

# 7277 Perimeter Road S., Seattle WA 98108

**Meeting:** Roundtable Advisory Committee

Date: September 8, 2025

**Time:** 5:00 p.m. - 6:30 p.m.

Location: In Person: 7277 Perimeter Road South, Seattle WA 98108, Room 110

Zoom:

kingcounty.zoom.us/webinar/register/WN dML43zvFRWubjqIL8rZZEw

Time	Topic	Lead
5 p.m.	Welcome	Erik Utter
5:05 p.m.	Roll Call	Ayako Shapiro
5:08 p.m.	Approve July and August Meeting Minutes	Erik Utter
5:10 p.m.	Public Comment	Erik Utter
5:20 p.m.	Presentations and Updates	Erik Utter and Mark
_	• RNAV (Area navigation) letter (5 minutes)	McIntyre
	<ul> <li>Aircraft Owners Pilots Association         (AOPA) presentation – Industry Transition         to Unleaded Fuels (25 minutes)     </li> </ul>	Brad Schuster (AOPA)
	<ul> <li>Airport Facilitation Services Contract – 5         Mins     </li> </ul>	Matt Sykora (KCIA)
5:55 p.m.	Airport Staff Report and Updates	
	<ul> <li>Upcoming/Recent meetings</li> </ul>	Matt Sykora (KCIA)
	o Vision 2045 Airport Plan and Part	
	150 Study Open Houses – (3	
	minutes)	
	o Grand opening on new short runway	
	this fall – (3 minutes)	

	<ul> <li>Update on new parcel – (2 minutes)</li> <li>Parcel acquisition completed</li> <li>Existing fence repair around new parcel</li> </ul>	Matt Sykora (KCIA)
	• U.S. Immigration and Customs Enforcement (ICE) flights (10 minutes)	John Parrott (KCIA)
	• Emergency Public Rule Updating Airport Rules and Regulations (5 minutes)	John Parrott (KCIA)
	• Airport 1 <sup>st</sup> Amendment Policy (5 minutes)	John Parrott (KCIA)
	<ul> <li>Automatic Dependent Surveillance– Broadcast (ADS-B) Privacy Act Impacts (2 minutes)</li> </ul>	David Decoteau (KCIA)
6:25 p.m.	Roundtable Chair Report  Open Roundtable seats Vision 2045 Subcommittee update Report out on Airport 101 training	Erik Utter
6:30 p.m.	New Business	Erik Utter
6:35 p.m.	Adjourn	Erik Utter

# Roundtable members

Name	Representing
Erik Utter	Renton/ Kent/ South King County
Ali Lee	Magnolia/ North Seattle
Brian Algiers	Labor (SPEEA)
Dalan Angelo	Rainier Valley
Vacant	At-large
Morgan Kaivo	Cargo (UPS)
Holly Krejci	Georgetown
Lisa Krober	Tukwila
Ed Lutgen	Labor (IAM District 751)
Mark McIntyre	Corporate Aviation
Ken Moninski	Off-site Business
Evan Nelson	Small General Aviation
Takashi Nelson	FAA (ex-officio)
Guido Perla	Unincorporated King County
Stephen Ratzlaff	Pilots' Association
Kelly Ronan-Hafner	West Seattle
Ryan Tomasich	Boeing Company
Velma Veloria	Beacon Hill
Vacant	South Park



Department of Executive Services -- Airport Division Roundtable Meeting Minutes for July 14, 2025

Meeting called to order by Erik Utter at 5:05 p.m.

Welcome was led by Erik Utter (Roundtable Chair).

Roll Call was led by Ayako Shapiro (PRR).

Approval of June meeting minutes. Mark McIntyre submitted a correction on the June 2025 meeting minutes, and Ayako revised the minutes and sent them to the Roundtable before the meeting. The Roundtable then unanimously approved the June 2025 meeting minutes. Mark's corrections included a re-wording of his section that included more specificity around process and needs regarding the topic of RNAV.

# **Public Comment**

- Erik Utter (Roundtable Chair) said that written public comments were received and included in the meeting packet. Members of the public can submit comments for distribution by 8 a.m. on the day of the Roundtable meeting to have them added to the packet.
- John La Porta provided comments during the Roundtable meeting. He referenced Erik Utter's presentation to the Roundtable and raised concerns about meeting facilitation. Specifically, he questioned whether the meeting is being run by Erik Utter and Ali Lee or by KCIA staff (Matt, John, and David). He expressed concern that KCIA staff appears to be setting the meeting structure, making it seem like a KCIA-led meeting rather than a Roundtable-led discussion. Erik confirmed that John had summarized this concern in the written comments he submitted to the Roundtable on June 9.

# Housekeeping

- New meeting format (Ayako Shapiro): Ayako introduced a new agenda format. The new approach will group presentations in one month and hold related discussions the following month. For this meeting, the Roundtable heard a presentation on the Vision 2045 Airport Plan and then will continue the discussion during the August 2025 Roundtable meeting. Ayako encouraged members to follow up with any meeting format feedback with Erik and Ali after trying out the new meeting format.
- August 2025 meeting (Ayako Shapiro):KCIA staff and Roundtable Co-chairs wanted to get a
  sense of summer availability for an August Roundtable meeting. Ayako asked for a show of
  hands from members who do not wish or were not available to attend the August meeting. The
  majority of Roundtable members voted that they prefer to hold the August meeting and had
  August availability.

# **Roundtable member highlights:**

• Matt Hayes (CEO of the Museum of Flight) lives and works near KCIA. He shared that his Roundtable position will term out in August and reflected on the evolution of the Roundtable, emphasizing the importance of time and intentionality. He expressed appreciation for the group's

- work and thanked those who manage the airport and contribute to the community. Erik thanked Matt for his service on the Roundtable.
- Velma Veloria (Beacon Hill)) is a former state representative and shared that she joined the Roundtable because of her work in the Beacon Hill neighborhood and her interest in fostering collaboration between airport staff and community members. Erik noted that Velma recently joined the Roundtable and said he looks forward to working with her.

