

Mid-Field Airpark Visioning Session Comment Log

King County International Airport / Boeing Field

Introduction:

The recently completed airport master plan determined that several aircraft parked at the Northeast Airpark are located within the Runway Protection Zone (RPZ) for Runway 14R. Aircraft parked within an RPZ are considered to be non-standard and are therefore incompatible with airport operations. KCIA staff, with the help of our consultant RS&H, is looking at options to resolve these non-standard conditions by relocating parking positions from the Northeast Airpark to the Mid-Field Airpark. Before concepts can be developed a Visioning Session was held to identify project requirements and gain user input. The purpose of the Mid-Field Airpark Visioning Session was to allow participants to share their vision on how the Mid-Field Airpark could look in the future.

Meeting Times:

The Mid-Field Airpark Visioning Session was held on Thursday, May 27th, 2021 at 11am PDT and 5pm PDT. Registration information was posted to the King County International Airport homepage, social media platforms and emailed to tenants in advance.

Participant Input Comments /Questions /Ideas:

Input related to the Mid-Field Airpark was provided either in the form of a question, comment or an idea discussed during a visioning session or submitted directly to KCIA staff. Input will be used to develop and evaluate alternative concepts for developing the Mid-Field Airpark plans. The following table documents the comments, ideas, and desires, provided by stakeholders for the Mid-Field Airpark.

Participant	Session (AM/PM) / Email	Comment / Question / Idea	Response to Comment (if applicable)
Tye Allum	AM	Will the existing parking lot and amenities with the air traffic control tower change in the future?	One of the planning objectives is to not eliminate amenities ATCT currently has.
Tye Allum	AM	From an air traffic controller's perspective, relocating aircraft to the west will add workload on the controllers and increase runway crossings. How would helicopter operations be integrated into the plan?	Alternative concepts will be designed to FAA standards. An evaluation will be performed to see how the relocated general aviation traffic can be integrated into the airfield safely. The planning concepts developed will identify locations for helicopter operations and examine the relations between rotor and fixed-wing aircraft.
Warren	AM	One of the desirable features of Northeast Airpark is the wash rack. Would it be possible to include a wash rack in the Mid-Field Airpark or elsewhere on the field?	The planning study will evaluate concepts that include a wash rack facility in the Mid-Field Airpark.
Jeffrey Mirspasy	AM	For over a decade the capacity of general aviation aircraft has gone down. Will this trend be reversed or continued?	One goal of this planning study is to have no reduction in general aviation capacity by meeting FAA standards and maximizing space in the Mid-Field Airpark and Lot 13 to be used for aeronautical purposes.

Participant	Session (AM/PM) / Email	Comment / Question / Idea	Response to Comment (if applicable)
Anthonee:	AM	Ideas to consider incorporating into the Mid-Field Airpark planning study, wash rack, vehicle access to other parking locations to drain oil, electrical outlets, and ramp lighting.	Thank you for the input. The planning team will examine the ideas as they relate to this planning study.
Stephen Ratzlaff	AM	Capacity to accommodate future electric powered aircraft	Thank you for the input. The planning team will examine the idea as it relates to this planning study.
Stephen Ratzlaff	AM	What is the purpose of the aircraft parking limit line?	The aircraft parking limit line is a defined FAA separation standard. Runway 14R-32L is designed to accommodate large aircraft which requires aircraft to be parked at least 500 feet from the runway centerline. This is to increase the reliability with navigational equipment and the safety of aircraft operations.
John La Porta	AM	Any thoughts about a public viewing lot moving forward?	Thank you for the input. The planning team will examine the idea as it relates to this planning study.
Stephen Ratzlaff	AM	Would like to have a self-serve fuel site made available. Maybe this could fit within the Aircraft Parking Limit area.	Thank you for the input. The planning team will examine the idea as it relates to this planning study.
Anthonee	AM	The self-service fuel facility should be included in the Mid-Field Airpark.	Thank you for the input. The planning team will examine the idea as it relates to this planning study.
Stephen Ratzlaff	AM	How heavily used is the parking lot and space around the air traffic control tower?	The parking lot needs to accommodate 10 to 15 cars for controllers, KCIA maintenance vehicles, and aircraft rescue and firefighting. When the site was designed, it was reduced to the lowest setback distances the FAA would allow for an air traffic control facility. The planning team will review FAA ATC site development limitations as it relates to increasing allowable area for aeronautical development.
Stephen Ratzlaff	AM	Are there plans to remove the Boeing 727 currently parked in the Mid-Field Airpark?	Yes, coordination is underway with the owner to have the aircraft removed.
Stephen Ratzlaff	AM	Alternative fuel storage and dispensing.	Thank you for the input. The planning team will examine the idea as it relates to this planning study.
Evan Nelson	PM	Aircraft currently parked inside the aircraft parking limit line in the Mid-Field Airpark will they need to be moved?	Yes, planning concepts will be developed and will examine resolving current FAA non-standard design conditions identified in the recently completed Airport Master Plan for the Mid-Field Airpark.

