Bob’s Blog

Thoughts from KBFI Airport Director, Robert I. Burke, AAE

A look at 2013/2014

2013 was a busy and productive year. We completed the bulk of the Taxiway "A" project with only the storm drainage, a portion of the rehabilitation phase, remaining.

In June, we will begin the storm drain rehabilitation and utilize the warmer weather to perform pavement maintenance on Runway 13R/31L. We are 8 years into a 20 year pavement life on our runway. The following closures are needed to complete the rehabilitation and meet the expected pavement life:

Runway 13R/31L Closed for Construction
Saturdays – June 7, 14, 21 – 2000-0800L
Sundays – June 8, 15, 22 – 2115-0500L

Runway 13R/31L Closed for Maintenance
Nightly – June 02-27, 2014
Time each day: 2100-0300L

In addition, we recently embarked on the design of a new ARFF Station and expect to begin construction early next year. The FAA will provide 90% of the funding for the station.

We will also begin the selection process for a consultant to begin the update of our Airport Master Plan and Airport Layout Plan (ALP) beginning in 2015. The Master Plan and ALP Update will also be funded by the FAA at 90%.

We have completed our Strategic Business Plan which outlines what we need to do in the short and long term to keep the airport financially sustainable and meet future facility and infrastructure improvements.

As we begin the Budget Process for the biennium 2015 - 2016 we will share our budget recommendations with stakeholders. This year is a property appraisal year for all non-Boeing leases and we expect to have the process completed in November. The appraisal will establish rental rates beginning in 2015 for the 2015-2018 biennial adjustment cycle.

In comparing 2013’s 1st quarter to 2014, we have had a 2% overall decrease in aircraft operations, yet a 26% increase in fuel volumes, and 14% increase in billable cargo landing weight.

Thank you for your support.

Addressing TCAS events

As you know, KBFI has a very diverse mix of aircraft arriving and departing throughout each day. In recent years, we have witnessed a noticeable increase in the number of traffic conflicts between large commercial/corporate operators and general aviation aircraft. This is evident from the number of Resolution Advisories occurring with TCAS equipped aircraft. For those who do not have experience with this equipment, a Traffic Collision Avoidance System, abbreviated TCAS, is a system that monitors the airspace around an aircraft for correspondingly equipped aircraft and those with active transponders. The monitoring and alerting that TCAS provides is independent of air traffic control and warns pilots of traffic conflicts based on algorithms of proximity and closure rate. A Resolution Advisory (R.A.) is an alert the pilot receives when conflicting traffic is approximately 25-35 seconds from potential contact.

The airport has experienced higher than average R.A. events with the majority occurring between large IFR arrival aircraft and general aviation VFR departures. The spike in R.A.’s around our airport is of considerable concern and we would like to do
everything possible to mitigate this safety issue. As part of this effort, we have participated with a R.A. Mitigation Committee tasked to develop strategies which lessen traffic conflicts at and near the airport.

One of the Committee’s principal suggestions is to conduct an outreach which educates VFR pilots on this critical safety issue. The more awareness our aviation community has to pilot actions that result in close proximity events that trigger R.A.’s, the more likely we can reduce the associated hazards and increase overall safety.

There are two areas, or “hotspots”, where we see a concentration of R.A.’s. One to the northwest on the 13R extended runway centerline and one to the southeast on the 31L extended runway centerline. It is important that VFR traffic avoid, to the greatest extent possible, the extended centerlines for runways 13R & 31L where IFR traffic is arriving on the ILS approach. This simple action may help avoid prompting R.A.’s and increase safety. We will have more information on this topic in future Newsletters and other outreach forums.

Join The King County International Airport Roundtable!

The Airport’s Roundtable is comprised of 16 aviation-related businesses and representatives of communities interested in airport issues. Members meet once a month, and serve for three years, with a two-term maximum; they are appointed by the King County Executive and confirmed by the King County Council.

Currently, the Airport Roundtable is seeking applicants for the following positions:

- Magnolia/North Seattle Community representative
- West Seattle Community Representative
- Tenant Cargo Representative

To request an application or for more information, contact Leslie Barstow at leslie.barstow@kingcounty.gov or by phone at (206) 296-7431. You can also visit the Roundtable web page at www.kingcounty.gov/airport

Airport Staff Recognized for Project Management efforts

April 2, 2014, was the launch of the Capital Project Management Work Group (CPMWG), an initiative by the King County Executive to recognize work that exemplifies and models the attributes of King County project management standards.

At the launch, two Airport staff members, Sharyn Parker, Residential Aircraft Noise Remedy Improvement Program (RANRIP) Project Manager, and Tony Wasser, Contracts Administrator, were recognized for their success in supporting these standards. King County International Airport’s (KCIA) RANRIP program was created to provide sound attenuation for eligible homes in communities adjacent to the Airport, in turn helping improve quality of life for these homeowners. The RANRIP program has successfully reduced the noise in treated homes by 6 to 23 decibels.

RANRIP is supported with FAA and Airport funding following federal guidelines. No general taxpayer revenue is involved in the financing. By the programs scheduled end in November 2014, 609 homes will have been retrofitted with acoustical doors and windows, also providing improved ventilation.

The total investment in the RANRIP program by KCIA will be over $1.5 million dollars, with the FAA’s share approximately $40 million dollars. The FAA also acknowledged the effectively managed program stating, “...cost estimates, schedule, and pace of work have been extremely well managed by the airport.”

We would like to further congratulate Sharyn and Tony on the much deserved recognition of managing such a sensitive and complex community program. Great job!

RANRIP Program Manager Sharyn Parker and KBFI’s Contracts Administrator Tony Wasser being recognized for Excellence in Project Management

New Green Initiative at the Northeast T-Hangar location

KBFI will soon be providing recycling facilities to all hangar and tie down tenants. This change aligns with King County’s Green Initiatives, and will help to reduce overall waste at the airport. Beginning at the North-East T-hangars, KBFI will be adding recycling and waste bins along the fence between each hangar row (as shown above in red). These recycling bins will take clean paper, cardboard, glass jars, aluminum, clean tin and scrap metal. Please contact Courtney Meredith, General Aviation & Facilities Coordinator with any questions at Courtney.Meredith@kingcounty.gov or call (206) 296-7489.