

Introduction

John Parrott, Director of King County International Airport/Boeing Field, welcomed the 26 members of the Airport Working Group and Partners, and announced the relaunching of the Master Plan Update (MPU). He revisited the goals of the MPU; explained where we are in the process, and explained the format of the meeting, which was an open house centered on four storyboards each staffed by a member of the team. The four storyboards contained the alternatives, which have been developed since the last set of meetings. Participants were invited on a “walkabout,” among the storyboards, and the group reconvened for the last half hour to share their thoughts.

Following is a summary of the discussion around each storyboard.

Storyboard 1: Runway Protection Zones

-John Parrott: Having large areas undeveloped is better; this is where planes are most likely to crash—on departure and on arrival.

-Comment: What would be the cost and impact of extending the RPZ into the north area? That covers a lot of homes.

-John Parrott: It would allow us to lower the approach minimums, and that would allow us to get planes here another 9 hours a year, which might not sound like a lot, but it is for cargo handlers.

Storyboard 2: Runways and Taxiways

-John Parrott: What drives the alternatives you see in terms of runway and taxiway geometry is an effort to reduce the need for Modifications to Standards, which the FAA must approve.

-Comment: Excited about the alternative at the south end of the airport that would allow access to the property now owned by ProLogis directly from the Airport.

Storyboard 3: The Airport’s Northwest Quadrant

- John Parrott: With alternatives to develop new GA storage, there are opportunities to develop something in conjunction with the Georgetown community—with 1% for art there are some cool things we could do. Also T-hangars can be positioned to mitigate noise.

-Comment: Please be sure to preserve the established trees in the area of the Washington Air Guard; they help to keep the air in that part of the airport clean.

-Comment: Let's keep in mind the needs of small planes; they need to have someplace to go.

-Comment: Urge against the "gentrification" of BFI in terms of pushing out GA.

-John Parrott: It's important that we phase development so that the needs of GA are met.

Storyboard 4: Existing Conditions and Work Already Underway

- Question: Is the airport interested in Troll Motors?

-John Parrott: Yes, but it is very expensive real estate.

-Comment: You did not use mailers for this event; the outreach was not as extensive as it could have been.

-John: We will bring this information to any community group with an interest, and we'll reach out in the coming weeks.

Closing

-John Parrott thanked everybody who came to share their comments; he looks forward to seeing people at the next meeting, and restated the goal of selecting the preferred alternative and completing the remaining work: a financial plan, the Airport Layout Plan, and an implementation plan, by the end of the year.