I am an important stakeholder in the following regard:</p> <ol style="list-style-type: none"> 1) I am a resident of King County. 2) I am an employee of King County, although I am writing this in my capacity as a private citizen. 3) I am a pilot. 4) I received my flight training at King County International Airport (Boeing Field) and still actively use its services. <p>In reviewing the plan, I am dismayed to learn that over 75 spaces dedicated to General Aviation would be permanently</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>displaced. This would severely impact the operation of general aviation on the field. I feel that this presents an issue impacting our Equity and Social Justice values within the county. As a man of color, I have resided in South King County and experienced the economic hardship that the people in this region have statistically undergone. As a young man, I also had dreams of one day being able to fly. I realized that dream in 2014-15, as I worked on my initial pilot ratings right at Boeing Field! I cannot express the magic of flying over my community, and how such an opportunity propelled the dreams of a boy who grew up on the "wrong side of the tracks".</p> <p>Most pilots start their training with general aviation. This is true, whether you are a recreational pilot or it has become a part of your livelihood. As a whole, pilots of color, like me, are underrepresented in the United States. From personal experience, I can state that it comes from feeling that flying is "out of reach". As a pilot, I do what I can to share the joy of flight in my personal and volunteer endeavors, to make it more accessible. Part of what made flying accessible to me was to have general aviation available close to where I live in South King County. The area surrounding Boeing Field is the most diverse in the county. If a young person of color wishes to pursue their dream of flying, Boeing Field is likely the closest airport available to them. In order to be able to afford to learn flying, student pilots need a vibrant, competitive general aviation community.</p> <p>I kindly ask that the airport reconsider the real threat of reducing general aviation at Boeing Field. While general aviation may not bring as much direct economic value as other alternatives, it reflects our True North value where EVERY person can thrive. I believe that together, we can do the right thing.</p>		

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				Thank you very much for your consideration.		
#1 Bryan Thompson Managing Member Queen Anne Air, LLC		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Queen Anne Air strongly opposes the replacement of the existing GA spaces on the field with an air cargo ramp or other non-GA facility. GA is vital to the health of the aviation industry. And GA spots are extremely tight in the general Seattle area. Keeping GA alive and well at Boeing Field is important for both current and future pilots.</p> <p>Queen Anne Air has a tie down in NE parking. Our average economic impact in King County over the previous three years is \$123,000 per year. The details are broken down as follows. In addition, QAA is supporting the training of new pilots through exposure to general aviation.</p> <p>Average (2017-2019) \$1,378 -- Aircraft Parking \$6,653 -- AVGAS \$102,213 -- Maintenance \$12,500 -- Training \$122,745 -- Total</p> <p>Queen Anne Air operates an amphibious airplane. In addition to other activities, we take water samples from a variety of local waterways and seek to understand the ongoing environmental changes.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p> <p>In addition, the decommissioning of the existing NE tiedown apron area will be dictated by the expansion of the RW 14R approach RPZ (the parking of aircraft is not an approved land use within the RPZ boundary).</p>	1
#1 Michael Grenier Managing Partner Blu Ox Ventures		Displacement/ Loss of Existing GA aircraft storage facilities		<p>To whom in may concern,</p> <p>As a GA pilot and passenger, and someone who conducts regular business in the Seattle area, I am writing to let you know of my opposition to any reduction in GA parking or facilities at Boeing Field, specifically the proposed redevelopment of the southwest tiedown and hangar area.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>There is already an extremely limited number of GA options in the Seattle area, and certainly none that allow for practical access to the central business district. Sea-Tac is not an option and Renton is not a practical airport to reach downtown. Boeing Field is the only real option.</p> <p>I rely on access to GA facilities as part of the investments we make in the greater Seattle area, and I've also used the facility for personal and recreational use. GA activity at Boeing Field generates significant economic impact to King County – both at the airport and in the surrounding community. The redevelopment of the Southwest area will eliminate an estimated 75+ general aviation hangar and tie-down spaces at the airport, with no firm plan for relocation on the field for these aircraft. Other airports in the area do not have the additional capacity to accommodate these aircraft, forcing owners like myself to base their aircraft several hours away, or abandon the use of GA aircraft entirely.</p> <p>Feel free to contact me with questions.</p>		
#1 Mike Koss Museum of Flight board member		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Thank you for an opportunity to provide feedback on the latest proposed Master Plan update for Boeing Field.</p> <p>I have particular concerns about item #2 - the proposed Air Cargo facility. Particularly concerning are the proximity of that location to both the Aviation Highschool and the Museum of Flight. This could cause a major disruption to the activities of both entities, in the form of dramatically increased daytime noise levels as well as surface traffic in the form of large trucks on E. Marginal Way which could disrupt activities at both the school and the museum.</p> <p>As this is the first I've heard of this proposal, I don't have the details on the impact in terms of the amount of increased</p>	<p>Comments noted.</p> <p>The MP Update will propose the maintenance of 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. In addition, the potential environmental impacts (e.g., noise and surface transportation impacts) associated with the redevelopment of this site for air cargo development or any other aviation facility would have to be evaluated and receive both NEPA and SEPA environmental clearances prior to development.</p>	1

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				<p>daytime flight operations and noise level increases, nor the impact statement from surface transport being added to E. Marginal Way. I would like to see those estimates as they become available.</p> <p>I would hope that the County would give due consideration to these impacts, and work with the Museum and School to enable them to continue to serve the community without undue environmental impacts.</p>		
#1 Jason Elrod		Displacement/ Loss of Existing GA aircraft storage facilities		<p>To whom it may concern:</p> <p>King County International Airport has a federal mandate to support general aviation. The proposed elimination without relocation of the SW Hangars is in direct contradiction to this mandate. The mandate exists because general aviation is vital to the transportation, economic, and charitable infrastructure of our region and country.</p> <p>The SW hangars house general aviation aircraft and maintenance operations that support general aviation and all the economic and charitable good it provides. KCIA has a federal mandate to maintain infrastructure in support of general aviation. This general aviation support has been whittled away over the years. These hangars represent some of the last remaining infrastructure in which general aviation activities are supported at KCIA.</p> <p>The SW hangars are vital to the remaining general aviation community. Their elimination would be a devastating blow to the general aviation at KCIA and throughout the region. KCIA has an obligation to support general aviation and keep the SW hangars in place.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1		Displacement/		To whom it may concern,	Comments noted.	1

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Douglas Iverson		Loss of Existing GA aircraft storage facilities		<p>My name is Douglas Iverson and I have been a tenant of KCIA for nearly 30 years in hanger E-6. I am responding to the Master Plan for KCIA concerning the demolition of all the SW hangers and placing a air cargo ramp in its place. This is a very bad idea for many reasons that should be carefully considered before going further. For me, as a general pilot, this would be devastating problem of where to keep my plane. There are no hanger spaces anywhere within 30-40 miles of Seattle and KCIA has no plans to relocate their tenants. KCIA will be demonstrating a strong anti-aviation bias, at time when general aviation is struggling, to more or less throw out 24+ airplanes with nowhere to go. A airport is intended for aircraft. There already is a cargo ramp on the east side of the airport. KCIA has been taking general aviation locations away to provide for the extremely wealthy for the last several decades and now we are told that there just isn't any space left. These large private decadent aircraft estates take up so much land with there own private fueling stations and offices that it is crazy to think that this is fair and kicking out 24+ airplanes is a justified landlord decision. As for the community, why would anyone want to put cargo ramp across the street from a STEM high school and next to our treasured Museum of Flight that we are very proud of. The hangers blend into the SW corner very naturally where a cargo ramp will be a terrible eye sore and no doubt create noise issues..</p> <p>It my hope that King County reconsiders this poor suggestion in the Master Plan,</p>	<p>See response to Robert Braunstein comments on pgs. 14-16 above.</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.</p> <p>In addition, the potential environmental impacts (e.g., noise and surface transportation impacts) associated with the redevelopment of this site for air cargo development or any other aviation facility would have to be evaluated and receive both NEPA and SEPA environmental clearances prior to development.</p>	
#1 James Young, Manager		Displacement/ Loss of Existing GA aircraft storage		I have a scenic tour business and flight school struggling on the field. There are nearly no services left at the airport. I do not believe the current Master plan and action is representative of the use of the airport. AOPA and other	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16</p>	1

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www.seaplanescenic.com		facilities		organizations including Seaplane Scenics land division are trying to express concern for equitable access to our public airport.	above.	
#1 Amy Kaminishi		Environmental Impact Concerns		<p>Hello. My name is Amy Kaminishi and I live in North Beacon Hill under the flight path. I attended the October 28th virtual open house. I appreciated the staff in taking Q&A from the public after the presentation. I would like to have seen actual photos of current site and future site of the projects discussed. It was difficult to view a map to figure out where these new proposed projects are located near the highway, Airport Way and surrounding neighborhoods.</p> <p>Here are my comments.</p> <p>Hire residents who live in surrounding neighborhoods.</p> <p>Place safeguards for safety as related to the construction of new fuel storage facility. The airport is located close to freeway, businesses and residences.</p> <p>Promote the use of younger airport models to reduce airplane noise.</p> <p>Create a better airplane noise measurement for takeoff, landing and in-flight.</p> <p>Reduce flights late night and early morning.</p> <p>Mitigate environmental impacts of airport expansion to neighborhoods, business, schools, etc...</p> <p>Create alternative solutions in softening the airplane noise such as sound barriers, etc...</p>	<p>Comments noted.</p> <p>The MP Update recommends the relocation of the Airport’s existing fuel facility to be further separated from the adjacent residential land uses. Also, the King County HR department maintains a rigorous program and protocols to promote nondiscrimination and equal employment opportunities for both its Staff and the contractors that are selected to provide services for King County. Airport Staff also interacts with area schools and administers an Airport internship program that draws upon applicants from the area neighborhoods and jurisdictions in the vicinity of the Airport.</p> <p>In addition, The potential noise impacts of repositioning the RW 14 threshold 300 ft to the north on airport property will have to be evaluated in separate environmental review documents (i.e., specified NEPA and SEPA studies) and receive environmental clearance prior to implementation or construction. Also, King County does not have the authority limit or restrict the operation of aircraft to and from the facility.</p>	1

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				Thanks for reaching out to the neighborhoods and translating the materials. I hope you will consider the public comments that are submitted.		
#1 Mike Versstege n		Displacement/ Loss of Existing GA aircraft storage facilities		<p>As a King County resident (Bellevue) and pilot, I've been searching for hangar space close to home (Boeing Field, Renton, etc) and waiting lists are years and years long. I understand from the Washington Seaplanes Pilots Association that Boeing Field Airport Management is considering <u>removing</u> existing General Aviation Hangars and Tie Downs while there is a huge pent up demand for an <u>increase</u> in hagar space.</p> <p>I <u>strongly oppose</u> the proposed plan to reallocate the SE hangar areas for Air Cargo <u>unless</u> the plan includes not only a <u>replacement</u>, but an <u>increase</u> in the number of General Aviation hangars elsewhere on KBFI.</p> <p>It's important that you consider the needs of King County citizens (and taxpayers) for resources on Boeing Field and not just corporate needs for these limited resources.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Alex Wells		Displacement/ Loss of Existing GA aircraft storage facilities		<p>I learned to fly at Boeing Field. As a private pilot, I use it regularly. I would so hate to see it become unusable. It is a jewel to private pilots who pump money into the Seattle economy.</p> <p>Please reconsider your changes and keep this jewel of an airport open and usable for all - even the little guy.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Stan Kosko		Displacement/ Loss of Existing GA aircraft storage facilities		<p>A fellow tenant alerted me to the proposed changes in the KCIA Master Plan, including the demolition of the SW GA hangars.</p> <p>I watched the Virtual Public Information Meeting and did not see any discussion of what is planned for</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				accommodating the GA tenants in the SW hangars. I have a hangar as well as several tie downs in this area. 1. Can you share any information on what is planned for the displaced hangar and tie-down tenants? 2. Is the time-line 2023 as shown in the Information Meeting video? When will tenants be notified of these pending changes?	Also, the projected timeline for the decommissioning of the SW T-hangar area is identified for 2023, but would be contingent upon the acquisition of the adjacent Woods Meadows property and the future development demand for new aviation facilities (e.g., a west side air cargo facility) at BFI.	
#1 Shawn Elston		Displacement/ Loss of Existing GA aircraft storage facilities		I am writing in support of general aviation (GA) at King County International Airport and against the proposal in the Master Plan to remove over 75 parking and hanger spaces for light general aviation aircraft at the southwest corner of the airport. General aviation has many proven benefits to communities, and removing this many spaces would be terrible for all involved. This should NOT be allowed to happen! Aviation is part of Seattle's history and community, with Boeing Field being at its center. These spaces are important, and getting rid of them will cause permanent damage. I respectfully request the managers of KBFI to reconsider the impacts that the Master Plan will have on not only the airport but also the local community and either: 1)Remove the alternative to convert the southwest GA tie-down and hanger spaces to cargo operations, or2)Replace those GA spaces with an equal or greater amount of space in another location, and not eliminate the NW parking until alternative spaces are provided.	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
Multiple people		Displacement/ Loss of		I am writing to convey my opposition for the master plan changes at King County International Airport – Boeing	Comments noted.	1

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		Existing GA aircraft storage facilities		<p>Field (KBFI) regarding the proposed removal of general aviation spaces on the southwest ramp, and to ask that you reconsider the decision. This is a bad plan for the aviation community and for everybody else. The proposed master plan has caught most of the aviation community by surprise. The impression is that this was intentional.</p> <p>For the past fifty-three years I have operated out of KBFI as a pilot, a tenant and in numerous other capacities. As a longtime board member of the Museum of Flight, and a volunteer and supporter of Raisbeck Aviation High School, I have seen firsthand the invaluable contributions made to KBFI and our community by the colocation of general aviation and these two world-class institutions. The proximity of aircraft parking to The Museum of Flight provides convenient access for educational and public event displays for visiting aircraft, with ease of access for all pilots and visitors with disabilities. There is nothing else like this in the Puget Sound area.</p> <p>General aviation aircraft currently represent half of all aircraft operations at KBFI. The Federal Aviation Administration’s (FAA) own “Air Traffic Activity System” data shows an increase in itinerant general aviation plus local civil operations from 124,050 in 2015 to 149,316 in 2019. Yet despite continual growth in general aviation in our region, King County’s own forecast predicts a sudden decline in general aviation. Is it setting up a self-fulfilling prophecy?</p> <p>General aviation activity at KBFI generates significant</p>	<p>See response to Robert Braunstein comments on pgs. 14-16 above.</p> <p>Also, the decline in GA operations at BFI was fairly steady between 2000 and 2015, with average annual reductions of 4.9% for itinerant GA and 7.1% for local GA ops (see pgs. B.8-B.9 of the forecast chapter). 2015 was the base year of the forecasts for the MPU and GA ops later bottomed-out in 2016.</p> <p>The GA operational forecast presented on pgs. B.35-B.36 of the forecast chapter reflect the projected growth in the Business/Corporate and Air Taxi sectors with a corresponding decrease in recreational/training activity. We agree that the projections for the GA recreational/training activity are pessimistic, but that outlook for those users was not unique to BFI, and the projected ops are still higher than the latest FAA TAF estimates for BFI that have local GA operations leveling off in the 55k range over the next 20 years.</p>	