Participant	Session (AM/PM) / Email	Comment / Question / Idea	Response to Comment (if applicable)
Byran Nairn	PM	Will this planning study look at accommodating displaced aircraft only from the Northeast Airpark or from other portions of the airfield affected by development?	This planning study will examine accommodating the displaced aircraft from the Northeast Airpark to resolve an FAA design deficiency. One of the goals is to optimize the available land to park general aviation aircraft in the Mid-Field Airpark.
Miron	PM	How many parking positions do we anticipate gaining from developing the Mid-Field Airpark?	The planning study is broken out into three phases of project work. Currently, the planning team is completing the Investigation Phase. This phase focuses on understanding existing site constraints and user needs. Following the Visioning Session, alternative concepts will be developed based on needs and desires identified by the users. Each concept will identify the number of parking positions possible in the Mid-Field Airpark and will be shared with stakeholders for input and consideration.
Alex	PM	Keep the wash rack facility and bathrooms. Examine different size tie-down positions	Thank you for the input. The planning team will examine the idea as it relates to this planning study.
Dan	PM	If facilities do not need airfield access, could they be moved in the future to accommodate additional aeronautical functions?	Thank you for the input. The planning team will examine the idea as it relates to this planning study.
Bryran Nairn	PM	Wash rack, restrooms, oil disposal, waster/garbage container and FOD bins should be included.	Thank you for the input. The planning team will examine the idea as it relates to this planning study.
Evan Nelson	PM	Can the ATCT be moved to the Jorgenson Forge Property	Thank you for the input. The planning team will examine the idea as it relates to this planning study.
Alex Fefer:	PM	The planning effort should consider accommodating the potential displacement of aircraft from the planned cargo ramp.	One of the goals of this planning exercise is to maximize the available space in the Mid-Field Airpark and Lot 13 for parking general aviation aircraft. The study is first looking to ensure the displaced aircraft from the Northeast Airpark can be accommodated adequately to resolve non-compatibility with the runway protection zone.
Miron	PM	Aircraft parking is the most important item. Anything that can be used for aircraft parking should be explored.	Thank you for the input. The planning team will examine the idea as it relates to this planning study.

Participant	Session (AM/PM) / Email	Comment / Question / Idea	Response to Comment (if applicable)
Bradley McNamara	PM	The goal of the study should be to maximize aircraft parking. Do not need self-service fuel facility or a wash rack.	Thank you for the input. The planning team will examine the idea as it relates to this planning study.
Alex Fefer	PM	Maximizing parking is critical.	Thank you for the input. The planning team will examine the idea as it relates to this planning study.
Evan Nelson	PM	Can the wash rack be moved closer within the aircraft parking limit line?	Yes, planning concepts will examine siting a wash rack facility in the Mid-Field Airpark and optimizing the available land in the area.
Patrick Gulifory	PM	Only one wash rack may be need on the airfield	Thank you for the input. The planning team will examine the idea as it relates to this planning study.
Patrick Gulifory	PM	The existing bathroom facility has worked for me.	Thank you for the input. The planning team will examine the idea as it relates to this planning study.