# **Presentations**

- Vision 2045 Airport Plan Alternatives Development Process (David Decoteau)
  - a. David Decoteau (KCIA) provided an update on the Vision 2045 study and explained that the project team is currently midway through the study and is focused on the alternatives development phase. The team has completed key foundational work, including defining the study vision, establishing goals and objectives, preparing aviation forecasts, and identifying facility requirements. They are now focused on preparing alternatives that will help KCIA adapt to projected aviation demand through the year 2045.
  - b. On June 12, the study team shared draft alternatives with the Project Advisory Committee (PAC). Members have until July 22 to give feedback. The review has two parts: first, the team created options based on forecasts and needs. Next, they will refine those options based on input from KCIA staff and PAC members. Both sets of alternatives will be shared with the public at open houses this fall so community members and airport tenants can provide feedback.
  - c. David said the next PAC review will happen on August 20, and public review will begin on September 25. Public open houses are expected in September and October, depending on how the alternatives develop.
  - d. David described several draft alternatives currently under development. These include concepts to address non-standard airfield conditions, improve the airport's instrument approach (three visibility improvement concepts), mitigate runway hot spots (two concepts), improve terminal apron configuration (three concepts), adjust land use and airside operations (four concepts), and add multimodal transportation options around the airport perimeter (one concept).
  - e. David showed a slide listing PAC members who represent the airport, community, and local cities. The slide identified PAC members that also serve on the Airport Roundtable. Finally, he shared a QR code and email address so people can learn more or ask questions.

# Ouestion from Roundtable members

- Erik Utter asked whether the FAA needs to approve key milestones in the study.
  - O David Decoteau confirmed that the FAA must approve each step of the process in order for the project to move forward.
- Erik asked if the alternatives would be shared with the Roundtable before the public comment period and when the plan is expected to go before the King County Council.
  - O David responded that the public comment period will wrap up by the end of 2025. After that, the team will complete several more steps before the plan is ready for adoption. He estimated that the plan would likely go to the King County Council be at the end of 2026.
- Erik asked how the alternatives were developed and who was involved in creating them.
  - o David responded that the consultant team identified ways to fix non-standard airfield conditions and improve visibility minimums. They analyzed how to address current

issues and meet future aviation demand based on the forecast. After developing draft alternatives, they shared them with the airport and the PAC. Both groups are reviewing the draft alternatives and providing feedback. The next PAC review will happen on August 20, and public review will begin on September 25. Public open houses are expected in September and October, depending on how the alternatives develop. All input will help shape the final version of the plan, which will be packaged and submitted for review at the end of the process.

- Erik asked how the list of alternatives criteria was developed.
  - O John Parrott explained that the alternatives are designed to meet the airport's goals, which the airport provided at the start of the project. The team evaluates each alternative based on how well it aligns with those goals. The PAC actively reviewed the criteria and provided feedback on them.
- Erik asked if all members in the PAC are active participants
  - O David shared that there are typically about ten representatives attending for any given PAC meeting.
- Erik asked where business development and community impact fit within the list of criteria.
  - o John Parrott responded that these factors relate to all of the Vision 2045 goals.
- Erik confirmed that although the alternatives were shared with the PAC on June 12, they have not been shared with the public.
  - David Decoteau confirmed that this was correct. David noted that when asked by KCIA staff, the PAC expressed a preference to hold another meeting to review the alternatives before sharing them with the public.
- Velma Veloria asked to add language to the Vision 2045 goals that explicitly includes business and community involvement. She emphasized the importance of engaging the community on environmental stewardship. She expressed concern that when goals remain generalized, businesses and community members can feel that they don't have a voice. She asked how the project team plans to ensure meaningful community involvement and whether the alternatives PAC review session is the only opportunity for that input.
  - O John Parrott said he believes one of the goals outlined, "Communication", breaks down further to include business and community groups, and the team will highlight those issues where possible. He acknowledged that additional challenges exist within these categories that need to be addressed.
- Erik Utter shared his concerns and noted that, based on the questions he has asked, the Roundtable will have opportunities to be involved in the review process. He explained that the Roundtable can review and provide comments during the public open house. The group agreed to create a subcommittee to review the alternatives in more detail when they are available to the public. Erik welcomed Velma to join that subcommittee. He added that since they do not yet know the details of the alternatives, it is difficult to provide meaningful comments at this stage.
  - Velma expressed interest in joining the subcommittee with Erik. Erik said he will set a meeting date once the alternatives become available to the public. He noted that some Roundtable concerns might have been avoided if the Roundtable had been directly involved with the PAC earlier, rather than waiting to submit public comments.

# **Insurance Requirements (KCIA staff)**

• Troy Chen (KCIA) said they invited a member of Risk Management to attend the meeting, but that person was unable to attend. This item will be moved to the August agenda.

# **Parcel Update – Community Engagement (Troy Chen)**

- Troy Chen reported that there is no new update on the parcel at this time. He will attend the September Georgetown Community Meeting to present information and gather feedback about the parcel's potential use. Troy will report back to the Roundtable after the meeting.
  - Erik Utter asked if the parcel discussion will be an agenda item at that meeting and when the meeting will take place. Troy confirmed it will be on the agenda, and the meeting is scheduled for September 15.
  - O Velma requested a meeting with the King County International Airport Community Coalition (KCIACC) to provide more info about the parcel update. Erik agreed this would be a good idea and suggested inviting the KCIACC to join a portion of the public comment at the upcoming Georgetown meeting. Erik encouraged the KCIACC to schedule a meeting with Troy and asked to be informed once it is scheduled so the Roundtable can share the details with its members.