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				<p>economic benefits to King County both at the airport and in the surrounding community. It is both a substantial business generator and provides jobs in everything from flight training, aircraft charters, maintenance, repair, recreation and more. Squeezing out general aviation operations from the airport is simply not acceptable. This proximity to downtown Seattle is vital. KBFI and King county have received substantial federal grants to support the airport as a joint use facility. This balance must be maintained.</p> <p>There are other more compatible areas for cargo at both SeaTac Airport and Paine Field. Cargo flights at KBFI would increase the frequency of late-night operations, which will not be well received in the noise sensitive surrounding areas.</p> <p>This is simply a bad plan. It is detrimental to the existing users of the airport and the surrounding community and is not consistent with previous master plans of the airport. It should be redone.</p> <p>Respectfully submitted.</p>		
#1 Jack Yager		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Hello BFI/KCIA Management,</p> <p>I'm writing to protest the plan to remove 75 GA tie-down spaces in the area adjacent to the Museum of Flight. General aviation is a driving force at BFI. The proposal to eliminate these tie-downs makes no sense. Please reconsider.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Frank		Displacement/ Loss of		I strongly oppose the proposed redevelopment of the	Comments noted.	1

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Sioda		Existing GA aircraft storage facilities		<p>Southwest tiedown and hangar area unless a new hangar and tie down area, commensurate or larger in size, can be located on the field, GA deserves a continued presence on Boeing Field!</p> <p>Thanks for your consideration</p> <p>Frank</p> <p>BTW, I trained and obtained my license to fly at KBFI back in 2006, and look forward to continue to fly back to king county in the future.</p>	See response to Robert Braunstein comments on pgs. 14-16 above.	
#1 Tod Dickey President VMI Holdings Inc., and Aircraft Owner		Displacement/ Loss of Existing GA aircraft storage facilities		<p>To Whom it May Concern,</p> <p>In my opinion, eliminating General Aviation parking spots at Boeing Field is not a good idea. KBFI has been a major Reliever Airport to KSEA for many years, and KBFI has flourished because of this. I liken this to the efforts of Scottsdale AZ airport to displace private aviation planes to create more space for corporate aviation. The airport then lives or dies by the corporate aviation economy. Their experience is that, once you run Private aircraft off, you can't get them back when you want them.</p> <p>If it is necessary to use the current parking spaces for other uses, then they should be replaced at another location on the airport.</p> <p>Please consider the larger picture when making your decision, not just the most convenient decision for the current situation.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Bryan Tomperi		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Subject: Boeing Field Master Plan</p> <p>Dear Mr. Parrott,</p> <p>After reviewing the proposed Airport Layout Plan, I am highly concerned about the removal of a number of GA</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>hangars that are not being replaced on the field. Buildings numbered 4,5,6,7,9, 88,87,89 are all hangars being removed. Where will all these General Aviation aircraft go? There is a shortage of hangars in the Pacific Northwest. A narrow triangular area labeled as GA redevelopment is shown but due to the geometry cannot come close to what is being taken away from the general flying public. I support making reasonable modifications to provide commercial growth, but it should not be at the expense of taking away the flying opportunities for the public. I request that you ask the planners to take another look at preserving the GA community at Boeing Field.</p> <p>Respectively yours,</p>		
#1 Jim Immler		Displacement/ Loss of Existing GA aircraft storage facilities		<p>To Whom It SHOULD concern, As a Canadian Pilot that frequently utilizes the facilities of Boeing Field I must say that I am very concerned about the Master Plan to remove GA aircraft parking spaces from the field. Boeing Field has always played a critical role for me on business trips as well as an annual Museum of Flight day that I experience with members of my aviation group. As a Canadian I have always been impressed by the usefulness of services at American airports and it is greatly disappointing to see that this tremendous economic value becoming lost. Perhaps with most of the blame falling on bean counters that clearly underestimate the critical stepping stone that GA activity creates in their local community. Please reconsider this potentially devastating elimination of General Aviation services at Boeing Field.</p>	<p>Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1		Displacement/		Hello. I am writing to express concern for the proposal to remove GA tie-down spots in the SW parking area. I	Comments noted.	1

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Jim Evans		Loss of Existing GA aircraft storage facilities		<p>currently rent a tie-down spot there, and would be displaced. There is no other facility or parking spots available in the entire Seattle metro area that provide equivalent GA access to Seattle. I understand that cargo and corporate growth needs to be accommodated, but I think that it can be done without displacing personal GA use!</p> <p>The plane I keep there is fundamental and key to my business, Bear Air Sport Aviation. Lack of a affordable outdoor tie-down space in Seattle would spell the end of this business. Please work towards a plan that accomodates all users!</p>	See response to Robert Braunstein comments on pgs. 14-16 above.	
#1 Rachelle Ornan		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Hello,</p> <p>I am writing to give feedback on the proposal to change the SW tie-downs into a cargo terminal!</p> <p>I absolutely oppose this decision, unless there is adequate additional 75+ parking spots created for people like my boyfriend who has his airplane located there. I'm a 13 Boeing veteran, Associate Tech Fellow, and I'm learning how to fly in this airplane. It's short sighted to just wipe these GA aircraft and pilots off the map of Boeing Field. It's the antithesis of what working at Boeing means to me.</p> <p>With proper planning and resourcefulness, I believe everyone should be able to benefit from BFI- ultra-rich and normal people who are just trying to enjoy the hobby and experience of flying.</p> <p>What message does this send to the Raisbeck Aviation high school students across the street? They'll have nowhere to learn themselves and furthermore you'll be putting in their heads that money is king. As if they need more reminders in</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				this town. SUCH the wrong message.		
#1 Paul Larson		Displacement/ Loss of Existing GA aircraft storage facilities		I have been made aware of plans to remove GA accessibility at KBFI. I would like to formally express my opposition to such a plan as a current GA aircraft owner/partner who parks at Boeing Field. Please reconsider your proposition to limit GA which deserves a continued presence at Boeing Field without feeling squeezed out.	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1
#1 Travis Brandt		Displacement/ Loss of Existing GA aircraft storage facilities		King County Commissioners, I own a small local start-up manufacturing company, dealing in aluminum boats, and have been operating small marine manufacturing companies in the Seattle area since 2004. As a necessary part of our business, our customers, investors and principles, operate part 91 singles and twins in support of our business. Boeing field is known for 'big expensive corporate jets' and, sadly, mall businesses like us are overlooked because we don't have big jets, we fly under the radar, so to speak. That said, millions of local economic dollars change hands in my companies, and many like minded peers, consultants, customer, and investors also rely on various part 91 operations. We've parked, washed, landed, taken off, picked up passengers, et al, and generally this SW parking area enables efficient use of our time and limited resources. Access to this area , or one on the West side, is critical . The East side of the runway is too busy, jam packed, with no reasonable room to park cars, and go at our own safe pace away from the hustle. Our immediate impact to King county has merely been approximately ten million over a few years, however, we are just one business, collectively businesses like ours are easily a billion.	Comments noted. See response to Robert Braunstein comments on pgs. 14-16 above.	1

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				<p>This particular area on Boeing Field is unique, and it needs to be retained, eliminating it will pinch operations into potentially unsafe compromises. In comparison, there are no sufficient secure and dependable alternatives at Renton (no approaches and far too cramped) or Auburn (no approaches and completely insecure). Please consider carefully the impact your proposed actions with have to MANY small business, which I guarantee you, are currently being overlooked. I urge you to reconsider, or solve the problem with adequate development of similar areas/access/hangars elsewhere on the field.</p> <p>Respectfully Submitted,</p> <p>Kind Regards,</p>		
#1 Clark Crawford		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Why waste aviation aspects of a historical nature that still provide a niche of usefulness to those that brought the existing field into the world of aviation. To discard all elements of that connection in favor of the almighty dollar is short sighted. Be sensitive to aviation heritage. Keep the General Aviation spaces available and functional in that useful corner of Boeing Field. I first used the facilities of Boeing field in the 1950's and on into the 70's both as private aviation and commercial endeavor. I am in favor of both, even today. Thank you for your consideration. May your heartstrings be plucked and nourished with Aviation tradition and history.</p> <p>Clark Crawford</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
#1 Eric Misbe		Displacement/ Loss of Existing GA aircraft storage		<p>As an aircraft owner and user of the SE tie down area I urge you to reconsider the plan to turn the SW tie down area into a cargo ramp area without having a solution / new area for the GA aircraft that would be impacted. General Aviation</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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		facilities		seems to always be the easy answer to toss aside, yet GA account for a heft use at KBFI and other area airports as well as generates large revenues for area airports and businesses. As airports get more busy space certainly does become a premium however consideration and accommodation for GA must always remain part of the plan. Thank you for your time.		
#1 Ben Buehler		Displacement/ Loss of Existing GA aircraft storage facilities		<p>Hello To Whom It May Concern,</p> <p>I just got word that the new Master Plan has a proposal to eliminate the Southwest Hangar and tie down space and not relocate the hangars or tiedown space, This would be a devastating thing to happen for general aviation at KBFI and the surrounding airports, there simply is not enough hangar or tie down space available at KBFI or Surrounding airports they all have long waiting lists for tiedown and certainly hangars.</p> <p>Many of us have been Tenants for 30 plus years and have been contributing to the airport fund which over that period of time is a substantial amount ,and I don't think it is reasonable to evict us we have been your customers.</p> <p>I like many others learned to fly out of KBFI and enjoy the airport and have always been grateful to have a hangar at KBFI .</p> <p>I believe a solution can be found by the management and the consulting firm, either having a different location for air cargo or the SW complex, possibly the Jorgenson complex (not sure what the plans for that property is).</p> <p>I believe since 1976 KBFI has lost over 80 General Aviation Hangar.</p> <p>Thank You for your consideration in this matter.</p> <p>Sincerely</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1
Unknown		Displacement/ Loss of		To whom it may concern:	Comments noted.	1

Comments and Responses: DRAFT REPORT Post Public Meeting Email Comment Log

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		Existing GA aircraft storage facilities		<p>Save the Hangars and Tiedowns!</p> <p>It is not enough that the MOF (Museum of Flight) could remain as the only vestige of GA (General Aviation) and its history at Boeing Field (KBFI)...IF the Master Plan were to eliminate 75 tiedowns and hangars on Apron 2.</p> <p>A number of military, commercial and GA historical records have been set with launches at KBFI.</p> <p>Over the past 40 plus years, I have assisted with emergency aircraft repairs and preparations for record attempts using borrowed hangar space at KBFI.</p> <p>I have commuted to my Boeing job(s) on occasion, tying down on Apron 2 spots coordinated with Operations.</p> <p>Nearby airports or airstrips have been closed since 1975, including: Bellevue Cedar Grove Evergreen (Federal Way) Issaquah Martha Lake Sky Harbor</p> <p>with no replacements in sight (Evergreen Sky Ranch, Black Diamond, was the LAST new airport allowed in King County, in 1964.)</p> <p>Displacing those GA aircraft on Boeing field to a "nearby" (e.g. Olympia, etc.) airport will greatly diminish their utility.</p> <p>(NOTES SUBMITTED INCOMPLETE TO MEET 12-15-20 OPEN COMMENT PERIOD.</p>	See response to Robert Braunstein comments on pgs. 14-16 above.	

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#1 Ghyrn, Colin, and Elizabeth Loveness		Displacement/ Loss of Existing GA aircraft storage facilities		<p>To King County,</p> <p>My name is Ghyrn Loveness, I am a licensed private pilot that has been using BFI since 1987. My brother, Colin, mother, Elizabeth, and I have a shared ownership in a DeHavilland Beaver housed in hangar E1 in the SW hangars at BFI. These are the only hangars within the local area that can fit this size of aircraft in proximity to the central Puget Sound and greater Seattle area. I have enjoyed this airport for many years and It has been always a very handy airport for my family, friends and my business because of its proximity to Vashon Island and West Seattle where my family and myself have lived at since the early 1980s.</p> <p>The master plan is an ambitious plan that does not benefit GA but hinders their progress for present and future generations of aviators. GA is the blood that feeds aviation in America and hurting GA will hurt the progress of all aviation. Your Master Plan will not have value if this blood is cut. It will also leave a large number of current tenants homeless without option for nearby relocation. It will burden neighboring airports and drive away activity, including maintenance, flight training, and sight-seeing activities that support GA operations and inspire and train future generations for STEM careers.</p> <p>The Master Plan is one sided and at a great sacrifice to GA. It helps the few at the expensive of the many. GA is made of Americans that appreciate this country and also share the love of aviation and always willing to help the industry and community. King County should look for a wholistic approach to this Master Plan where King County can find a balance between all because it will benefit all not just a selected group of individuals or entities.</p>	<p>Comments noted.</p> <p>See response to Robert Braunstein comments on pgs. 14-16 above.</p>	1

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				<p>The following are some points to consider:</p> <ul style="list-style-type: none"> • General Aviation (GA) has a rich history at Boeing Field, providing jobs, flight training, aircraft charter, maintenance, repair, recreation and more • GA activity at Boeing Field generates significant economic impact to King County – both at the airport and in the surrounding community • The redevelopment of the Southwest area will eliminate an estimated 75+ general aviation hangar and tie-down spaces at the airport, with no plan for relocation on the field for these aircraft • Other airports in the area do not have the additional capacity to accommodate these aircraft, forcing many owners to base their aircraft several hours away, or sell • i strongly oppose the proposed redevelopment of the Southwest tie-down and hangar area unless a new hangar and tie down area, commensurate or larger in size, can be located on the field <p>GA deserves a continued presence on Boeing Field!</p> <p>Sincerely,</p>		

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Josh Pruzek	NA	SW air cargo development and future loss of GA aircraft parking area	Does the AMP provide an estimate of the # of based aircraft displaced by the air cargo development in the SW corner of BFI and how many additional GA aircraft can it accept	There are 32 T-hangar spaces and 30 apron tiedowns provided in the existing southwest GA development area that could potentially be displaced by the future redevelopment of this existing GA aircraft storage area (this site was initially identified for new Southwest Air Cargo Area in this MP Update). However, this site will be identified on the Airport Layout Plan (ALP) as a Future Aviation Redevelopment Area. In addition, King County has not yet acquired the adjacent Woods Meadows property that would likely be required for the development and won't until it becomes available for purchase. Also, King County continues to explore several options on or near the Airport for future aviation development. One of these potential sites that could be used for displaced GA aircraft parking is located on the west side of the Airport, directly south of the existing ATCT facility (i.e., the existing Lot 13 area), and will be identified for this use on the ALP.	1
South Park resident	NA	Mitigation measures and neighborhood engagement	What mitigation opportunities are you thinking about so engagement with your neighbors is ongoing? Like a fund for visible projects that the neighborhood would benefit from.	<p>FAA regulations indicate that virtually all funds generated at an airport must be used for operation and maintenance of the airport. Exceptions include some monies spent on outreach/communication opportunities with surrounding stakeholders/neighborhoods/communities. Therefore, BFI is limited by FAA constraints with what off-airport projects they can fund or help fund. BFI will continue to engage the surrounding neighborhoods and communities and will strive to stay in regular communication with them.</p> <p>Also, King County is currently coordinating with the City of Seattle regarding the relocation of a segment of Airport fencing to improve the existing pedestrian connection between Georgetown and South Park neighborhoods of Seattle. This project could also include a combination of artwork and a landscape buffer along a segment of the Airport's perimeter fencing.</p>	4

