



## 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](mailto: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](http://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, appearing to read "John Parrott".

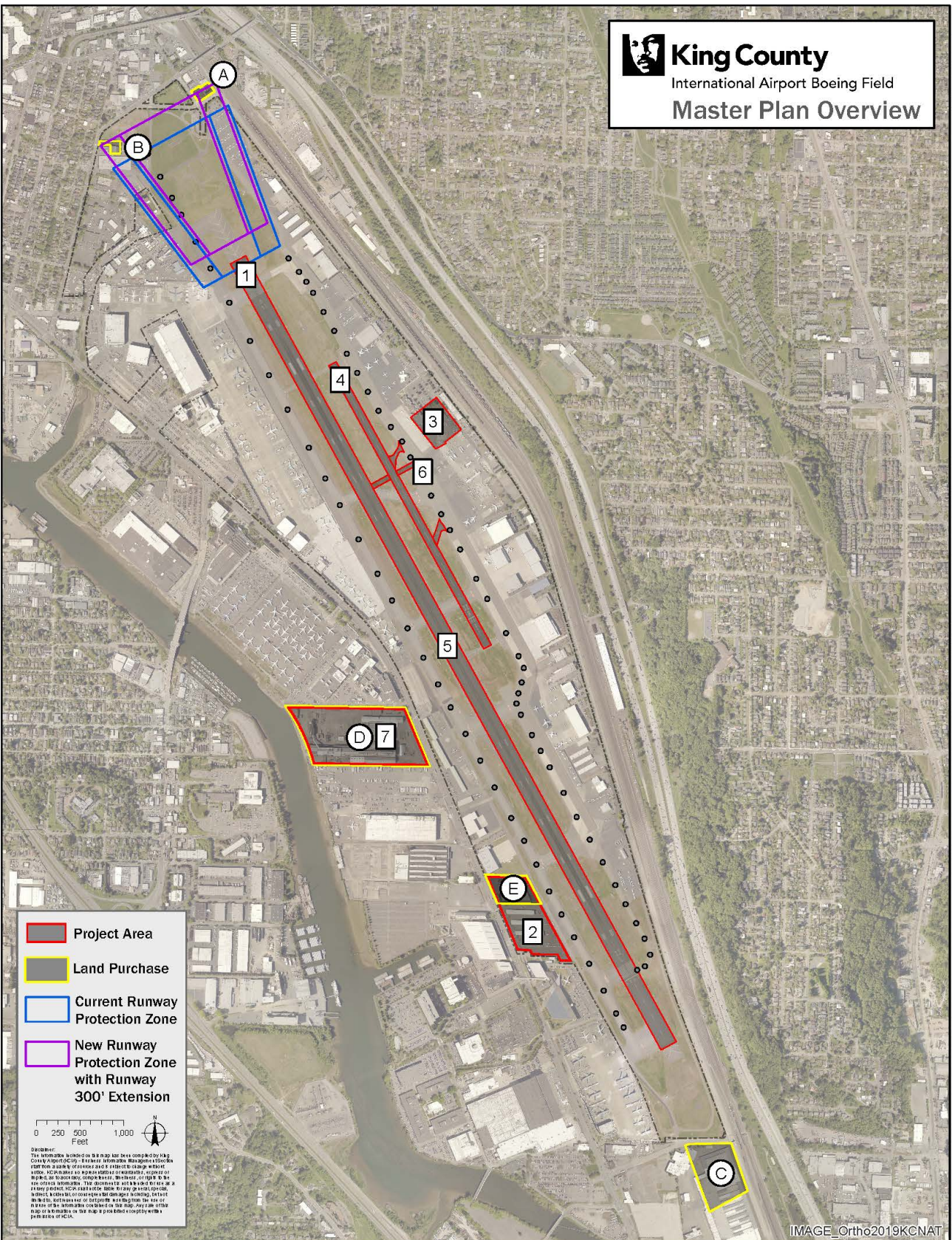
John Parrott, Director  
King County Airport





# King County

International Airport Boeing Field  
Master Plan Overview



IMAGE\_Ortho2019KCNAT



**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
<b>Total Forecasted Operations</b>		<b>165,571</b>	<b>159,239</b>	<b>153,148</b>	<b>161,807</b>	<b>170,956</b>