# **Discussion: Vision 2045 PAC Meeting 6**

- Holly Krejci (Georgetown) shared her reflections on the sixth PAC meeting. As one of the community representatives, she attended the session alongside Randy Eatherton, the Georgetown Community representative. Holly encouraged PAC members to visit the Vision 2045 Airport Plan and Part 150 Study website and review the draft alternatives. She noted that some alternatives would impact general aviation (GA), especially by reducing GA space around the airport. One proposal includes relocating GA hangars and tiedowns to the north end of Boeing Field, which would bring aircraft operations closer to Georgetown neighborhoods.
- Holly explained that this proposal is particularly concerning because it revives an earlier plan that the FAA had previously blocked due to runway restriction zones. However, the FAA now allows such use. She emphasized that this issue was one of the reasons the KCIACC was formed, which was to push back against airport expansion that could affect nearby communities.
- She asked how much closer planes would be to residents under these alternatives and noted that this would directly affect noise levels and overall quality of life. She said it was disappointing that the alternatives did not include more diverse or innovative options, especially considering future technologies like electric aircraft and drones. Holly appreciated the Roundtable's effort to push for more transparency and noted that many of the documents are overly technical and difficult for the public to understand. She mentioned that one runway may move 75 feet west, which would have a direct impact on nearby residents.
  - Erik Utter said the Roundtable currently has no access to the alternatives and, as a result, cannot offer informed feedback. He emphasized that the group is being left out of a critical part of the process.
- Mark McIntyre shared that he is still reviewing the materials. He observed that the study team developed two or three alternatives for each key issue, such as airport visibility and minimums. He appreciated the range of options and noted that some could benefit the airport without harming surrounding communities. However, he said the lack of data makes it difficult to assess the true impacts. He hopes the team will conduct modeling to show how each alternative affects noise and other factors so the public can understand the trade-offs. Mark encouraged the team to find a middle ground that balances airport improvements with community needs.
- Stephen Ratzlaff (Friends of Boeing Field) thanked Mark and Holly for attending the meeting and sharing their insights. He said the poster board format used at the PAC meeting made it

difficult to provide meaningful input. He reminded PAC members to submit additional comments via email by July 22.

- Mark noted that the team wrote the draft alternatives using highly technical language. He
  recommended simplifying the content so the public can understand it. He said PAC
  members are used to acronyms and technical terms, but the general public is not.
- Velma shared that she recently met with Mark, who helped her visualize the airport layout and
  understand how aircraft takeoff and landing angles affect noise. She said she appreciated how
  clearly he explained the issues.
- Stephen asked Mark what the Roundtable should do next. Mark said he plans to submit his comments in plain language and include recommendations for making the alternatives easier for the public to understand. He hopes his feedback will help more people engage with the process and provide meaningful input.

# **Advocacy for RNAV Procedure**

- Ali Lee (Magnolia/ North Seattle) said that she initiated outreach efforts focused on the north
  end flight pattern of Magnolia. She conducted engagement with residents, chambers of
  commerce, pilots and Women in Aviation representatives over a 3-4 day period. She said that
  feedback was generally positive. Ali requested more time to conduct thorough outreach in future
  projects and expressed hope that this approach could serve as a model for similar efforts going
  forward.
- Mark McIntyre(Corporate Aviation) presented a graphic highlighting land use around Elliott Bay and explained the current flight track used by aircraft approaching KCIA over the Magnolia neighborhood. This flight path relies on an 80-year-old navigation procedure that pilots have followed for decades. Mark then introduced an alternative satellite-based navigation procedure that allows aircraft to avoid flying over Magnolia while maintaining a higher altitude. He emphasized that this alternative approach requires no new pilot training or aircraft equipment, as it has already been published and is known in the industry.
- Mark has proactively reached out to larger aircraft operators flying into KCIA to raise awareness about this underutilized procedure. While responses have been generally positive, he noted that the shift in pilot behavior has not been as significant as he had hoped. He proposed incorporating flights over Elliott Bay and Magnolia into the airport's hourly flight recordings. Mark urged the Roundtable to involve the community in the decision-making process before submitting a formal request to the FAA, underscoring the importance of transparency and inclusion.
- Erik Utter supported Mark's proposal but wanted to ensure the FAA receives a clear and unified message. He suggested that the Roundtable consider submitting a formal letter of support.
- Velma raised environmental concerns, particularly regarding the potential impact of the route change on Puget Sound. She requested that a representative from Puget Soundkeeper participate in discussions before any vote occurs and agreed to set this meeting up. Velma emphasized the need to consider equity, questioning why the burden of noise seems to fall more heavily on communities of color near KCIA while mostly white neighborhoods like Magnolia appear to receive more immediate relief.
  - Mark acknowledged these concerns and recalled previous community feedback related to noise and particulate emissions. However, he admitted that he lacks data on how to measure these impacts accurately. He explained that the existing flight path already crosses over Puget Sound before reaching Magnolia and that the proposed change would only affect a small portion of the route. He maintained that the shift would offer clear benefits to Magnolia without introducing significant new impacts.

- Stephen reviewed the legacy Instrument Landing System (ILS) path and pointed out that it, too, crosses over water. He suggested that a more linear, water-based path might provide comparable environmental impacts and noise mitigation benefits, potentially resulting in a neutral outcome overall.
- Holly expressed concern about endorsing the change without a clear system for gathering community feedback. She asked how the public would know whether the change was working and how the airport would collect and respond to feedback. Without a defined mechanism for public input and evaluation, she said she could not support a letter of endorsement.
  - o Erik asked whether the airport could provide any noise monitoring data to support the effort.
  - o John responded that he did not believe such monitoring systems were currently in place.
- Velma returned to her earlier point, asking why noise mitigation efforts appear to prioritize
  Magnolia when KCIACC includes mostly people of color who also experience significant
  impacts. She asked that the conversation needs to extend beyond flight paths and address deeper
  issues of environmental justice.
- Ali asked how the idea of mitigating noise over Magnolia originated and whether it was intended to support broader noise concerns across the region. Mark shared that he has lived in Magnolia and worked at the airport for over 40 years. When the new procedure became available, he saw it as an obvious opportunity to reduce impacts to Magnolia without requiring new infrastructure or training. He emphasized his commitment to finding solutions that benefit all communities adjacent to the airport, stating that this alternative approach offers an easy win that could be implemented immediately. He believes this action could serve as a model while the group continues working toward broader improvements.
- Erik proposed continuing the discussion next month. He reminded the group that the satellite-based approach has been available since December 2022 and remains underused. He concluded that, for aircraft already equipped to use it, there's no reason not to adopt the quieter, more community-friendly procedure.