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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?	<p>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.</p> <p>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.</p> <p>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</p>	

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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?	<p>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.</p> <p>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.</p>	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

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John Haynes/#1	NA	Future availability of the recorded meeting.	Will the recording be shared later?	Yes, the recorded meeting will be available on the project website: kingcounty.gov/KCIAMasterPlan	4
Deirdre Curle/#1	NA	Sound mitigation options to residents resulting from potential 1.5 DNL increase.	If there is a 1.5 DNL increase in noise, what will King County Airport do to provide mitigation to residents affected by the noise?	That would likely depend upon whether the residential property is located within the previous Part 150 noise mitigation boundary for the 65 Day-Night Average Sound Level (DNL) contour and was sound attenuated as part of the resulting sound insulation program. If the answer is yes, the residence may already meet the specified interior noise reduction level requirements and no new noise mitigation would be required. If the residential property is located outside the previous Part 150 noise mitigation boundary for the 65 DNL contour, but inside the new 65 DNL, and would experience a 1.5 DNL increase resulting from the new project, then the property would likely be eligible for noise mitigation improvements.	4
Ahmad White/#1	NA	Risk of additional noise impacts to Georgetown residents resulting from the RW 14R threshold shift.	Considering that the airport has already had to provide noise mitigation features for the residential Georgetown, what is the risk to noise levels based on moving the runway north and/or additional projected takeoffs and landings of larger aircraft?	Prior to the implementation of the RW 14R threshold relocation project, a detailed noise analysis will be conducted as an element of the environmental screening/documentation for the project. The potential impact of repositioning the RW 14R takeoff noise 300 feet north of the existing threshold will be identified in the noise analysis. Due to the significant reduction in size/coverage between the previous 65 DNL contour generated for the Part 150 noise study compared to the new MP Update 65 DNL contours, it is likely that many of the residential properties in Georgetown that are located within the new 65 DNL contour have already been sound attenuated or were new construction that may already meet the specified interior noise reduction level requirements.	4
Sherell Ehlers/#1	---	Noise and land use evaluation	In assessing noise and land uses, is the study using actual land use or zoned land use? The study should be using actual land use and not zoned. The zoned land use does not accurately reflect the actual use and therefore noise	The existing land use mapping for the Master Plan Update (MPU) is generalized and was compiled from the planning documents prepared by the surrounding jurisdictions in the vicinity of the Airport (i.e., King County, City of Seattle,	4

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			mitigation/analysis would be lacking.	City of Tukwila, City of Burien, and City of SeaTac), as well as Google Earth mapping. The environmental screening documentation that will be prepared for the individual projects of the MPU will include a comprehensive analysis of the actual existing land use that could potentially be impacted by the project prior to the implementation of the project.	
John Haynes/#2	NA	Project cost estimates.	Is there a detailed budget to be shared?	Yes, a listing of the recommended projects from the MP Update and their associated planning-level cost estimate is presented in Chapter G of the Draft Report, entitled <i>Financial Implementation Plan</i> .	4
Sherell Ehlers/#2	---	Extent of Georgetown that is visible on Airport base map.	It appears that north Georgetown neighborhood and the Georgetown playfield north of Michigan is missing. Only south Georgetown seems to be shown on the map.	You are correct that the Generalized Existing Land Use map (see Figure A15 of the Inventory of Existing Conditions chapter) needs to be updated to include the Georgetown Playfield and adjacent residential land uses.	1
Anonymous/#1	---	Threshold crossing height (TCH).	Why not just raise the glideslope to meet the threshold crossing height requirement rather than moving the with all its accompanying noise issues?	Increasing the angle of the glide slope antenna to raise the TCH was one of the first potential solutions that was investigated by the FAA. However, this option was found to negatively impact the south flow arrival stream into SeaTac due to the existing airspace constraints caused by the close proximity of the two airports.	4
Holly Krejci/#1	---	Potential noise impacts on new residential development.	A number of properties within the 2008 contour have been demolished and new multi-family townhome developments have been built in those locations. How would these changes be addressed in new noise assessment?	Typically, existing property owners or developers who redevelop noise sensitive properties within a previously defined noise mitigation boundary that was a product of an FAA Part 150 Noise Study are recommended and sometimes required to incorporate noise mitigating construction improvements into the new project to achieve the desired interior noise reduction guidelines. Thus, depending on the findings of the new noise analysis, the developers of these new townhomes would likely not be eligible for any federal funding assistance of new sound attenuation projects.	4
Anonymous/#2	---	GA relocation from existing Southwest GA	Where do the GA airplanes from SW parking move to? And more generally, what is the growth plan for GA?	Airport Staff is currently investigating how some of the existing Airport property that is being used by Boeing for temporary overflow B-737 MAX parking could potentially	1

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		development area.		<p>be used for displaced GA aircraft parking. This evaluation also applies to a few small airport leaseholds (e.g., the existing Lot 13 area located on the west side of the Airport, directly south of the existing ATCT facility) that may soon be available for new leases to support additional GA aircraft apron parking facilities.</p> <p>There are 32 T-hangar spaces and 30 apron tiedowns provided in the existing southwest GA development area that could potentially be displaced by the future redevelopment of this area (Airport Staff initially identified this site for a new Southwest Air Cargo facility). However, the site will be identified on the Airport Layout Plan as a Future Aviation Redevelopment Area. King County has not yet acquired the adjacent Woods Meadows property that would likely be required for the redevelopment of the area and won't until it becomes available for purchase. Also, King County continues to explore several options on or near the Airport for future aviation development (e.g., the existing Lot 13 area located on the west side of the Airport, directly south of the existing ATCT facility) will be identified on the ALP for new or displace GA aircraft parking.</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 operations. 2015 was the base year of the forecasts for the MPU and GA operations 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.</p>	

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Tony Eayrs/#1	---	Air Cargo demand.	Does the Master Plan Update incorporate a 20-year regional air cargo demand forecast?	Yes, Chapter B of the MP Update includes forecasts for both air cargo weight and air cargo aircraft operations (see pgs. B.32 thru B.35 of the Draft Report.	4

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Warren Hendrickson/#1	---	NE GA tiedown ramp.	The impact of the relocated 14R RPZ on the fuel farm was noted. What will be the impact, if any, on the NE general aviation tiedown ramp already within the RPZ and relocated RPZ?	Ultimately, the existing Northeast Tiedown Apron will have to be decommissioned to accommodate the larger Runway Protection Zone (RPZ). The proposed schedule for decommissioning of this aircraft parking area has not been identified, but all of the parked aircraft within the boundary of the RPZ will eventually need to be relocated.	4
Sherell Ehlers/#3	---	Landscape buffer north of the Airport.	What is the plan for increasing the landscape buffer between the Georgetown neighborhood (specifically along Ellis Ave. S.) and the airport property? There is currently little to no buffer and the lighting from the airport property shines into neighborhood windows across the street.	King County is currently coordinating with the City of Seattle regarding the relocation of a segment of Airport fencing to improve the existing pedestrian connection between Georgetown and South Park neighborhoods of Seattle. This project could also include a combination of artwork and a landscape buffer along a segment of the Airport’s perimeter fencing.	4
Ahmad White/#2	NA	Future air cargo facility expansion.	You mentioned that one of the goals of the plan was to add capacity for an additional shipping operation. How does your master plan account for additional ground to air transportation needs to accommodate another UPS shipping operation?	Prior to the development of a new or expanded air cargo operation at BFI, a comprehensive vehicular transportation study will have to be conducted as an element of a detailed environmental review/analysis of the project. A determination of the potential level-of-service impacts and any capacity constraints to the surrounding ground transportation system would be documented in the required environmental study prior to the construction of the project.	4
Jonathan MacKenzi/#1	---	Runway 14L/32R strengthening.	Is there plans for runway 14L/32R to be strengthened during the resurface project to allow heavier business aircraft to it when 14R/32L is closed?	The existing RW 14L/32R pavement strength is very similar to the pavement strength of the primary runway. However, at just over 3700’, runway length and existing design standards would be the limiting factors for operations of heavier/larger business aircraft operating on RW 14L/32R during the resurfacing project for the main runway.	4
Sherell Ehlers/#4	---	Future neighborhood sound mitigation.	If the airport is making changes that will increase noise in the neighborhood, will the airport be retrofitting the new construction in the neighborhood since those projects do not have access to the sound mitigation program?	Typically, existing property owners or developers who retrofit property within a previously defined noise mitigation boundary that was a product of an FAA Part 150 Noise Study are recommended to incorporate noise mitigating construction improvements into the project to achieve the desired interior noise reduction guidelines. If the impacted property is located outside the previously defined noise mitigation boundary, then the property may be eligible for funding of sound attenuation projects.	4

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Sherell Ehlers/#5	---	Future neighborhood sound mitigation.	No new infrastructure is required to be built to the higher noise standards. The City does not require that.	That may be the case in some or all of jurisdictional boundaries surrounding the Airport, and is why it's the responsibility of the property owner to include the appropriate noise reduction construction improvements to meet the recommended guidelines within the defined noise mitigation boundary.	4
Greg Ramirez/#1	---	Georgetown outdoor noise mitigation.	The Georgetown community has been actively advocating for more outdoor open space (off leash dog park, a connection to south park via bike lanes and pedestrian walkways). How could the King County Airport mitigate the noise pollution in those scenarios? We can't expect the community members to only stay inside to be protected by the sound attenuation.	King County is currently coordinating with the City of Seattle regarding the relocation of a segment of Airport fencing to improve the existing pedestrian connection between the Georgetown and South Park neighborhoods of Seattle. Regarding the outdoor noise levels in the vicinity of the Airport, resulting from the operation of aircraft (e.g., aircraft taxi, takeoff, and landing operations) the Airport Sponsor is really limited in what can be constructed to effectively minimize outdoor noise levels. The Boeing Company has constructed an elevated wall system adjacent to several of their aircraft parking positions on the west side of the Airport that likely serve multiple purposes related to jet blast and noise mitigation, as well as provides a visual barrier. It is possible that some variant of this wall system could be constructed at the north end of the Airport, in conjunction with the current artwork and a landscape buffer project that is being planned in this area.	4
John Haynes/#3	NA	Existing fuel farm remediation.	Does KCIA expect that remediation tasks will be required for the relocation of the fuel farm?	Yes, it is likely that some degree of remediation will be required given the age of the underground tank facilities. However, this will need to be confirmed following the decommissioning/removal of the existing facility.	4
Holly Krejci/#2	---	Georgetown Apartments.	A community member was concerned about potential impact of RPZ on the Georgetown apartments at the northeast corner of the field - as these are affordable housing units. Can you speak to how these might be impacted.	The answer to this question was excerpted from the following FAA website: https://www.faa.gov/airports/environmental/relocation_assistance/land_acquisition_under_aip/ "Land acquisition necessary for Airport Improvement Program (AIP)-assisted airport development or noise compatibility purposes must be accomplished in accordance with Uniform Relocation Assistance and Real Property	4

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				Acquisition for Federal and Federally Assisted Programs (49 CFR Part 24). This is the implementing regulation for the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). The Uniform Act is the Federal law that provides minimum real property acquisition policies and requires the uniform and equitable treatment of persons displaced as a result of a Federally assisted project”. In accordance with the Uniform Act, families and individuals displaced from their dwellings may be eligible to receive two kinds of relocation payments: one to cover moving and related expenses and one to assist in obtaining a replacement dwelling.	
Laura Wright/#1	---	Final details on Airport MP Update recommendations.	When will we have concrete details on this plan including buildings you are buying, fuel farm relocation determination, and how high planes will be flying over the neighborhood in the new taking off zone? Numbers and facts would be most helpful.	The specific projects recommended in MP Update and tentative phasing plans are presented in Chapter G of the document. The timing of the property acquisition projects is typically driven by the seller of the property. The details on the new fuel farm project will not be known until the final site location is selected and the final design is completed by the chosen operator. Regarding the RW 14R shift project, the majority of the aircraft landing to RW 14R will be at the same altitude over Georgetown as they are today since the Instrument Landing System (ILS) and GPS approaches will not be changing. However, the RW 14R takeoffs will begin at the new threshold location, 300 feet further north. A comparison of Figures E2 and E3 in the Environmental Overview chapter does provide some reference to how the runway threshold project could reposition the DNL noise contours.	4
Adam Malone/#1	---	Planning for future light GA parking.	Since the 737MAX is close to re-entering service in 2021, will this extra space be accounted for when planning light GA parking relocation in this Master Plan Update? If not, why not?	Airport Staff is currently investigating how some of the existing Airport property that is being used by Boeing for temporary overflow B-737 MAX parking could potentially be used for displaced GA aircraft parking. This evaluation also applies to a few small airport leaseholds (e.g., the existing Lot 13 area located on the west side of the Airport, directly south of the existing ATCT facility) that may soon be available for new leases to support additional GA aircraft apron parking facilities.	1

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Sherell Ehlers/#6	---	Future impacts to Steam Plant.	Could you explain in plain language what impacts there may be to the Steam Plant?	The existing RW 14R RPZ currently overlays a portion of the off-airport property associated with Steam Plant. The proposed RW 14R threshold relocation project would slightly reduce the amount of the Steam Plant property that is impacted by the RPZ. King County is in ongoing negotiations with the Steam Plant representatives for a new access road from Ellis Ave., including the operation of the facility as a museum. However, the final approval of the agreement must include a balance of the FAA’s safety guidelines for land uses located within the RPZ -both people and property on the ground and the operation of aircraft.	4
Greg Ramirez/#2	---	Community coordination on future fuel farm design/relocation.	Can King County agree to engage with the community about the fuel farm co-design and relocation? We continue to hear a lot of concern about this aspect of the master plan.	The environmental documentation process for the new fuel farm design will include several opportunities for public comment and meeting participation prior to receipt of the environmental clearances and permitting that would be required before construction of the project.	4
Anonymous/#3	---	Existing fuel farm location.	Where is the existing fuel farm?	The existing fuel farm is located at the north end of the Airport, southwest of the intersection of S. Hardy St. and 15 th Ave. S.	4
Holly Krejci/#3	---	Fuel Farm relocation process.	Following up on Greg’s question, how might community be a part of the relocation process in advance of SEPA, NEPA?	Airport Staff, through its interaction with the Airport Roundtable, postings on the Airport’s website, and community involvement presentations with various neighborhood associations surrounding the Airport, is able to disseminate information regarding upcoming projects at BFI. The site selection and ultimate design process for the Airport’s new fuel storage facility is the type of project that would be coordinated with the various on- and off-Airport stakeholders.	4
Laura Wright/#2	---	Community impact of the MP Update.	What are you doing to make KCIA reflect the communities it is impacting the most? Are there any efforts to have some cultural or gender diversity in your group or to hire people from the Duwamish Valley for jobs that hold decision making power? There seems to be some serious equity problems with this presentation.	The King County HR department maintains a rigorous program and protocols to promote nondiscrimination and equal employment opportunities for both its Staff and the contractors that are selected to provide services for King County. These requirements include: <ul style="list-style-type: none"> • Nondiscrimination in Employment and Provision of Services 	4

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				<ul style="list-style-type: none"> • Equal Employment Opportunity Efforts • Equal Benefits to Employees with Domestic Partners • Nondiscrimination in Subcontracting Practices • Compliance with all applicable federal, state and local laws, ordinances, executive orders and regulations that prohibit discrimination • Compliance with Section 504 of the Rehabilitation Act of 1973, as amended (Section 504) and the American with Disabilities Act of 1990 as amended (ADA) <p>The Airport is also working upstream of the job pipeline to create substantial, meaningful opportunities to engage local 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.</p>	
John Haynes/#4	NA	General.	Great job John and Team!	Comment noted.	4

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Warren Hendrickson/ #2	---	Typo on pg. F.4 of Chapter F.	Just a note as the draft documents are reviewed and finalized: Chapter F, on page F.4, discusses Runway 14R. However, in the “Dimensions” section of that page, this runway is labeled 14L. Just a minor typo to be aware of...	Comment noted. Correction will be reflected in Final Report.	1
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#1 Henok/ student	1	Potential job creation.	NA	"I agree with all statements on the master plan . Especially I am excited after the end of the project it will create a job opportunities for the community. Hoping also it will create good opportunity for business for immigrant and refugees to open their business in the airport and outside the Airport".	Comments noted.	4
#2 Rodas/ Uber driver	1	Potential job creation and vehicular access improvements	---	"The expansion of this project will bring more job opportunities for the residents living around the airport as well as the cities in seattle and it's surrounding cities .It also strengthen the economy of the state. On the other hand there are things need to get in to consideration beside the expansion of the airport. Mainly the roads around the airport has limited access and should be upgadeded parallaley to this project "	Comments noted. Yes, several of the proposed airport development projects will require an analysis of the existing vehicular transportation system surrounding the Airport prior to the implementation of the project.	4
#3 Feyisa Wario/ Airport Employee Union Member	1	Potential job creation and environmental impacts.	---	"The project is huge and the most part looks great, specially the job that will be created during the construction and even after its completion will be awesome. When it comes to the environment, how friendly it will be?"	Comments noted. Yes, each of the projects identified in the MP Update must undergo a comprehensive environmental review process and obtain environmental approvals prior to construction.	4
#4 Tigist Biru/Former Airport Employee	1	Economic impacts/benefits to the surrounding community.	---	"I agree 100 % with the plan,but I am afraid how emigrants and refugees benifeted from the business will be created after the end of the project. Finnaly, I would like to sugest this project shouldn't affect the residents lifestyle and economy around the airport."	Comments noted.	4
#5 Yonas Mamo/ Airport Employee	1	Future noise impact considerations.	---	"I am happy to get a chance to review the master plan. It is good proposal and my only feed back is the plan has to consider noice distubance protection and keeping communities day to day activities."	Comments noted. Yes, each of the projects identified in the MP Update must undergo a comprehensive environmental review process (including a noise analysis) and obtain environmental	4

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					approvals prior to construction.	
#6 Abayneh Lema	1	Potential job creation.	---	"Thank you for giving me a chance to send my feedback. I am totally agree with the masterplan .please start it and let job opportunites expand for those affected by Covid-19."	Comments noted.	4
#7 Fathi Karshi/ Director of DEI	1	Future environmental impact considerations.	---	“This is mostly residential areas that is also historically populated by lower households. Though there seems to be benefit for those in Upper Beacon Hill residents (never mind the noise pollution generated by the expansion), one wonders what equity measures have been put in place to 1 : See to it that residents in this area A are not inequitably - displaced as did the population on Marine Drive, just behind SeaTac airport during the third way expansion? And secondly, How and what measures are in place not to destroy historical landmarks like the old firehouse building located around the proposed section A?”	Comments noted. Yes, each of the projects identified in the MP Update must undergo a comprehensive environmental review process (including a noise, social justice, and historical properties impact analysis) and obtain environmental approvals prior to construction.	4
#8 Mahdi Ali / IT Specialist	1	Potential community benefits of implementing the MP Update.	---	" The proposal, for me, generates more questions than answers. I hope this will benefit the community in a clearly visible way. For example, how would this project help refugee and immigrant communities? Would they benefit in terms of work/jobs while being considerate of language and technical difficulties?"	Comments noted. According to the King County International Airport Economic Impact Study, BFI’s economic impact is more than \$3.0 billion in terms of local business sales that support 18,600 jobs and generates \$1.3 billion in labor income to King County. The Airport’s 150 tenant businesses, which include the Boeing Company’s various civilian and military aircraft Flight Test and Delivery Center operations, directly support 5,209 jobs in the local economy.	4
#9 Mona	2	COVID19 impacts on the	---	" I have seen the graphs and the numbers of the increasing needs and the predictions of increasing in flights, Now, is	The forecasts of aviation activity that were developed for the MP Update were prepared prior to the pandemic and were	4

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Adam / Nurse		MP Update aviation activity forecasts.		that after COVID19 ? if not, Would predictions stand when COVID19 is put in plan?"	not reflected in the projections. However, previous economic downturns (e.g., the financial crisis of 2008) and the associated slow economic recovery were integrated into the forecasts generated for the MP Update.	
#10 Yahya Al Garib / Iraqi Community Center	2	Potential job creation and career growth.	---	"When it comes to the plan it makes it seem like there might be more job openings, however, will the refugee and immigrants really benefit from those job openings? In other words, will those jobs be only for the experienced, and those with senior positions? What kind of jobs will there be available for our community members? Will they just be minimum paid jobs, or will there be opportunities with this airport in terms of career and not just jobs for our refugee and immigrant community?"	Comments noted. See response to comment #8 above. Given the variety of disciplines and technical skillsets required for many aviation-related occupations, the pay scale for these positions tend to be above average, but also offer a variety of entry points with opportunities to grow and advance within the companies.	4
#11 Alan Abdulkade/ Resident	2	Potential environmental impacts.	---	"The master plan is only planning about the airport however, I don’t see any plan about the effect that the airport will have on the street, and the area around the airport and if there is an effect, is the planning process taking measures in regards to those effects?"	Comments noted. Yes, see response to comment #3 above.	4
#12 Mahdi Ali / IT Specialist	2	Potential community benefits of implementing the MP Update.	---	“ It looks like a good project, hopefully it’ll bring jobs and opportunities for our communities specially as we face economical hardship due to covid19”	Comments noted. See response to comment #8 above.	4
#13 Hamse	2	Potential community	---	“This is an amazing project, local airport is beneficial to the betterment of the whole local community in terms of jobs	Comments noted.	4

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Nepe Mohamed / Owner Nepe Truck Co.		benefits of implementing the MP Update.		and better opportunities, so it’s definite first salute of approval from me. The future of our young community is in good hands with such projects”	See response to comment #8 above.	
#14 Mohamud Mohamed / International Aid worker	2	Potential community benefits of implementing the MP Update.	---	“It looks good but I wish it was for commercial flights as well, pre-covid19 I was travelling a lot for work and the SeaTac airport line is horrible.”	Comments noted.	4
#15 Joseph Ngun Lian Cung / Secretary Seattle Chin Youth Organization	2	Potential safety concerns due to flight training and location of fuel storage facility. Also would like more job opportunities for neighboring immigrant populations.	---	"Seeking public opinion is an excellent way to start a big project like the Master Plan. Safety and the environment vital matter for the locals and communities. I think improvement and development is a good thing; however, dismissing safety isn't. Putting a new fuel farm storage is a great idea, but it should carefully be located far away from people and homes. According to the airport activity by type graph, the airport is mostly used for recreational/ training. The airport is not for training because many families live near the field, so the training number should be reduced in the future. The airport employed more than 18,600, however, in my opinion; they did not represent much of our local and communities. King County is a diverse community, and employees of King County International Airport-Boeing needs to be more diverse like King County."	Comments noted. The MP Update recommends the relocation of the Airport’s existing fuel facility to be further separated from the adjacent residential land uses. Also, the FAA mandates strict safety protocols for flight instruction and the Airport Sponsor cannot limit or restrict the level of flight training activity that originates from BFI. Also, the King County HR department maintains a rigorous program and protocols to promote nondiscrimination and equal employment opportunities for both its Staff and the contractors that are selected to provide services for King County. Airport Staff also interacts with area schools and administers an Airport internship program that draws upon applicants from the area neighborhoods and jurisdictions in the vicinity of the Airport.	4
#16 No Uk Cung / Vice President	3	Potential community benefits of implementing	---	"Honestly, this is one of the best things we have in the Seattle area because some companies are moving to other places but KCIA is stable and stayed. And it has plans to extend places and businesses - Thank God! Younger people	Comments noted.	4

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Seattle Chin Baptist Church		the MP Update.		or next generations will have more opportunities and grow their lifestyle in the future. I totally agree with the KCIA Master Plan."		
#17 Sumyat Thu / Board Member North West Communities of Burma	3	Options to seek additional community input on the MP Update.	---	"My first impression is that people from Burmese community who would be living near that airport would have more thoughts and feedback on the plan. So, it might be helpful to post it via the NWCB facebook and collect responses."	Comments noted.	4
#18 Zen K Ning / President of Innkuan of WA	3	Concern over BFI use by mostly economic elites.	---	"To be honest KC airport is not for our communities. it's mostly used by the millionaires and billionaires for their jet to land and take off. I'd prefer they spend taxpayers' money on SeaTac International Airport for the latest security system and faster screening with less traffic."	Comments noted. BFI is operated as an enterprise fund, so no local tax dollars are used to fund the airport. All the costs of operating the airport are paid for through user fees, user leases and federal grants from the FAA. BFI also serves a vital role in the movement and transfer of air cargo within the Seattle Metropolitan area and the final delivery of Boeing commercial service aircraft throughout the world.	4
#19 Merigieta Zeru / Church Leader Medhane Alem Eritrean Orthodox	3	Potential community benefits of implementing the MP Update.	---	"The more service provided, the more job opportunity and more activities that help for the progress of the people. I think this will increase the number of visitors to the city, so it means the visitors will use different services that can help as a source of income."	Comments noted.	4

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Tewahedo Church						
#20 Abraham / Former Director Eritrean Community	3	Potential community benefits of implementing the MP Update.	---	In general, it is good for us. It Is good to see the area is growing and developing."	Comments noted.	4
#21 Estifanos / Computer Science Student	3	Future noise and air quality impact considerations.	---	"Noise pollution in that area will increase; and it will impact the people who lives in that area. Air quality will be affected, and this will affect health and wellbeing of the community who lives in its surrounding. Generally, it could be better if there is a probability of moving to a suburb area like 20 to 30 miles away from the community area. KCIA can try to identify the population that can be affected by this project and arrange an assistance in psychological and behavioral treatment."	Comments noted. Yes, each of the projects identified in the MP Update must undergo a comprehensive environmental review process (including a noise and air quality analysis) and obtain environmental approvals prior to construction.	4
#22 Eyasu / Teacher Renton School District	3	Potential community benefits and environmental concerns of implementing the MP Update.	---	"It will create job opportunity, will increase the economy of the area, business transaction, transportation opportunity, hotels, restaurants, other companies, parking, it will affect the external businesses in that area both negatively and positively. Environmental degradation, natural ecosystem disturbance and loss of natural ecosystem balance. There will be noise and smell pollution that can affect the birds, insects and other living things. The impact to the water area nearby should be study. There could be oil leaks that might affect the neatness of the water bodies."	Comments noted. Yes, the economic impact of the Airport to the regional economy is significant (see response to comment # 8 above. Also, each of the projects identified in the MP Update must undergo a comprehensive environmental review process/impact analysis and obtain environmental approvals prior to construction.	4
#23 Fanus; A nurse at	4	Concern over property value impacts due to	---	"If KCIA are planning to buy extra space from the area, it will affect others who want to buy land, homes or business place from the same area. There might be buying power	Comments noted.	4

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CHI hospital		future property acquisition by the Airport.		imbalance.		
#24 Isaac	4	Future noise impact considerations to new property owners.	---	“Noise pollution is the biggest problem to the people who live in that area. Specially those who bought houses around that place. When they buy the house that environment might be quite area, but through time it is getting more unplanned noisy for the residents.”	Comments noted. We concur that a projected increase in aircraft operations, as outlined in the Master Plan Update, would result in an increase in aircraft noise at KCIA, which was documented in the Environmental Overview chapter of the MP Update (see pgs. E.10-19). However, please note that King Co. completed a comprehensive noise study for KCIA in 2005 (i.e., an FAR Part 150 Noise Compatibility Program) that resulted in FAA approval and funding of several noise mitigation projects at KCIA. One of these key projects from the Program provided a voluntary multi-year sound attenuation program for single-family homes located in parts of the Georgetown, Beacon Hill and Tukwila/Allentown neighborhoods. This project, which was 95% federally funded by the FAA, provided \$40 million for the sound insulation of just under 600 homes in these neighborhoods.	4
#25 Angesom	4	Potential community benefits of implementing the MP Update.	---	“To increase service is good on my side, Improvement is always essential. I am happy to hear the plan.”	Comments noted.	4

Seattle City Light Comments on King County International Airport's Airport Master Plan Update

11/30/2020

1) Context of Seattle City Light's Comments

Seattle City Light has been the owner and steward of the Georgetown Steam Plant (GTSP) since the 1950's. However, the GTSP has been an icon in the Georgetown neighborhood since 1906 – several years before the first powered flight in the State of Washington, and of course, well before there was a Boeing Field. GTSP is one of a small handful of buildings in Seattle that have been recognized as a National Historic Landmark.

Boeing Field's expansion over the years has resulted in increasing interactions between King County International Airport (KCIA) and City Light about the GTSP. In particular, since before 2001 there has been an effort to resolve issues of City Light's access to the GTSP.

In 2001, KCIA unilaterally eliminated City Light's legal access to the GTSP via 13th Ave S, providing a circuitous and inadequate "temporary" access. The FAA found that this access change constituted an adverse impact on the National Historic Landmark GTSP under Section 106 of the National Historic Preservation Act. City Light has been trying since then to acquire adequate permanent access to the GTSP.