# **Parcel Update**

• Erik noted that the parcel topic had already been discussed and made a motion to continue the conversation at next month's meeting.

# **Airport Staff Report and Updates**

- Troy Chen reported that the airport recently onboarded four year-round interns. Each intern is assigned to a different area: operations, business and external relations, engineering, innovation, and the environmental team. Troy plans to provide them with tours of other airports and introduce them to consultants to broaden their exposure and experience.
  - o Velma asked where the airport sources its interns.
  - O Troy responded that the positions were posted through King County last spring. Troy reminded the Roundtable that invitations have been sent out for the Blue Angels event scheduled for July 31 from 1-3 p.m. He clarified that this event is separate from Airport Day and the FOD walk, both of which will not be held this year due to ongoing construction.

# **Roundtable Chair Report and Updates**

• Erik shared that the subcommittee related to Vision 2045 will be put on hold until the draft alternatives are available.

# **New Business**

- Velma announced that the KCIA Community Coalition (KCIACC) is hosting a candidate forum on July 30 from 5-8 p.m. at the Filipino Community Center. They have invited representatives from King County Executive's office, the Mayor, and other stakeholders. She shared that KCIA CC is working to educate the community on the health impacts of lead exposure. They are partnering with a University of Washington representative to develop a presentation for Roundtable members and asked if this could be added to a future Roundtable agenda. Erik Utter agreed and confirmed it would be included in the August agenda.
- Ali Lee stated that RNAV outreach and engagement will continue in preparation for next
  month's meeting. Although the current discussion focuses on the north end, the team plans to
  expand outreach to all impacted areas, including emergency services, environmental justice
  communities, and those affected by environmental impacts. She asked if the Roundtable had any
  other input.
- Ali asked if the Airport 101 training and new board member training through AAAE is scheduled for August. She asked whether the process is the same for community or Roundtable members and if this training should be included in an official onboarding packet.
  - o John Parrott responded that he is happy to sign up anyone who is available.
  - o Erik Utter encouraged PAC members to attend and expressed interest in making the Airport 101 and board training a formal part of Roundtable onboarding.
  - O Ali asked whether the Airport 101 training could be offered directly to Roundtable members or on an individual basis. John said he would look into it.

Motion to adjourn was passed at 6:35 p.m.

# Roundtable members

Name	Representing
Erik Utter	Renton/ Kent/ South King County
Ali Lee	Magnolia/ North Seattle
Brian Algiers	Labor (SPEEA)
Dalan Angelo*	Rainier Valley
Matt Hayes	At-large
Morgan Kaivo	Cargo (UPS)
Holly Krejci	Georgetown
Lisa Krober	Tukwila
Ed Lutgen	Labor (IAM District 751)
Mark McIntyre	Corporate Aviation
Ken Moninski	Off-site Business
Evan Nelson	Small General Aviation
Takashi Nelson	FAA (ex-officio)
Guido Perla	Unincorporated King County
Stephen Ratzlaff	Pilots' Association
Kelly Ronan-Hafner	West Seattle
Ryan Tomasich*	Boeing Company
Velma Veloria	Beacon Hill
Vacant	South Park

• Non-voting members

Other people: Andrew Borgas, Brad Schuster, Carmela Ennis, Rosemary Brester, Zach Dugovich, Steven Derengowski, John La Porta

Roundtable members in attendance: Erik Utter, Ali Lee, Brian Algiers, Holly Krejci, Ed Lutgen, Mark McIntyre, Ken Moninski, Evan Nelson, Stephen Ratzlaff, Matt Hayes, Velma Veloria, Ryan Tomasich

**Absent Roundtable members:** Dalan Angelo, Guido Perla, Kelly Ronan-Hafner, Lisa Krober, Morgan Kaivo, Takashi Nelson

**King County staff in attendance**: John Parrott, David Decoteau, Gil White, Derek Doell, Troy Chen, Sean Moran, Lorraine Patterson

Facilitators and support staff: Ayako Shapiro and Lauren Wheeler (PRR)

This meeting was attended via Zoom and in person. This meeting was recorded for a portion of the meeting.



Department of Executive Services -- Airport Division Roundtable Meeting Minutes for August 11, 2025

Meeting called to order by Erik Utter at 5 p.m.

Welcome was led by Erik Utter (Roundtable Chair).

Roll Call was led by Ayako Shapiro (PRR).

Approval of July meeting minutes was deferred to September. Due to miscommunication, the August meeting agenda was not posted on the KCIA website 24 hours prior to the scheduled Roundtable meeting, as required by public meeting laws. As a result, the Roundtable could meet but could not take any official action, such as approving meeting minutes.

## **Public Comment**

• Erik Utter (Roundtable Chair) asked if any member of the public wished to make a comment. John La Porta read a prepared statement for the August meeting minutes (see Appendix A).

# **Roundtable member highlights:**

- Lisa Krober (Tukwila) shared that she lives in the Allentown neighborhood of Tukwila and has been a community representative on the Roundtable since Southwest Airlines was exploring setting up operations at the Airport. Lisa has been interested in airplanes since her dad took her to a local runway to see them take off as a child.
- Holly Krejci (Georgetown) shared a short presentation that included a guide to pronouncing her last name and some history of the role of Georgetown in aviation (see Appendix B). Holly has lived in Georgetown since 2003. She joined the Roundtable to advocate for her community, driven by growing up with a father who was a military pilot and a desire to participate when few others were involved. She said she is excited about the current Roundtable group and the prospect of working with them to increase productive collaboration between the Airport and the surrounding communities.