The 2004 Airport Master Plan (AMP) EIS in the project website makes several references to the effort to resolve this situation:

"Separate from the Master Plan recommendations, King County is working with Seattle Light concerning improved access to the Georgetown Steam Plant. Currently, City Light has an easement through the secure portions of the airfield – through the north RPZ. King County is proposing to acquire the easement interests and to coordinate a land exchange between the County, Boeing Company, and Seattle Light that would enable direct access to the Steam Plant property from Ellis Avenue." [p. 12 of the EIS]

*"Separate from the Master Plan recommendations, King County is working with Seattle Light concerning **improved access driveway to the Georgetown Steam Plant**. Currently, City Light has an easement through the secure portions of the airfield of the north Runway Protection Zone. King County is proposing to acquire the easement interests and to coordinate a land exchange between the County, Boeing Company, and Seattle Light that would enable direct access to the Steam Plant property from Ellis Avenue. The County expects to complete all requisite NEPA and SEPA analysis on this access plan once the driveway access plan has been fully developed. A temporary access driveway has been developed to address short-term runway safety area concerns, while the permanent driveway is being developed."* [p. 43 of the EIS]

“King County is developing a program of land exchange that would provide an improved driveway access to the Steam Plant from Ellis Avenue in exchange for its release of easement and ownership interests.” [p. 115 of the EIS]

These references reflected an upbeat and optimistic attitude at that time that the issue would be readily resolved. KCIA entered into a Letter of Intent with City Light in 2019 which, while not being legally binding, set out the terms for a final settlement. Similarly, about the same time KCIA, City Light, FAA and Federal, state, and local historic preservation agencies entered into a Memorandum of Agreement which covered the terms to resolve the Section 106 impact on the GTSP. Unfortunately, 16 years after the EIS was written and 19 years after the legal access was removed, the issue of permanent access to the GTSP has not been resolved.

In summary, City Light recognizes the importance of the Airport for the region’s economy. But despite this, KCIA cannot leave the impacts of its development and operations unaddressed. It needs to resolve unmitigated impacts of its past expansions before it embarks on additional expansion. This includes resolving the issue of permanent acceptable access to the historic GTSP. City Light stands ready to complete a final settlement agreement with KCIA consistent with the agreed upon terms as outlined in the LOI and the FAA MOA.

In the meantime, we continue with our comments on this Airport Master Plan Update.

2) Issues of accuracy and clarity.

All figures in Chapters D and F are missing, including, Fig. F-2 Airport Layout Plan Drawing. Meaningful public comment is not possible, especially in a highly technical area such as airport planning, without graphics. Part of the controlling documents for the Airport are the figures, not text documents, so the public cannot understand what the Airport is proposing, committing to, or being held to without complete diagrams. This Airport Master Plan process has been going on for at least 4 ½ years; it is unreasonable to skimp on the information to the public at the end of the process just to save a few weeks. The full document including all the figures should be provided and a completely new public comment period established.

Figs. A 3,4,5,and 7 show the GTSP as an on-airport building, and p. A-58 describes the GTSP as being within BFI, while p. E-13 says the GTSP is “not located on Airport property.” Please state clearly that the GTSP is immediately adjacent to, and is not, and has never been, on KCIA property.

P. A-58 and numerous other locations in the various documents describe the GTSP as a Registered Historic Site. The GTSP should be described more accurately as a National Historic Landmark – a designation which indicates a much higher value as an historic resource, than one that is just registered.

On p. xxxviii of the summary, the following item is listed:

“Future RPZ Use Agreement:

- Runway 14R approach RPZ – 1.3 acres”

What does this mean? Does this mean that KCIA is seeking a use agreement for 1.3 acres in the (alleged) RPZ? Where? With whom? Under what terms?

P. C-37 includes: “Further consideration will be given to the options the Airport has in regard to achieving full control of all RPZ’s.”

What are those options? Do they include condemnation? If so, please make clear whether, in the County’s view, this would also include the ability for King County to condemn city property.

P. D-19 includes: “GTSP property @1.9 acres...approximately 1.9 acres to the north...is recommended for future RPZ easement or property acquisition to provide King County with land use controls.”

Please indicate which specific properties are recommended for which means of providing KCIA “with land use controls.”

On p. D-69, the CDP summary says “RW 14R RPZ – 1.0 acres (To be acquired)”.

Which 1.0 acres? Acquired by what means?

On p. E-8, it states: “the 300 foot- Runway 14R extension ... would change access.”

For what facility or entity would access be changed? How?

On p. xxxv of the summary, there is the following item: “**Runway Protection Zones (RPZs)**. The size of both approach and departure RPZ’s for Runway 14L are to be maintained at 1,000 feet x 1,510 feet x 1,700 feet and...”

We believe this should read “14R”, not “14L”.

On p. D-57, for Alternative One, the chart states “no change” in RPZ. However, RPZ Easement/Property Acquisition line in the chart shows “significant change”.

This is just one example of the confusion in the documents about whether the RPZ in Alternatives One, Two and Four is the existing condition, or in fact a change in the baseline which is the approved 2004 AMP. In any event, there is an inconsistency within this chart.

On the chart on p. D-59, Environmental issues should read “possible incompatible land use/NHRP property”

On p. F-4, we believe that the Runway Protection Zones section is meant to apply to 14R, not 14L

Page 109 of the 2004 AMP EIS includes this reference: *“The steam plant was inactivated in 1977. It is currently owned by Seattle City Light and managed by the Georgetown Powerplant Museum as a museum and educational facility, with a broad variety of uses. It is used regularly for tours and training classes in boiler operations and related topics.”*

This is accurate and we appreciate KCIA’s recognition that museum activities are a long-standing feature of City Light’s use of the GTSP.

P. A-40 describes that the City of Seattle’s Airport Height Overlay District “shall not restrict heights in Transition Areas to less than 37 feet (37’)”.

This is accurate. However, the document should further educate the reader that this is the only applicable height regulation in that area for non-airport property.

3) The issue of the appropriate baseline for the 14R approach RPZ.

The 2004 adopted Airport Master Plan is helpfully provided in the project website. Table C-2 of that document specifies that the dimensions of the 13R RPZ are 500 ft X 1700 ft X 1,010 ft (13R was, of course, the old designation of the runway now called 14R). Diagrams in the 2004 AMP also show that this RPZ does not include any part of City Light’s property around the GTSP.

A multitude of documents included in the present Master Plan Update website show that something has changed. The “existing” 14R approach RPZ is described as 1,000 ft X 1,510 ft X 1,700 ft. Dozens of text and diagrammatic references show that this RPZ now overlaps a good portion of City Light’s GTSP property.

But the documents are not completely consistent in this view. For instance, on p. D-27, the “existing” ¾ mile, 1,000/1,510/1,700 RPZ is mentioned as possibly requiring an EA and Section 106 consultation. On p. D-28, Alternative One’s disadvantages for the “existing” ¾ mile visibility and RPZ are indicated as requiring additional planning as well as the preparation of an Environmental Assessment and a Section 106 consultation.

If the “existing” RPZ had been appropriately approved and established, why would these additional planning/regulatory/consultation steps be necessary? One is drawn to infer that the “existing” RPZ is not, in fact, properly established or approved and is in fact not the existing baseline at all.

The statement on p. D-5 provides some helpful information:

“It has been confirmed through this planning process that the previous review of these non-standard conditions, which were documented in previous planning documents (i.e., the 2004 NEPA ENVIRONMENTAL ASSESSMENT/SEPA ENVIRONMENTAL IMPACT STATEMENT FOR PROPOSED MASTER PLAN IMPROVEMENTS AT BFI and the 2006 MODIFICATION OF STANDARDS ALTERNATIVE ANALYSIS document for BFI)

and recorded as Modification of Standards (MOS) on the approved 2007 Airport Layout Plan Drawing Set were never “officially” approved by FAA.”

Supposedly the creation of an expanded RPZ is documented in these documents. The 2004 NEPA EA/ SEPA EIS is provided on the project website but no mention is made there (nor in the adopted 2004 AMP) of an expanded RPZ. One is left to conclude that the 2006 MOS Alternative Analysis and the approved 2007 Airport Layout Plan Drawing set document this RPZ expansion, but that is not clear because they are not provided on the project website.

Please provide these documents on your website (and allow for an extended public comment period once the complete documents are provided.)

Please state clearly if KCIA is relying on these documents to establish that the RPZ shown as “existing” in this Update was properly approved by FAA. If that is KCIA’s contention, please explain why your document on p. D-5 states that the 2006 MOS and 2007 ALP drawing set were “never ‘officially’ approved by FAA.”

Please provide the NEPA, SEPA, and Section 106 documentation that shows that proper environmental compliance was done by KCIA and FAA for any asserted expansion of the RPZ subsequent to 2004.

A reference on p. D-25 states:

“The encroachment of the Runway 14R approach RPZ onto adjacent property associated with the Georgetown Steam Plant (a structure listed on the National Register of Historic Properties) is a result of the existing ¾ mile visibility minimums...Due to the fact the existing 2007 Airport Layout Plan (ALP) identifies only 1 mile visibility minimums for the existing and future Runway 14R IAPs, additional environmental coordination and documentation would be required to consider the various environmental impact categories...to support the larger Runway 14R approach requirements.”

This also states that the 2007 ALP is the “existing” plan, which is problematic. It also leaves a little more confusion of whether the 2007 ALP has a 1-mile visibility requirement (small RPZ) or a ¾ mile visibility requirement (bigger RPZ.) It does indicate that there are presently unperformed environmental coordination and documentation requirements that are necessary to establish the larger RPZ. This reinforces our inferences drawn from pp. D-27 & 28.

There is a reference on p. E-9 to the “the FAA approved Airport Layout Plan (King County 2012).” What is this document? Is it the 2007 ALP? If so, why is it described as “approved” when on p. D-5 it is described never having been “officially” approved by FAA. What is the King County 2012 reference?

Given all the above, including KCIA’s statement on p. D-5, please explain how KCIA can assert that the 1,000/1,510/1,700 RPZ can be viewed as the “existing” RPZ.

It is clear that the existing RPZ and the true baseline, is in fact the 500 ft X1700 ft X1,010 ft RPZ adopted as part of the 2004 AMP. The Master Plan Update documents should be revised to reflect that and all necessary SEPA, NEPA and Section 106 compliance must be done before considering any expansion of this RPZ. The impacts of any RPZ expansion should be measured against the adopted 2004 AMP RPZ.

On a related note, references on pp. E-8 &9 state that “one NHRP-registered historic site, the Georgetown Steam Plant is potentially impacted by the 300 foot- Runway 14R extension, which would reposition the Runway 14R RPZ to encompass less of the Steam Plant property than under existing conditions.” Given the conclusion above, the 300 foot 14R extension (if done in conjunction with a ¾ mile visibility requirement) would also impact the GTSP property more than the true 2004 baseline.

4) Future studies/agency coordination/planning/regulatory compliance

There are many references in the documents to additional studies and similar activities that are needed:

“To facilitate the MOS preparation effort, a supplemental planning study will be undertaken to further define the long-term improvement/resolution options (beyond the 20-year planning period of the Master Plan Update) for the Airport’s existing non-standard design conditions.” p. D-6

- **“Potential Compliance/Mitigation Options**

- *...undertake the required environmental documentation to address the location of the Georgetown Steam Plant within the Runway 14R approach RPZ.”* p. D-7

“...application of FAA’s Interim Guidance on Land Uses within a Runway Protection Zone could require additional environmental review and documentation to assess the land use compatibility of the Steam Plant” p. D-9

“may require additional environmental documentation and approvals to support and retain the ¾ mile visibility minimums.” p. D-18

“Subsequent to the preparation of this draft chapter, the decision was made to retain the existing IAP visibility minimums and address the existing RPZ land use compatibility issues in a supplemental study to the Master Plan Update.” p. D-9 footnote

“Hot Spot #1. A new EA may be required to change the PPRP designation.” p. D-12

“Subsequent to the preparation of this draft chapter during the MP update, the FAA elected to address the land use compatibility guidance from the Interim Guidance on Land Uses within a Runway Protection Zone in a separate follow up study to the MP Update.” p. D-18 footnote 5.

There are two problems with these statements. The first is that they are mostly unclear about the nature of the action that is being recommended. Are these supposed to be Section 106 consultations? NEPA EA's? SEPA analysis? When they refer to "studies" what is being proposed to be studied? Also, in what way can these actions resolve the incompatibility of a use on non-airport property which KCIA is seeking to include in an expansion of the RPZ? IS KCIA considering attempting to restrict City Light's property rights?

The second problem is the implication that all these activities should be done after this AMP is adopted by the County and the ALP is approved by the FAA. If this is correct, then it leaves questions about mitigation and resolution of these potential impacts until after the main decisions are made. This is not the correct approach to SEPA and NEPA. Full environmental compliance (including SEPA and NEPA) should be done before the AMP and ALP are recommended for adoption or approval. If the AMP and ALP are considered programmatic decisions rather than project decisions, then SEPA and NEPA compliance (and Section 106 compliance and noise compliance) should be done on the programmatic decisions. And as we commented above, mitigation and resolution of impacts from past KCIA actions should be completed before a decision is made to create any new impacts from further Airport expansion.

Also, on p. E-8 indicates that "*It is recommended that BFI and King County continue to coordinate with Steam Plant representatives about the compatibility of the Steam Plant within the RPZ.*" What does this mean? City Light has been negotiating with KCIA about the Airport's impacts on GTSP for 19 years now with no final resolution in sight. Please explain the basis for the assumption that continued coordination will resolve issues arising from further RPZ expansion.

5) Other comments

There are several references to Assumptions and Goals in the documents:

"Assumption Four. The fourth assumption is to encourage the protection of existing public and private investment in land and facilities and advocate the resolution of any potential land use conflicts, both on and off airport property." [p. xxxiv]

"Goal 6: Communications and Community Partnerships

Neighborhood & community. Act as a partner to neighboring residents, businesses and organizations." [p. A-3, pp. D-3 &4.]

We comment that KCIA's actions have not been consistent with this Assumption and this Goal.

On p. D-28 it states that Alternative One provides the opportunity to increase IFR access capability to Airport by 8.8 hours annually if the existing Runway 14R ILS can receive environmental clearance for the $\frac{3}{4}$ mile visibility minimum approach procedures.

Please state the baseline against which this 8.8 hour increase due to an expanded RPZ is measured. In other words, a 1-mile visibility gives X hours/year of runway use. A $\frac{3}{4}$ mile visibility requirement would give X + 8.8 hours of use. What is "X"? The Airport's general value to the local economy is clear, but please describe the incremental benefit to the economy of this additional 8.8 annual hours of operation in terms of jobs, \$ of economic activity, \$ of taxes generated, etc. We are assuming that KCIA must view these incremental benefits as substantial since they are driving a preference to expand the RPZ despite the well-documented land use incompatibility problems that flow from that preference.

The power point slide on Part 150 noise compares 2008 noise model results and 2018 noise model results. The proper baseline for noise impact analysis of the alternatives are that of the most recent data, not those of 12 years ago.

There are several references to the noise impact on the GTSP from PPRP conversion/runway extension (p. D-48, D-60, and E-8.) We remind KCIA that City Light has offered KCIA an aviation easement that would cover noise from normal operations of aircraft, subject to resolution of all other terms of a final access settlement. But since KCIA has not agreed to such a final settlement, then all legal requirements for noise analysis and mitigation need to be met prior to any decision to extend the runway and convert the PPRP.

Comments and Responses: Seattle City Light (SCL) - received 12/01/20

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.)