# Housekeeping

- New meeting format (Jenny Thacker, PRR):
  - O Jenny Thacker re-introduced the new meeting format (presentation, then discussion in the following month) and reiterated that the co-chairs and the Airport leadership is interested in member feedback. She emphasized that in the presentation sections there would be time for limited questions and answers, but that if the discussion grew long, the chair or facilitator would recommend adding that topic to the discussion agenda for the following meeting. Jenny also stated that everyone is welcome to offer questions in a written format following the meeting if their question does not get answered in the meeting.
- Open Public Meeting Act and public comment process (Matt Sykora, KCIA)
  - Matt Sykora followed up on questions that he had received regarding the public comment process. After checking with the relevant experts, his understanding is that any member of the public is welcome to participate in the general public comment period that takes

place at the beginning of the Roundtable meeting. The co-chairs can, at their discretion, offer a topic-specific to the public comment period, but that would need to be called out in the meeting agenda. Matt also shared that the Roundtable can accept written public comments and include them in the meeting packet as long as they are submitted seven days prior to the scheduled meeting. Written comments received after that date will be included in the following month's meeting packet. This information has been updated on the KCIA Roundtable website.

## **Old business**

- RNAV Recommendation Outreach Update (Mark McIntyre, Corporate Aviation)
  - Mark McIntyre shared that in an effort to expand the outreach about the RNAV approach beyond Magnolia and the North End, he attended the KCIA Community Coalition (KCIACC) meeting in July to share the background information in RNAV that he has already presented to the Roundtable. He walked them through the approaches and approach technology, how they are currently used, and what he sees as the advantages in promoting the RNAV approach. He answered the community members' questions and invited Matt Sykora to respond as well.
  - Mark is partnering on this outreach with Roundtable members Velma Veloria (Beacon Hill) and Ali Lee (Magnolia/ North End). They recommended checking in with a wider group of interested parties who might be concerned about airport noise and related impacts. Mark reached out to Kelsey at the Puget Soundkeeper Alliance to see if they had data on aircraft noise in the Puget Sound that might be harmful to the resident Orcas. Kelsey put him in touch with an organization that works to mitigate sound impact in the Puget Sound. They indicated that hydrophones do not seem to be picking up aircraft noise.
  - Mark also reached out to the Friends of Puget Sound and Port Commission President,
     Toshiko Hasegawa, via an introduction from Velma, but had not yet received a response.
  - o Comments and questions from roundtable members
    - Evan Nelson (Small General Aviation) asked if anyone had reached out to the FAA to ask if they had concerns about RNAV.
      - Mark responded that while he has not reached out to the FAA specifically, his understanding is that it is up to the air traffic controllers to allow its use for a particular flight. As a pilot, he personally has had good success in getting clearance to use the RNAV approach. His sense is that if the approach is granted more often, air traffic controllers will become more comfortable allowing it.
    - Velma thanked Mark for the outreach he has conducted and pointed out her concern that out of all of the organizations he had contacted, no one had conducted any studies about the impact of airplane noise on marine life in the Puget Sound. She expressed support for such a study in the future.
    - Erik asked what the next steps were in this process.
      - Mark said that once they get a response from Port Commissioner
        Hasegawa's office and the Friends of Puget Sound, that he, Velma, and
        Ali will have completed the outreach effort and the next step would be for
        the Roundtable to draft and sign a letter to the FAA asking for the RNAV
        approach to be prioritized.

# **Presentations**

- Airport Insurance Requirements (Lyndsie Wright, KCIA Risk Management)
  - Matt Sykora introduced Lyndsie Wright, from KCIA's Risk Management office to talk to the Roundtable about how insurance requirements for tenants and vendors are determined. This presentation was in response to a request from Roundtable members during a discussion of the Airport's new Minimum Standards in June 2025.
  - O Lyndsie explained that the Airport's goal in assessing insurance requirements is to balance risk while being fair and thoughtful for the businesses operating at KCIA. For every agreement, the Risk Management team carefully reviews the organization's work evaluate potential risks. They also work with the insurance broker to stay current on what peer airports require for similar businesses and what KCIA currently requires for identical businesses to ensure fairness.
  - Questions from Roundtable members
    - Erik Utter asked if there are standards in place or if insurance requirements are established on a case-by-case basis.
      - Lyndsie responded that each agreement is reviewed individually, those past requirements for identical or similar businesses are considered.
    - Erik asked how long the review process takes and what the procedure might look like for a potential tenant.
      - Lyndsie responded that it varies depending on how quickly information is required and staff workload. High-priority cases can take a couple of weeks, assuming all necessary information is available.
    - Erik asked if there are plans to further standardize the process.
      - Matt Sykora responded that the goal is to maintain consistency across similar business types. KCIA is developing a matrix, similar to Paine Field's, which specifies minimum insurance requirement by each category. Lyndsie said she expects the matrix to be published in the next few months.
    - Kelly Ronan-Hafner (West Seattle) asked Lyndsie to describe how liability fluctuates over time.
      - Lyndsie clarified that that liability rates can fluctuate significantly over a period of years depending on how the market is shifting.
- Impacts of Lead on Community Health (Dr. Elena Austin, University of Washington)
  - o Dr. Elena Austin shared a presentation on research into evidence of lead exposure in communities near airports. The presentation is included as Appendix C.
  - O Questions from Roundtable members
    - Erik Utter asked about industries other than aviation that result in lead exposure.
      - Dr. Austin named smelters and glass producers that volatilize lead through the melting of metals or which use lead in processes that can potentially emit lead into the air.
    - Kelly Ronan-Hafner (West Seattle) thanked Dr. Austin for her presentation and asked how she would respond to people who discount the impact of the aviation industry on lead exposure.
      - Dr. Austin said that she appreciated the question and noted that lead is an additive in aviation fuel and is not present in aviation fuel in high concentrations. She speculated that because of that, there has not been much thought about how it might show up in lead blood levels in children.

But studies in other communities seem to indicate that lead is present at higher levels in children who live near airports, and it is impacting the health and development of children in communities near airports. Those studies are not local, so she said she does not know what the impact is in King County, but investigating that would be a good next step. She noted that the Environmental Protection Agency has determined that there is no safe level of lead exposure and that children especially are vulnerable to negative impacts of lead exposure.