SCL Comment I.D. & #	Page	Section or Issue	Para/Line/Sentence	Comment as Noted	Response to Comment	Action
#1	2	Availability of report graphics in Chapters D & F to assist with the review process.	---	All figures in Chapters D and F are missing, including, Fig. F-2 Airport Layout Plan Drawing. Meaningful public comment is not possible, especially in a highly technical area such as airport planning, without graphics. Part of the controlling documents for the Airport are the figures, not text documents, so the public cannot understand what the Airport is proposing, committing to, or being held to without complete diagrams. This Airport Master Plan process has been going on for at least 4 ½ years; it is unreasonable to skimp on the information to the public at the end of the process just to save a few weeks. The full document including all the figures should be provided and a completely new public comment period established.	<p>We agree with your comment. A PDF version of these chapters was prepared with the intension of posting on the website. It appears that a pdf version of the word document for these two chapters (without the graphics) was inadvertently posted by mistake.</p> <p>Thank you for bringing this to our attention. These chapters, with the associated graphics, have been posted to the website and Airport Staff will provide two additional weeks for your review, if needed. We apologize for the oversight. Also, please note that the Airport Layout Plan Drawing, which is the same drawing as Fig. F2 in Chapter F, was also posted on the website under the Airport Layout Plan working draft document tab and has been available for review throughout the formal public comment period.</p>	1
#2	2	Building hatch color edits to existing off-airport are needed to the base drawing for several Inventory chapter graphics.	---	Figs. A 3,4,5, and 7 show the GTSP as an on-airport building, and p. A-58 describes the GTSP as being within BFI, while p. E-13 says the GTSP is “not located on Airport property.” Please state clearly that the GTSP is immediately adjacent to, and is not, and has never been, on KCIA property.	Agree. The building hatch color for the Stream Plant and adjacent buildings will be changed on the base drawing to match the legend for off-airport buildings.	1
#3	2	Update all references to GTSP from Registered Historic Site to National Historic Landmark.	pg. A.58 & others	P. A-58 and numerous other locations in the various documents describe the GTSP as a Registered Historic Site. The GTSP should be described more accurately as a National Historic Landmark – a designation which indicates a much higher value as an historic resource, than one that is just registered.	Agree. All GTSP references will be updated National Historic Landmark.	1
#4	3	Noise and land	pg.	On p. xxxviii of the summary, the following item is listed:	KCIA is seeking to negotiate an off-airport RPZ land use	4

Comments and Responses: Seattle City Light (SCL) - received 12/01/20						
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.)						
SCL Comment I.D. & #	Page	Section or Issue	Para/Line/Sentence	Comment as Noted	Response to Comment	Action
		use evaluation	xxxviii of the Executive Summary document	“Future RPZ Use Agreement: <input type="checkbox"/> Runway 14R approach RPZ – 1.3 acres” What does this mean? Does this mean that KCIA is seeking a use agreement for 1.3 acres in the (alleged) RPZ? Where? With whom? Under what terms?	compatibility agreement with Seattle City Light that is consistent with FAA guidelines for RPZ land use compatibility.	
#5	3	Off-airport RPZ control options.	pg. C.37	P. C-37 includes: “Further consideration will be given to the options the Airport has in regard to achieving full control of all RPZ’s.” What are those options? Do they include condemnation? If so, please make clear whether, in the County’s view, this would also include the ability for King County to condemn city property.	Text will be edited to add reference to the various options that Airport Sponsors have to provide or promote land use compatibility with RPZs. These can include property acquisition, RPZ easement acquisition, and negotiated RPZ land use agreements. KCIA has no intension to pursue any land acquisition projects identified in the Master Plan Update using condemnation.	1
#6	3	Runway 14R/32L Alternative One: Uncontrolled RPZ acquisition options	pg. D.19	P. D-19 includes: “GTSP property @1.9 acres...approximately 1.9 acres to the north...is recommended for future RPZ easement or property acquisition to provide King County with land use controls.” Please indicate which specific properties are recommended for which means of providing KCIA “with land use controls.”	The location of the 1.9 acres of uncontrolled RPZ is identified on Figure D2/pg. D.16. This alternative presents two potential options for acquiring future control of this off-airport RPZ property. These include fee simple property acquisition or RPZ easement acquisition. Neither option is recommended in this section of the chapter.	4
#7	3	Location of recommended RPZ property acquisition at north end of Runway 14R/32L	pg. D.69	On p. D-69, the CDP summary says “RW 14R RPZ – 1.0 acres (To be acquired)”. Which 1.0 acres? Acquired by what means?	The location of the uncontrolled RW 14R RPZ properties recommended for fee simple acquisition are identified on Figure D32/pg. D.72 and Figure F2/pg. F.3. There is no Seattle City Light property identified for acquisition in the Master Plan Update.	4
#8	3	Airfield access change	pg. E.8	On p. E-8, it states: “the 300 foot- Runway 14R extension ... would change access.” For what facility or entity would access be changed? How?	Relocation of the Runway 14R threshold will require extension of the parallel taxiways (i.e., TW A and TW B) to serve the new runway threshold location. Text will be edited to clarify the proposed taxiway access change.	1
#9	3	Text typo	pg. xxxv of the Executive	On p. xxxv of the summary, there is the following item: “Runway Protection Zones (RPZs). The size of both approach and departure RPZ’s for Runway 14L are to be	Agree. Text will be revised as suggested.	1

Comments and Responses: Seattle City Light (SCL) - received 12/01/20						
Code for Response Action:						
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3. FAA decisions required or additional information necessary from King County, FAA, etc.						
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			Summary document	maintained at 1,000 feet x 1,510 feet x 1,700 feet and...” We believe this should read “14R”, not “14L”.		
#10	3	Clarification of Table D11 text is needed.	pg. D.57	On p. D-57, for Alternative One, the chart states “no change” in RPZ. However, RPZ Easement/Property Acquisition line in the chart shows “significant change”. This is just one example of the confusion in the documents about whether the RPZ in Alternatives One, Two and Four is the existing condition, or in fact a change in the baseline which is the approved 2004 AMP. In any event, there is an inconsistency within this chart.	The existing “(No Change)” entry for the RPZ component is correct. In addition, we propose that our assessment of the noted “significant” impacts of the RPZ Easement/Property Acquisition component for each alternative is correct given the potential acquisition cost of the property.	4
#11	3	Text typo	pg. D.59	On the chart on p. D-59, Environmental issues should read “possible incompatible land use/NHRP property”	Agree. Text will be revised as suggested.	1
#12	3	Text typo	pg. F.4	On p. F-4, we believe that the Runway Protection Zones section is meant to apply to 14R, not 14L	Agree. Text will be revised as suggested.	1
#13	4	Background info on steam plant ownership/operation	---	Page 109 of the 2004 AMP EIS includes this reference: “The steam plant was inactivated in 1977. It is currently owned by Seattle City Light and managed by the Georgetown Powerplant Museum as a museum and educational facility, with a broad variety of uses. It is used regularly for tours and training classes in boiler operations and related topics.” This is accurate and we appreciate KCIA’s recognition that museum activities are a long-standing feature of City Light’s use of the GTSP.	Comment noted.	4
#14	4	Info on Airport Height Overly District	pg. A.40	P. A-40 describes that the City of Seattle’s Airport Height Overly District “shall not restrict heights in Transition Areas to less than 37 feet (37’)”. This is accurate. However, the document should further educate the reader that this is the only applicable height regulation in that area for non-airport property.	Comment noted. Additional explanatory text on the application of the height restrictions specified by the Airport Height Overlay District is already provided on pg. A.40. In addition, the GTSP structure is identified as an existing Part 77 obstruction to the Runway 14R approach surface (with existing obstruction light), which is documented on Figure F3 of the <i>Airport Plans</i> chapter and Sheet #4 of the draft Airport Layout Plan Drawing Set.	4

Comments and Responses: Seattle City Light (SCL) - received 12/01/20

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#15	4 & 5	Question regarding change of the existing Runway 14R RPZ dimensions since the 2004 MP Update.	---	<p>The 2004 adopted Airport Master Plan is helpfully provided in the project website. Table C-2 of that document specifies that the dimensions of the 13R RPZ are 500 ft X 1700 ft X 1,010 ft (13R was, of course, the old designation of the runway now called 14R).</p> <p>Diagrams in the 2004 AMP also show that this RPZ does not include any part of City Light’s property around the GTSP.</p> <p>A multitude of documents included in the present Master Plan Update website show that something has changed. The “existing” 14R approach RPZ is described as 1,000 ft X 1,510 ft X 1,700 ft. Dozens of text and diagrammatic references show that this RPZ now overlaps a good portion of City Light’s GTSP property. But the documents are not completely consistent in this view. For instance, on p. D-27, the “existing” ¾ mile, 1,000/1,510/1,700 RPZ is mentioned as possibly requiring an EA and Section 106 consultation. On p. D-28, Alternative One’s disadvantages for the “existing” ¾ mile visibility and RPZ are indicated as requiring additional planning as well as the preparation of an Environmental Assessment and a Section 106 consultation.</p> <p>If the “existing” RPZ had been appropriately approved and established, why would these additional planning/regulatory/consultation steps be necessary? One is drawn to infer that the “existing” RPZ is not, in fact, properly established or approved and is in fact not the existing baseline at all.</p> <p>The statement on p. D-5 provides some helpful information: “It has been confirmed through this planning process that the previous review of these non-standard conditions, which were documented in previous planning documents (i.e., the 2004 NEPA ENVIRONMENTAL ASSESSMENT/SEPA ENVIRONMENTAL IMPACT STATEMENT FOR PROPOSED MASTER PLAN</p>	<p>You are correct in noting that something has changed regarding the dimensions of the Runway 14R RPZ dimensions since the publication of the 2004 Airport Master Plan.</p> <p>The required dimensions of the RPZ are dictated by the existing visibility minimums that are provided by the individual runway ends (e.g., a visual approach vs. various instrument approaches). Instrument approaches that offer lower visibility minimums specify increasingly larger RPZ sizes. The 2004 Airport Master Plan documented the existing and future approach visibility minimums for Runway 14R at 1-mile, which specified an approach RPZ dimension of 500’ x 1,010’ x 1,700’.</p> <p>During the early stage preparation of this MP Update, it was determined that some of the Runway 14R instrument approach procedures had been upgraded to provide ¾-mile visibility minimums, which require the slightly larger RPZ dimensions (i.e., 1,000’ x 1,510’ x 1,700’). This improved instrument approach capability was made possible due to criteria changes within FAA’s Terminal Instrument Procedures order but was implemented without knowledge to both BFI Staff and FAA Airport District Office Staff. Typically, the implementation of a new instrument approach requires environmental clearance documentation. This process was not completed for the implementation of the Runway 14R improved instrument approach and resulting RPZ enlargement at BFI.</p> <p>For the purposes of this MP Update, it was determined appropriate to recognize the larger RPZ, dimensioned at 1,000’ x 1,510’ x 1,700’, as the current “existing” RPZ (consistent with the existing instrument approach visibility</p>	4

Comments and Responses: Seattle City Light (SCL) - received 12/01/20

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				<p>IMPROVEMENTSAT BFI and the 2006 MODIFICATION OF STANDARDS ALTERNATIVE ANALYSIS document for BFI) and recorded as Modification of Standards (MOS) on the approved 2007 Airport Layout Plan Drawing Set were never “officially” approved by FAA.”</p> <p>Supposedly the creation of an expanded RPZ is documented in these documents. The 2004 NEPA EA/ SEPA EIS is provided on the project website but no mention is made there (nor in the adopted 2004 AMP) of an expanded RPZ. One is left to conclude that the 2006 MOS Alternative Analysis and the approved 2007 Airport Layout Plan Drawing set document this RPZ expansion, but that is not clear because they are not provided on the project website. Please provide these documents on your website (and allow for an extended public comment period once the complete documents are provided.)</p> <p>Please state clearly if KCIA is relying on these documents to establish that the RPZ shown as “existing” in this Update was properly approved by FAA. If that is KCIA’s contention, please explain why your document on p. D-5 states that the 2006 MOS and 2007 ALP drawing set were “never ‘officially’ approved by FAA.”</p> <p>Please provide the NEPA, SEPA, and Section 106 documentation that shows that proper environmental compliance was done by KCIA and FAA for any asserted expansion of the RPZ subsequent to 2004.</p>	<p>minimums). However, the continued need for the previously required environmental clearance documentation (e.g., Environmental Assessment and Section 106 consultation) has been documented and will be completed as a separate stand-alone planning project.</p> <p>It should also be noted the statement on pg. D.5 in the comment is in reference to a section of the MP Update (see pgs. D.4-D.11) that summarizes the existing non-standard runway and taxiway design conditions that currently exist at the Airport. It was thought that modification of standards had been approved by the FAA for several of these that were previously identified on the Airport Layout Plan, but that was confirmed to not be the case. Therefore, each of these previous non-standard conditions, along with others that include the Runway 14R land use compatibility issue, have been documented in this MP Update for FAA review.</p>	
#16	5	Question regarding existing Runway 14R RPZ designation & environmental clearance	---	<p>A reference on p. D-25 states: “The encroachment of the Runway 14R approach RPZ onto adjacent property associated with the Georgetown Steam Plant (a structure listed on the National Register of Historic Properties) is a result of the existing ¾ mile visibility minimums...Due to the fact the existing 2007 Airport Layout Plan (ALP) identifies only 1 mile visibility minimums for the existing and future Runway 14R IAPs,</p>	<p>We agree with your comment: “the existing 2007 Airport Layout Plan (ALP) identifies only 1 mile visibility minimums for the existing and future Runway 14R IAPs, additional environmental coordination and documentation would be required to consider the various environmental impact categories...to support the larger Runway 14R RPZ requirements.” See additional information in the Response to Comment #15.</p>	4

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		requirements		<p>additional environmental coordination and documentation would be required to consider the various environmental impact categories...to support the larger Runway 14R approach requirements.”</p> <p>This also states that the 2007 ALP is the “existing” plan, which is problematic. It also leaves a little more confusion of whether the 2007 ALP has a 1-mile visibility requirement (small RPZ) or a ¾ mile visibility requirement (bigger RPZ.) It does indicate that there are presently unperformed environmental coordination and documentation requirements that are necessary to establish the larger RPZ. This reinforces our inferences drawn from pp. D-27 & 28.</p> <p>There is a reference on p. E-9 to the “the FAA approved Airport Layout Plan (King County 2012).” What is this document? Is it the 2007 ALP? If so, why is it described as “approved” when on p. D-5 it is described never having been “officially” approved by FAA. What is the King County 2012 reference?</p> <p>Given all the above, including KCIA’s statement on p. D-5, please explain how KCIA can assert that the 1,000/1,510/1,700 RPZ can be viewed as the “existing” RPZ.</p>	The reference on pg. E.9 to the “the FAA approved Airport Layout Plan (King County 2012) is a typo and will be edited to (King County 2007).	
#17	6	Existing Runway 14R RPZ designation	---	<p>It is clear that the existing RPZ and the true baseline, is in fact the 500 ft X1700 ft X1,010 ft RPZ adopted as part of the 2004 AMP. The Master Plan Update documents should be revised to reflect that and all necessary SEPA, NEPA and Section 106 compliance must be done before considering any expansion of this RPZ. The impacts of any RPZ expansion should be measured against the adopted 2004 AMP RPZ.</p> <p>On a related note, references on pp. E-8 & 9 state that “one NHRP-registered historic site, the Georgetown Steam Plant is potentially impacted by the 300 foot- Runway 14R extension, which would reposition the Runway 14R RPZ to</p>	Comments noted. The rationale for designation of the larger Runway 14R RPZ, dimensioned at 1,000’ x 1,510’ x 1,700’, as the current “existing” RPZ was presented in the Response to Comment #15. In addition, environmental clearance documentation (e.g., Environmental Assessment and Section 106 consultation) have been identified as being needed for both the previous RPZ enlargement and the future repositioning of the existing RPZ associated with the proposed Runway 14R threshold relocation project.	4