- Mark McIntyre thanked Dr. Austin and asked if HEPA filters (high efficiency particulate air filers) had been deployed in schools and homes at increased risk of lead exposure. He also followed up by asking if these mitigation efforts were sponsored by the federal, state, or local governments.
  - Dr. Austin noted that Seattle-King County Public Health and local community groups are working to distribute HEPA filters in exposed communities, but the effort is ongoing and it is difficult to reach every person who may be affected. She said that she was more familiar with state and local efforts because she has interacted directly with these programs, but that their provenance was not her area of expertise.
- Stephen Ratzlaff (Pilot's Association) shared that he recently attended a large aviation gathering where he worked to connect with experts on unleaded fuels. He spoke to a representative of a company called Swift Manufacturing and came away very encouraged by their work advancing unleaded fuels. He asked the Airport to present at a future meeting about the efforts to expand the use of unleaded fuels among tenants.
- Stephen asked Dr. Austin how researchers determine, in studies of lead exposure near airports, how much of that lead exposure is due to aviation.
  - Dr. Austin indicated that several approaches are used, but many rely on a gradient. In essence, these approaches measure the lead blood levels of people who live close to and farther away from an airport, and they typically find that proximity to the airport is associated with higher lead levels. Other approaches consider upwind and downwind effects. And studies consider the age of the neighborhoods and the likelihood that there are additional exposures due to lead pipe fittings or paint by comparing the neighborhoods near or downwind of airports with other neighborhoods that are far from the airport but have similar characteristics.
- Erik Utter asked what the Airport is doing to promote the use of sustainable/unleaded aviation fuels.
  - Dave DeCoteau (KCIA) responded that an Airport Cooperative Research Program (ACRP) study on the transition to unleaded fuels at airports is near completion and he can present on that when it is published. He said that the Airport is monitoring ways to incentivize tenants to use unleaded and sustainable aviation fuel. For example, the Airport has reduced fuel flowage fees for unleaded fuels as well as sustainable aviation fuel. Currently, several Airport tenants are using sustainable aviation fuel.
- Velma Veloria asked Dr. Austin if there had been studies around the impact of lead exposure on life expectancy for people who lived close to the airport.

• Dr. Austin said that there have been several studies looking at the health impacts for communities close to airports but noted that it can be difficult to tease out the specific impact of lead exposure on life expectancy because many factors play into disease and early loss of life. Dr. Austin also noted that Washington State physicians do not commonly test for blood lead levels.

# **Airport Staff Report and Updates**

- Community Engagement
  - O Vision 2045 Airport Plan and Part 150 Study (Matt Sykora, KCIA)
    - Matt Sykora shared that the upcoming Vision 2045 Airport Plan Project Advisory Committee (PAC) meeting will focus on airport alternatives. The study team will take feedback from PAC members and incorporate it into the alternatives presented at the September 25 Vision 2045 Draft Alternatives Open House.
    - The July 25 PAC meeting focused on the Part 150 Study and the Noise Compatibility Plan (NCP). The study team shared with PAC members what is legally required and what they would address in the Part 150 Study, as well as the constraints faced by the Airport regarding noise mitigation. Meeting notes from this PAC meeting are posted on the KCIA website.
    - Lisa Krober shared that, based on her experience at the most recent PAC meeting, it seems the Airport and the public have limited influence on the outcome of the Part 150 Study.
  - Engagement Report (Troy Chen, KCIA)
    - Troy Chen shared that he has tabled at community events in the Chinatown and Othello neighborhoods recently and that he is focusing on sharing information about KCIA generally as well as inviting people to come to the upcoming Vision 2045 Open House on September 25. He also attended the most recent KCIAA Community Coalition meeting.
    - Troy will also be at the September 15 Georgetown Community Council meeting to talk about the parcel update. He'll lead a visioning activity to get feedback on what they want for the parcel. Troy will report back on the meeting outcome at the October Roundtable meeting.
- Airport 101 Training Opportunities from AAAE (Troy Chen, KCIA)
  - Troy referred to the Airport 101 training flyer in the meeting packet. AAAE is offering a virtual training on airport operations on August 19. This is a training that they offer several times throughout the year. The Airport will pay for Roundtable members to participate and assist them in registering.
  - Velma Veloria asked if the Airport could work with AAAE to offer a training that would work better for Roundtable members.
    - Action item: Matt said he would reach out to AAAE about that and report back at the September Roundtable meeting.

# **Roundtable Chair Report and Updates**

• Vision 2045 Airport Plan and Part 150 Study Subcommittee

o Erik Utter shared that the subcommittee related to Vision 2045 will start following the release of the airport alternatives in September. He encouraged Roundtable members to attend the Vision 2045 Airport Plan and Part 150 Study Open Houses.

# • Email issues

- Erik noted that Roundtable members are still having considerable trouble accessing their King County email inboxes and asked that the Airport prioritize addressing that. Matt Sykora shared that those with issues can reach out to him or to Nadja for assistance. The IT department recently put out information on how to access emails and the County would share that in a follow-up email.
- Appreciation for Matt Hayes (At-Large)
  - Erik expressed his appreciation for Matt Hayes for his long service on the Roundtable as an At-Large member. Matt shared that he has enjoyed being a part of the Roundtable over the past several years and encouraged Roundtable members to come see him at the Museum of Flight.
  - O Dave DeCoteau (KCIA) said that the Airport would put out a request for applications for the At-Large position, as well as some others that are currently open.

# **New Business**

- Airport Budget Presentation
  - O Mark McIntyre brought up that he and Velma Veloria had developed questions about the Airport budget and would like to work with Kristen Cline from the Airport to develop a presentation for September or October. Several Roundtable members expressed interest. Mark offered to send the draft list of questions to the Roundtable members before meeting with Kristen to develop a presentation.
  - Velma reiterated that she is particularly interested in understanding how much of the Airport budget is dedicated to community engagement.

Erik Utter adjourned the meeting at 6:33 p.m.

# Roundtable members

Name	Representing
Erik Utter	Renton/ Kent/ South King County
Ali Lee	Magnolia/ North Seattle
Brian Algiers	Labor (SPEEA)
Dalan Angelo*	Rainier Valley
Matt Hayes	At-large
Morgan Kaivo	Cargo (UPS)
Holly Krejci	Georgetown
Lisa Krober	Tukwila
Ed Lutgen	Labor (IAM District 751)
Mark McIntyre	Corporate Aviation
Ken Moninski	Off-site Business
Evan Nelson	Small General Aviation
Takashi Nelson	FAA (ex-officio)
Guido Perla	Unincorporated King County
Stephen Ratzlaff	Pilots' Association
Kelly Ronan-Hafner	West Seattle
Ryan Tomasich*	Boeing Company
Velma Veloria	Beacon Hill
Vacant	South Park

• Non-voting members

Other attendees: Dr. Elena Austin, Steven Derengowski, Alice Fong, Thomas Koney, Andrew Borges, Betsy McFeely, Brad Schuster, Brent Anderson, Bruce McCaw, Camela Ennis, Rosemary Brewster, Zach Dugovich, John LaPorta

Roundtable members in attendance: Erik Utter, Ali Lee, Holly Krejci, Ed Lutgen, Kelly Ronan-Hafner, Lisa Krober, Mark McIntyre, Morgan Kaivo, Ken Moninski, Evan Nelson, Stephen Ratzlaff, Matt Hayes, Velma Veloria

Absent Roundtable members: Brian Algiers, Dalan Angelo, Guido Perla, Takashi Nelson

**King County staff in attendance**: John Parrott, Cameron Satterfield, David Decoteau, Matt Sykora, Nadja Rustempasic, Jonathan Youngblood, Troy Chen, Lorraine Patterson, Lyndsie Wright

Facilitators and support staff: Ayako Shapiro and Jenny Thacker (PRR)

This meeting was attended via Zoom and in person. This meeting was recorded for a portion of the meeting.

# Appendix A:

# **Email from John LaPorta to KCIA**

To King County International Airport Management, Taxpayers, Public.

The property management going rate is 15%.

Why did King County International Airport (KCIA) Management enter into an contract agreement with Sky Harbor with 50% of revenue going to Sky Harbor for property management and 50% of revenue going to King County International Airport?

It was justified by King County International Airport Management at the Puget Sound Regional Council Meeting that the Paul Allen hangars needed a lot of maintenance which is disingenuous per Mr. McCaw who subleased Paul Allen's hangars?

Mr. McCaw stated Paul Allens Hangar are in good condition.

Can you explain why the King County International Airport team with a current staff of at least 32 team members composed of 1 airport director, 1 deputy airport director, 14 managers, 1 Supervisor, 6 Specialists, 2 Administrators, 1 Engineer, 1 Coordinator, 1 Scientist and 4 interns with an annual operating budget of approximately \$18.95 million did not continue to operate the Paul Allen's hangar and any other hangars or tiedowns in the agreement with Sky Harbor and at KCIA for all hangars and tiedowns?

With the airport being self-funded, receiving revenue from fees paid by airport tenants and customers and not relying on general tax revenue I believe this contract and agreement between KCIA and Sky Harbor is not in the best interest of King County tax payers and needs to be revoked immediately.

Tax payer money needs to responsibly managed and cared for in the utmost ethical manner and I do not believe KCIA management is doing their job ethically, effectively, and responsibly with tax payer money.

How long is the agreement with Sky Harbor?

When will it expire?

When can it be revised?

When can a meeting be set up with the tax payers of King County explaining these kind of contracts and agreement and how tax payert money is being spent paying property managers like Sky Harbor and SkyService to manage airport hangars, tiedowns, assets when KCIA has a staff of at least 32 employees to manage hangars, tiedowns, and assets?

What can KCIA management do to revoked the Sky Harbor contract immediately?

How can the contract for SkyService tiedowns be revoked?

How do we stop the disingenuous by KCIA management about airport contracts, agreements, and operations?

Please advise?

Thank you.

Have a great day!

Sincerely,

John R. La Porta Save General Aviation at King County International Airport (KBFI) LLC Alki Air LLC

# Appendix B:

Member Highlight presentation from Holly Krejci

# Holly Krejci (Kray-chee)\*

**Georgetown resident 2003 - present** 

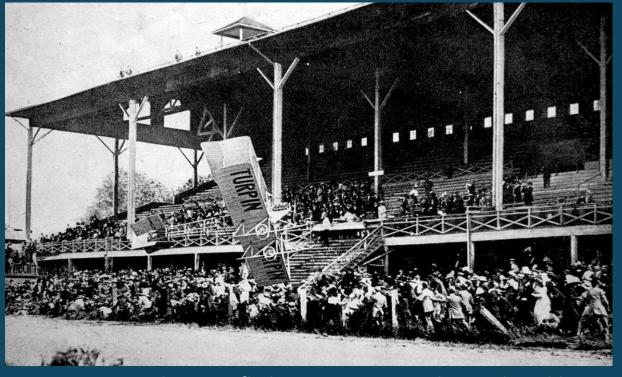




March 11, 1910, Charles K. Hamilton takes off from The Meadows Race Track. First flight in WA.

Source: historylink.org

# Georgetown is home to WA State's aviation firsts.



May 30, 1912, during a flight exposition, a plane piloted by J. Clifford Turpin, crashed into stands at The Meadows Race Track

# Roundtable Reasons:

- 1. Nudge for better
- 2. Like aviation
- 3. Opportunity to serve

# Appendix C:

Impacts of Lead on Community Health presentation from Dr. Elena Austin, University of Washington

# Impacts of aviation emissions on community health

August 11, 2025
Airport Round Table Advisory Committee
UW Center for Environmental Health Equity (CEHE)

# **SCHOOL OF PUBLIC HEALTH**

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1

# **UW Team**



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UNIVERSITY of WASHINGTON

# **Aviation and Public Health: Why it Matters for King County**



Aviation activities generate a range of air pollutants with established health effects. Two major fuel types of concern: **Leaded aviation gasoline** (avgas) for piston-engine aircraft; **Jet A fuel** for turbine and jet aircraft.