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				encompass less of the Steam Plant property than under existing conditions.“ Given the conclusion above, the 300 foot 14R extension (if done in conjunction with a ¾ mile visibility requirement) would also impact the GTSP property more than the true 2004 baseline.		
#18	6 & 7	Confusion regarding reference to future studies, agency coordination, and regulatory compliance remediation.	---	<p>There are many references in the documents to additional studies and similar activities that are needed: “To facilitate the MOS preparation effort, a supplemental planning study will be undertaken to further define the long-term improvement/resolution options (beyond the 20-year planning period of the Master Plan Update) for the Airport’s existing nonstandard design conditions.” p. D-6 <input type="checkbox"/> “Potential Compliance/Mitigation Options o ...undertake the required environmental documentation to address the location of the Georgetown Steam Plant within the Runway 14R approach RPZ.” p. D-7 “...application of FAA’s Interim Guidance on Land Uses within a Runway Protection Zone could require additional environmental review and documentation to assess the land use compatibility of the Steam Plant” p. D-9 “may require additional environmental documentation and approvals to support and retain the ¾ mile visibility minimums.” p. D-18 “Subsequent to the preparation of this draft chapter, the decision was made to retain the existing IAP visibility minimums and address the existing RPZ land use compatibility issues in a supplemental study to the Master Plan Update.” p. D-9 footnote “Hot Spot #1. A new EA may be required to change the PPRP designation.” p. D-12 “Subsequent to the preparation of this draft chapter during the MP update, the FAA elected to address the land use compatibility guidance from the Interim Guidance on Land Uses within a Runway Protection Zone in a separate follow up study to the MP Update.” p. D-18 footnote 5.</p> <p>There are two problems with these statements. The first is</p>	<p>We agree with your comment that the MP Update makes reference to several additional studies that must be undertaken to address the variety of existing non-standard conditions that were discovered during the planning process. To help summarize this list we will make reference to the project list (see Tables G2, G3, and G4) identified in Chapter G/Financial Implementation Plan.</p> <ol style="list-style-type: none"> 1) The first project of interest is the required environmental clearance documentation (e.g., Environmental Assessment and Section 106 consultation) that is required for the larger (1,000’ x 1,510’ x 1,700’ Runway 14R RPZ. Since this type of environmental study is typically prepared internally by the FAA, it was not included in the Airport’s Capital Improvement Plan (CIP) project list, but is documented throughout the MP Update. 2) Year 2020/Project A.2: Prepare request and submittal for update of existing ATC Operational Waiver to address non-standard centerline separation distance between existing parallel runway configuration. 3) Year 2021/Project A.1: Prepare consolidated EA or EIS for various Phase I projects: acquire property (multiple parcels), relocate/construct new fuel storage facility, and implement pavement maintenance/ reconstruction 	4

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				<p>that they are mostly unclear about the nature of the action that is being recommended. Are these supposed to be Section 106 consultations? NEPA EA's? SEPA analysis? When they refer to "studies" what is being proposed to be studied? Also, in what way can these actions resolve the incompatibility of a use on non-airport property which KCIA is seeking to include in an expansion of the RPZ? IS KCIA considering attempting to restrict City Light's property rights?</p> <p>The second problem is the implication that all these activities should be done after this AMP is adopted by the County and the ALP is approved by the FAA. If this is correct, then it leaves questions about mitigation and resolution of these potential impacts until after the main decisions are made. This is not the correct approach to SEPA and NEPA.</p> <p>Full environmental compliance (including SEPA and NEPA) should be done before the AMP and ALP are recommended for adoption or approval. If the AMP and ALP are considered programmatic decisions rather than project decisions, then SEPA and NEPA compliance (and Section 106 compliance and noise compliance) should be done on the programmatic decisions. And as we commented above, mitigation and resolution of impacts from past KCIA actions should be completed before a decision is made to create any new impacts from further Airport expansion.</p>	<ol style="list-style-type: none"> 4) Year 2021/Project A.2: Prepare request and submittal for modification of standards to address multiple existing non-standard conditions: 1) Runway 14R/32L OFA, 2) Runway 14R/32L to Taxiway A centerline separation, and 3) Runway 14R/32L to Taxiway B centerline separation 5) Year 2023/Project A.9: Prepare consolidated EA or EIS for various Phase II projects: 300-foot runway/TW A/TW B extension north; RW 14R approach RPZ property acquisition (multiple parcels); ALS and various other lighting relocation/upgrades; removal of future RW 14R VGAS obstruction, construct new airport maintenance facilities, and implement pavement maintenance/reconstruction (This project would also likely include the land use compatibility guidance from the Interim Guidance on Land Uses within a Runway Protection Zone 6) Year 2024/Project A.4: Prepare OAP and remove future obstruction to Runway 14R VGAS surface (i.e., one tree) 7) Phase II//Project B.5: Prepare ATCT Siting Study for relocation of existing ATCT 8) Phase II//Project B.8: Prepare consolidated EA for various Phase II and Phase III projects: construct new southwest cargo development area, property acquisition for Runway 14R Departure RPZ, and implement pavement maintenance/reconstruction 	

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					<p>9) Phase III//Project C.9: Prepare consolidated EA for various Phase III projects: install Runway 32L ALSF-1, removal of future RW 32L obstructions (OFZ), and implement pavement maintenance/reconstruction</p> <p>Regarding the comment that “Full environmental compliance (including SEPA and NEPA) should be done before the AMP and ALP are recommended for adoption or approval.”</p> <p>We concur that the environmental processing of the improved visibility minimums for the Runway 14R instrument approach procedures does still need to be prepared by the FAA. Also, keep in mind that FAA’s approval of the ALP is conditional, meaning that, among other things, no projects are environmentally cleared through the ALP approval process. Each project will require its own environmental analysis and clearance prior to implementation.</p>	
#19	7	On-going coordination between King County and Steam Plant representatives about the compatibility of the Steam Plant within the RPZ	---	Also, on p. E-8 indicates that “It is recommended that BFI and King County continue to coordinate with Steam Plant representatives about the compatibility of the Steam Plant within the RPZ.” What does this mean? City Light has been negotiating with KCIA about the Airport’s impacts on GTSP for 19 years now with no final resolution in sight. Please explain the basis for the assumption that continued coordination will resolve issues arising from further RPZ expansion.	King County and Steam Plant representatives will continue to negotiate on the final details of the proposed new access road and the terms of a future RPZ use agreement.	4
#20	---	Comments on adherence to stated assumptions	---	There are several references to Assumptions and Goals in the documents: “Assumption Four. The fourth assumption is to encourage the protection of existing public and private investment in land and facilities and advocate the resolution of any	Comment noted. Given the existing site constraints of both the Airport and the surrounding environs, all of the Airport Stakeholders (e.g., King Co., neighboring residents, businesses and organizations) must continually work to mitigate potential land use conflicts and maintain ongoing	4

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		and goals in the MP Update.		potential land use conflicts, both on and off airport property.” [p. xxxiv] “Goal 6: Communications and Community Partnerships Neighborhood & community. Act as a partner to neighboring residents, businesses and organizations.” [p. A-3, pp. D-3 &4.] We comment that KCIA’s actions have not been consistent with this Assumption and this Goal.	communication efforts.	
#21	7 & 8	Additional info requested on the relationship of IFR minimums and IFR accessibility to the Airport.	---	On p. D-28 it states that Alternative One provides the opportunity to increase IFR access capability to Airport by 8.8 hours annually if the existing Runway 14R ILS can receive environmental clearance for the ¾ mile visibility minimum approach procedures. Please state the baseline against which this 8.8 hour increase due to an expanded RPZ is measured. In other words, a 1-mile visibility gives X hours/year of runway use. A ¾ mile visibility requirement would give X + 8.8 hours of use. What is “X”? The Airport’s general value to the local economy is clear, but please describe the incremental benefit to the economy of this additional 8.8 annual hours of operation in terms of jobs, \$ of economic activity, \$ of taxes generated, etc. We are assuming that KCIA must view these incremental benefits as substantial since they are driving a preference to expand the RPZ despite the well-documented land use incompatibility problems that flow from that preference.	An instrument approach to a runway is defined by two weather variables: cloud ceiling and visibility. At the onset of the MP Update, the existing ¾-mile visibility approach to Runway 14R was provided by an RNAV GPS approach that offered a 703-foot ceiling minimum. Based upon 10 years of weather data, this combination of IFR minimums were available on average at BFI 3.6% of the time annually, which equates to 13.1 days of the year. At that same time, the existing Runway 14R ILS approach provided ceiling and visibility minimums of 273 feet and 1 mile, which were available 6.2% of the time annually or 22.6 days of the year. In 2017, the Runway 14R ILS approach minimums were updated to a 290 foot ceiling and ¾-mile visibility and the ceiling was again increased in 2019 to 308 feet, due to revisions in the FAA’s Terminal Instrument Procedures order and the updated obstacle data set. These updated minimums resulted in a decrease in the annual availability of the Runway 14 ILS approach from the original 6.2% (i.e., 22.6 days) to 6.0% (i.e., 21.8 days), a reduction of 19.2 hours annually. If the Runway 14 ILS approach visibility minimums were now raised to 1 mile, the annual availability of the procedure could be reduced to 5.8%, resulting in a potential reduction of 17.5 hours annually. The text on pg. D.28, referencing 8.8 hours, will be updated to 17.5 hours to	4

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					<p>reflect the revisions to the ILS minimums that occurred in both 2017 and 2019.</p> <p>The operational availability of an airport is extremely important to commercial operators that provide scheduled services. This is particularly true of the existing UPS cargo operation at BFI. The future environmental clearance documentation that will be required to review the instrument approach upgrade (e.g., Environmental Assessment and Section 106 consultation) will likely include a detailed assessment of the cost/benefit of the improved minimums to the existing air cargo operation, including documentation of the additional information that has been requested in your comment.</p>	
#22	8	General comments on future noise analysis and on-going settlement negotiations.	---	The power point slide on Part 150 noise compares 2008 noise model results and 2018 noise model results. The proper baseline for noise impact analysis of the alternatives are that of the most recent data, not those of 12 years ago. There are several references to the noise impact on the GTSP from PPRP conversion/runway extension (p. D-48, D-60, and E-8.) We remind KCIA that City Light has offered KCIA an aviation easement that would cover noise from normal operations of aircraft, subject to resolution of all other terms of a final access settlement. But since KCIA has not agreed to such a final settlement, then all legal requirements for noise analysis and mitigation need to be met prior to any decision to extend the runway and convert the PPRP.	Comment noted regarding reference to the previous Part 150 noise contour. The power point slide reference to the 2008 noise contours was included for reference only to demonstrate the current reduction in the noise contours compared to the previous noise study. It is recognized that any future noise evaluation, as a component of an environmental clearance document, would include the generation of current year baseline contours, comparison to future noise contours, and identify potential noise impacts “with” and “without” the proposed development project.	4
#23	email	Chapter D mapping edit	---	On Fig. D4 (p. D.20) , Fig. D5 (p. D.21) and Fig. D13 (p. D.34), there is a blue building shown immediately to the NW of the Georgetown Steam Plant, partly in the RPZ for that particular alternative. However it is not shown in the many other figures. Is it meant to signify a new building, or is it inadvertently included in these three figures?	That blue building represents the previous future location for the SRE building. Due to the proposed runway threshold shift and RPZ enlargement, it was removed from all of the other illustrations in the chapter and should have been removed from these Alternative One illustrations. This building will be deleted from the drawings for the Final	1

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					Report.	
#24	email	Additional info requested on the relationship of IFR minimums and IFR accessibility to the Airport.	---	<p>I would like to ask for one more clarification within the comment period window, even though it does not relate to any of the figures in Chapters D & F.</p> <p>Can you try to explain it to me one more time about the Airport’s operational availability. You state that “If the Runway 14 ILS approach visibility minimums were now raised to 1 mile, the annual availability of the procedure could be reduced to 5.8%...”. It seems obvious that the overall availability of the runway for operations would be much greater than that – 100’s of days. It seems as though its availability would be the sum of its availability under ILS plus its availability from much better weather conditions for much of the average year. I must be missing something. Could the Runway 14 total availability (Instrument and non-instrument[?]) with ¾ mile visibility =A, be compared to the Runway 14 total availability (Instrument and non-instrument[?]) with 1 mile visibility =B? I get it that A will be greater than B (evidently by 17.5 hours in an average year). But what is A on an absolute scale?</p>	<p>Visual Flight Rules (VFR) conditions occur whenever the cloud ceiling is at least 1,000 feet above ground level and the visibility is at least three statute miles. These conditions occur at BFI approximately 91.7 percent of the time annually, which equates to approximately 335 days/year.</p> <p>The weather parameters and percentages described in the response to comment #21 above are only related to Instrument Flight Rule (IFR) conditions (i.e., the various weather conditions below the VFR parameters). The total operational availability of a runway on annual basis, based upon weather, is represented by the combination of VFR conditions plus the percentage of IFR weather access that is provided by the instrument approach procedure.</p>	



December 15, 2020

John Parrott, Director
King County International Airport – Boeing Field
7277 Perimeter Rd S
Seattle, WA 98108

RE: Airport Master Plan and General Aviation Reductions

Dear Mr. Parrott:

I am writing in support of general aviation (GA) at King County International Airport and against the proposal in the Master Plan to remove over 75 parking and hanger spaces for light general aviation aircraft at the southwest corner of the airport. This is on top of the planned removal of GA parking at the northeast corner of the airport. And the removal of GA space at the southwest corner include three to four spaces used by the Museum of Flight for visitors.

The Washington Seaplane Pilots Association represents over 500 seaplane pilots in our state of which the majority fly amphibious seaplanes and need GA tie-downs or hangers to store their aircraft.

General aviation is the lifeblood of Boeing Field, and currently comprises the majority of the traffic operations at Boeing Field. Light aviation operations comprise a wide spectrum of aviation services, including training flights, air ambulance flights, sightseeing flights, and charitable flights. Over the past several years, thousands of pilots have learned to fly at Boeing field, many of these individuals have gone on to become airline pilots, corporate pilots, or better-informed engineers designing future jetliners. Thousands of rides for minority and disadvantaged youth have occurred because of light general aviation operators at Boeing field, and countless disaster relief and search and rescue flights have been launched from Boeing field. Critically, light general aviation flights create an opening for local members of the community to experience and participate in aviation and use the airport.

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.

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.



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 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.

We request the managers of KBFI to reconsider the impacts that the Master Plan will have on not only the airport but also the local community and either:

- 1) Remove the alternative to convert the southwest GA tie-down and hanger spaces to cargo operations, or
- 2) Replace those GA spaces with an equal or greater amount of space in another location, and not eliminate the NW parking until alternative spaces are provided

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.

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.

Sincerely,

A handwritten signature in blue ink that reads "Stephen M Ratzlaff". The signature is written in a cursive style with a large initial 'S'.

Stephen M Ratzlaff
President, Washington Seaplane Pilots Association
Stephenr@orderport.net 206-250-1625

Comments and Responses: Washington Seaplane Pilots Association - received 12/16/20

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#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.
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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						
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				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



From: John F. Dobson
Sent: Tuesday, December 8, 2020
To: KCIACommunityOutreach@KingCounty.gov
Cc: Parrott, John <jparrott@kingcounty.gov>
Subject: King County International Airport - Boeing Field - Master Plan Comments

Dear King County,

The Washington Pilots Association (WPA) has a simple mission statement, “. . . to advance and protect the interests of General Aviation in the State of Washington through Advocacy, Outreach, Education and Social Activities. Our 25 plus chapters are located throughout the state with membership active at most if not all public use airports. Boeing Field is no exception.

First let me thank you for your outreach efforts. Your KCIA Master Plan Summary 2020 is succinct and simple to follow. The WPA is most interested and excited for your future land acquisitions and the potential benefits that will bring to your / our airport. However, we caution you to NOT make any decisions toward their intended use until such time as you are able to insure there will be no diminished General Aviation operational or storage capacity.

General Aviation represents 83% of your current activity. From your Major Construction Projects several concerns stand out:

#1) Runway End Relocation 300' North. Without modifications to FAA standards this decision will eliminate a primary “tie-down” / GA storage area. This aircraft parking location must remain . . . !

#2) Redevelopment of the General Aviation tiedown and Hangar Area for Air Cargo . . . To increase the air cargo footprint at the expense of GA is unacceptable. I urge you to first contact the homeowners from the Magnolia Residential District and measure their resistance. Should those cargo haulers begin “. . . to drop their gear at 2 am over my house . . .”, the protests will be loud and clear. Again, there is NO case to be brought, be it financial or capacity, that supports the removal of GA.

#3) Large Aircraft Parking Ramp near the terminal. While some sports teams “occasionally” desire convenient parking there are alternatives for team members at other airports. At the same time Boeing Field has long ignored accommodations for all transient aircraft.

The Washington Pilots Association has been a part of numerous aviation studies focused on the Puget Sound Region; be it LATS, PSRC, Port of Seattle, Air Cargo Studies, The Commercial Aviation Coordinating Commission, and numerous other Aviation Division studies. They all point to the same problems . . . capacity for Commercial Enplanements, Cargo, and General Aviation. Unfortunately, GA is the first to be sacrificed . . . We strongly encourage King County to look at the bigger picture and work with all the area's airports to solve for our regional aviation problems. Boeing Field is so much more than an isolated airport in the middle of Seattle. And General Aviation is so much more compatible with downtown.

If you have any questions, please do not hesitate to contact me. Thank you for the opportunity to comment on the proposed Master Plan Update at the King County International Airport – Boeing Field.

Sincerely,

John F. Dobson
Director of Government Affairs
Washington Pilots Association
o: 360-898-2319
c: 206-786-6081

Comments and Responses: Washington Pilots Association - received 12/16/20						
Code for Response Action:						
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Comment I.D. & #	Page	Section or Issue	Para/Line/Sentence	Comment as Noted	Response to Comment	Action
#1	1	Recommended Runway 14R threshold relocation.	---	#1) Runway End Relocation 300’ North. Without modifications to FAA standards this decision will eliminate a primary “tie-down” / GA storage area. This aircraft parking location must remain . . .!	<p>Comments noted.</p> <p>Following FAA’s decision to no longer support an existing Threshold Crossing Height (TCH) waiver of on Runway 14R landings for large aircraft, the FAA evaluated numerous alternatives for achieving the flight procedure standards, but determined that the proposed 300-foot relocation of the threshold to the north was the only viable option.</p> <p>Please note that the MP Update originally planned for the development of a new North General Aviation Aircraft Storage Area to accommodate the relocation of displaced based aircraft from the existing southwest general aviation development area. 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. Ultimately, the FAA’s recommendation for the RW 14R threshold relocation eliminated the potential development of a new GA aircraft storage area at the north end of the Airport.</p>	4
#2	1	Opposition to the proposed redevelopment of the existing southwest GA development area to accommodate future air cargo facilities.	---	#2) Redevelopment of the General Aviation tiedown and Hangar Area for Air Cargo . . . To increase the air cargo footprint at the expense of GA is unacceptable. I urge you to first contact the homeowners from the Magnolia Residential District and measure their resistance. Should those cargo haulers begin “. . . to drop their gear at 2 am over my house . . .”, the protests will be loud and clear. Again, there is NO case to be brought, be it financial or capacity, that supports the removal of GA.	<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>	1

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					<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. Also, see response to Comment #1 above.</p> <p>In addition, this Plan has been circulated as part of the Master Plan Update public outreach project with neighboring communities, but will have to also undergo both the SEPA and NEPA review process before a future project at this site can be constructed.</p>	
#3	1	Demand for Large Aircraft Parking Ramp near the terminal.	---	#3) Large Aircraft Parking Ramp near the terminal. While some sports teams “occasionally” desire convenient parking there are alternatives for team members at other airports. At the same time Boeing Field has long ignored accommodations for all transient aircraft.	<p>Comments noted.</p> <p>The new Large Aircraft Parking Ramp at the Passenger Terminal is a project that has been on the radar of Airport Staff for a number of years to accommodate increasing demand for large aircraft charter activity in the vicinity of the terminal. Various development alternatives were examined in the MP Update to accommodate both airside and landside demand for these facilities.</p> <p>Currently the Airport is unable to accommodate all of the larger charter aircraft looking to utilize BFI due to limited parking availability.</p>	4
#4	1	BFI’s challenges to accommodate existing demand from all aviation user groups given the	---	The Washington Pilots Association has been a part of numerous aviation studies focused on the Puget Sound Region; be it LATS, PSRC, Port of Seattle, Air Cargo Studies, The Commercial Aviation Coordinating Commission, and numerous other Aviation Division studies. They all point to the same problems . . . capacity for Commercial Enplanements, Cargo, and General Aviation. Unfortunately, GA is the first to be sacrificed . . . We	<p>Comments noted.</p> <p>Airport Staff acknowledges the challenges of planning for the future development of an airport that is severely site constrained, but has high demand for facilities to serve all sectors of aviation. The airport is supportive of working with the FAA and WSDOT to look at the system as a whole.</p>	4

Comments and Responses: Washington Pilots Association - received 12/16/20

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		existing site development constraints of the facility.		strongly encourage King County to look at the bigger picture and work with all the area’s airports to solve for our regional aviation problems. Boeing Field is so much more than an isolated airport in the middle of Seattle. And General Aviation is so much more compatible with downtown.		

December 15, 2020

John Parrott, Airport Director
King County International Airport
7277 Perimeter Road South
Seattle, WA 98108

Dear Mr. Parrott;

Thank you for the opportunity to provide comments regarding the King County International Airport Master Plan Update.

Washington State Department of Transportation Aviation Division (WSDOT Aviation) understands the importance of the King County International Airport (KCIA) to the state aviation system and the region. We value the role the airport fills in meeting the state and region's air transportation needs, and respect the master planning process. We also recognize and support local community level input to shape the future of the airport while allowing the process to work.

The 2017 Washington Aviation System Plan (WASP) classifies KCIA as a "Major Airport" with the primary activities of this classification being commercial service and aerospace manufacturing. WSDOT Aviation, a member of the Washington Commercial Aviation Coordinating Commission (CACC), acknowledges that Washington State has capacity issues with commercial passenger service, air cargo, and general aviation aircraft storage. Commercial passenger service and air cargo demand is projected to double in the next twenty years. Thus, the CACC is working to add capacity throughout the state aviation system to accommodate future demand including general aviation storage.

For your consideration, WSDOT Aviation recommends that the Master Plan include a commitment from King County to conduct or participate in developing a plan to accommodate tenants at the airport should future projects displace them. In accordance with both state and federal grant assurances, airport sponsors are required to undertake reasonable consultation with affected parties when making decisions to commence any airport development project.

The importance of King County International Airport to the region and state's transportation system cannot be overstated. We appreciate the opportunity to offer written comments. WSDOT Aviation is available to provide technical assistance to the airport and the community. Our office is available for any questions or further discussions. Please don't hesitate to contact me at 360-709-8020 or david.fleckenstein@wsdot.wa.gov.

Sincerely,

David Fleckenstein
Director, WSDOT Aviation

Comments and Responses: WSDOT Aviation - received 12/16/20						
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Comment I.D. & #	Page	Section or Issue	Para/Line/Sentence	Comment as Noted	Response to Comment	Action
#1	1	Concern regarding the MP Update recommendation to relocate GA aircraft storage facilities.	---	<p>The 2017 Washington Aviation System Plan (WASP) classifies KCIA as a “Major Airport” with the primary activities of this classification being commercial service and aerospace manufacturing. WSDOT Aviation, a member of the Washington Commercial Aviation Coordinating Commission (CACC), acknowledges that Washington State has capacity issues with commercial passenger service, air cargo, and general aviation aircraft storage. Commercial passenger service and air cargo demand is projected to double in the next twenty years. Thus, the CACC is working to add capacity throughout the state aviation system to accommodate future demand including general aviation storage.</p> <p>For your consideration, WSDOT Aviation recommends that the Master Plan include a commitment from King County to conduct or participate in developing a plan to accommodate tenants at the airport should future projects displace them. In accordance with both state and federal grant assurances, airport sponsors are required to undertake reasonable consultation with affected parties when making decisions to commence any airport development project.</p>	<p>Comments noted.</p> <p>Airport Staff acknowledges the challenges of planning for the future development of an airport that is severely site constrained, but has high demand for facilities to serve all sectors of aviation. However, we are currently investigating how some of the existing Airport property that is being used by Boeing for temporary overflow B-737 MAX parking could potentially be used for displaced GA aircraft parking. This evaluation also applies to a few small airport leaseholds (e.g., the existing Lot 13 area located on the west side of the Airport, directly south of the existing ATCT facility) that may soon be available for new leases to support additional GA aircraft apron parking facilities.</p> <p>Airport Staff are happy to work with WSDOT to see what can be done at BFI to help solve the regions aviation capacity problem as a whole and not just at BFI.</p>	1



Frequently Asked Questions about the Master Plan Update

Below we have provided answers to the most frequently asked during our Master Plan Update outreach. For a complete list of questions, comments and feedback during the community engagement process please see the [Master Plan Update](#) section of our website.

<p>Question: How is the Airport Master Plan aligning with the King County Strategic Climate Plan?</p>
<ul style="list-style-type: none"> ○ KCIA is one of the few airport's in the country that has prepared a comprehensive <u>Greenhouse Gas (GHG) inventory</u>. ○ KCIA supports the King County Strategic Climate Action Plan (KCSCAP) by managing GHG emissions that it can control, conducting climate preparedness, and promoting climate and community resiliency.
<p>Question: How will projects identified in the Master Plan affect General Aviation (GA) parking at the airport?</p>
<ul style="list-style-type: none"> ○ The airport is extremely land constrained and some of these projects will impact the GA community. The airport currently has identified lot 13 as a possible area to relocate some tenants. ○ If adjacent property comes available for purchase and the airport chooses to purchase the property, the airport will have to decide at that time how to best utilize the combined property. ○ Currently the airport has a waiting list in all segments of aviation.
<p>Question: Why is the airport relocating the runway threshold 300 feet to the north?</p>
<ul style="list-style-type: none"> ○ The FAA will no longer support an existing Threshold Crossing Height (TCH) waiver of Runway 14R for landings of large aircraft. The proposed 300-foot relocation of the end of the runway to the north is the only viable option. ○ As a part of this project, the airport will be removing 500 feet of special use pavement which will decrease the total runway length by 580 feet.

Question: Why is the airport forecasting an increase in flights and how will that affect noise in the surrounding area?

- The airport operations forecast in the Master Plan Update is the formal prediction from the FAA to help determine the forecasted demand for the airport to ensure the infrastructure at the airport can meet that demand.
- KCIA does not have the authority to affect the number or types of aircraft operations at the airport or authority of the airspace around the airport; that is controlled by the FAA through the Aircraft Control Tower.
- The airport provided a voluntary multi-year sound insulation program for single-family homes located in parts of the Georgetown, Beacon Hill and Tukwila/Allentown neighborhoods.
 - This FAA-funded project provided \$40 million for the sound insulation of just under 600 homes in these neighborhoods.
- The updated existing and future noise contours generated for this Master Plan Update are significantly smaller than the previous contours and would likely result in a much smaller Noise Mitigation Boundary if the study were updated today.
- This current reduction in the KCIA-related noise footprint is the result of both fewer aircraft operations being conducted at the airport and changes in the fleet mix of those operations due to the retirement of many older/noisier aircraft, along with the continued advancement of quieter engine technology.

Question: Will projects identified in the master plan bring more jobs to the local community, specifically low-income and Black, Indigenous and People of Color (BIPOC) community members?

- Yes, from our latest Economic Impact Assessment it is anticipated that the direct, indirect and induced economic impact of the airport's next six-year Capital Improvement Program will be an estimated \$718 billion for the local economy and more than 2,000 jobs. Many of these are careers with our tenants, construction jobs and service industry jobs in the local community.
- While KCIA cannot require applicants to county jobs be from certain demographic or geographic groups, we do plan on promoting potential jobs and contracts at the airport.
- KCIA also hires interns at all levels from high school, community college, undergraduate and graduate school and makes a special effort to publicize these opportunities within the local community. Our goal is to encourage young people to consider aviation careers.

- KCIA also partners with the Museum of Flight and their youth programming such as Women Fly, Michael P. Anderson Program and Career Days to support and encourage underrepresented students towards careers in aviation.

Question: What is the plan for increasing the landscape buffer between the airport property and the surrounding communities?

- King County is currently coordinating with the City of Seattle about moving a segment of airport fencing to improve the existing pedestrian connection between Georgetown and South Park neighborhoods of Seattle. This project could also include a combination of artwork and a landscape buffer along a segment of the airport's perimeter fencing.
- KCIA is researching the best type of foliage to increase the greenery around the airport that does not attract wildlife or grow too tall and absorbs the most carbon.

Question: How will King County fund projects that have been proposed in the Master Plan? Will local tax dollars be used?

- No local tax dollars are used to operate or enhance the airport.
- KCIA will fund projects proposed in the Master Plan through multiple sources including airport revenues, grants and the issuance of bonds. However, many of the projects are dependent on getting federal grant funding and may not move forward if no grant funds are available.