Populations living or working near airports may experience higher exposures to lead, ultrafine particles, nitrogen oxides, and other pollutants. King County has multiple airports with both piston-engine and jet traffic near residential areas, schools, and community spaces.



Understanding local emission sources and exposures is important for assessing public health impacts. Airborne pollutants from aviation harm neurological, cardiovascular, and respiratory health (US EPA, 2023).

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# **Leaded Avgas: The Largest Remaining Source of Airborne Lead**

- > Piston-engine aircraft account for ~70% of airborne lead emissions in the U.S. (Klemick et al., 2022).
- > Even very low blood lead levels (BLLs) are linked to adverse neurodevelopmental and cardiovascular outcomes (PEHSU, 2024).
- > The U.S. EPA (2023) determined that aircraft lead emissions endanger public health and welfare.
- > Lead persists in soil, dust, and bone long after emissions stop (WHO, 2023).



Figure 1: Piston engine aircraft (source: proaviationtips.com).

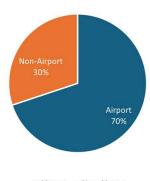


# **Airport lead emissions in King County**

Facility Type	KC Facilities (Count)	KC Facilities (%)	Emissions (Tons)	Emissions (%)
Airport	15	58%	1.23	70%
Non-Airport	11	42%	0.53	30%
Total	26	100%	1.76	100%

Airports comprise **58%** of all facilities emitting lead in King County, and they are accountable for **70%** of the airborne lead emissions in the county.

Lead Emissions in King County (Tons), 2020



AirportNon-Airport

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Source: Out Nation's Air: Status and Trends Through 2021



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# **Evidence from Multiple States: Elevated Child Blood Lead Near Airports**

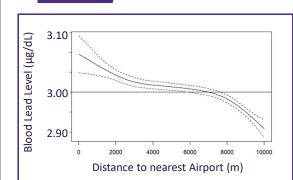


Figure 2: Average modeled blood lead level (BLL) in North Carolina children by residential distance to nearest piston-engine airport (adapted from Saole 2024)

- > Multiple studies report higher blood lead levels (BLLs) among children living closer to airports with piston-engine traffic.
  - California: Higher BLLs with proximity, downwind location, and higher traffic volumes (Zahran et al., 2022).
  - North Carolina: Elevated BLLs up to 1.5 km; stronger effects downwind (Soale et al., 2024).
  - Colorado: Increased distance from airports associated with lower BLLs (Berg et al., 2024).

# Local context:

 Bellingham WA: Downwind lead deposition sampling doubled background levels (Shull et al., 2025).

# Health Risks in Adults: More limited evidence

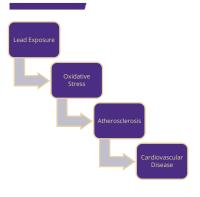


Figure 3: Mechanistic pathway linking lead exposure to cardiovascular disease, adapted from the U.S. EPA Integrated Science Assessment (ISA) for Lead 2020.

- > Among older adults, living within 1–3 km downwind of single-runway airports was associated with higher cardiovascular mortality in years with more piston-engine traffic (Klemick et al., 2022).
- Biological pathway is described by the EPA and includes oxidative stress and atherosclerosis (EPA ISA, 2020).



7

# **Jet A and Non-Lead Aviation Emissions**

- > Jet A exhaust contains ultrafine particles (UFP), nitrogen oxides (NOx), volatile organic compounds (VOCs), and polycyclic aromatic hydrocarbons (PAHs).
- > UFPs can penetrate deep into the lungs, cross into the bloodstream, and have been linked to cardiovascular, neurological, and respiratory outcomes. (EPA ISA PM2.5 2019).
- > Elevated UFP levels have been measured several kilometers downwind of airports, including near Sea-Tac (Larson et al., 2017; Austin et al., 2021; Blanco et al., 2022; Liu et al., 2025).



Residents near airports face mixed airborne exposures from aviation and non-aviation sources.

The smallest ultrafine particles are disproportionately influenced by aircraft.

Pollutant	1st source	2nd source
CO <sub>2</sub>	Gasoline (75%)	Aged (8%)
вс	Oil (22%)	Gasoline (14%)
UVPM	Oil (29%)	Gasoline (14%)
NO <sub>2</sub>	Gasoline (44%)	Oil (16%)
PNC		
Total (10-420 nm)	Diesel (37%)	Oil (35%)
10-18 nm	Aircraft (64%)	Diesel (20%)
18-32 nm	Diesel (76%)	Oil (10%)
32-56 nm	Oil (52%)	Diesel (43%)
56-100 nm	Oil (77%)	Wood (17%)
100-178 nm	Wood (67%)	Oil (23%)
178-420 nm	Accum (38%)	Aircraft (15%)
PM <sub>2.5</sub>	Accum (45%)	Wood (23%)

Figure 4: Source contributions to measured pollutants and particle size fractions at monitoring sites near Sea-Tac Airport using Positive Matrix Factorization (PMF). Liu et al 2025

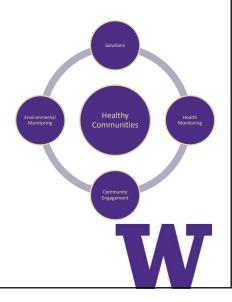
- > Source apportionment near Sea-Tac Airport shows distinct source patterns by particle size:
  - Aircraft dominate 10–18 nm particles.
  - Diesel is the main source for 18–32 nm particles; oil combustion, wood smoke, and roadway emissions dominate larger ultrafine sizes.
  - Gasoline and oil combustion contribute to BC and NO<sub>2</sub>.
  - PM<sub>2.5</sub> is primarily from regional roadway and combustion sources.

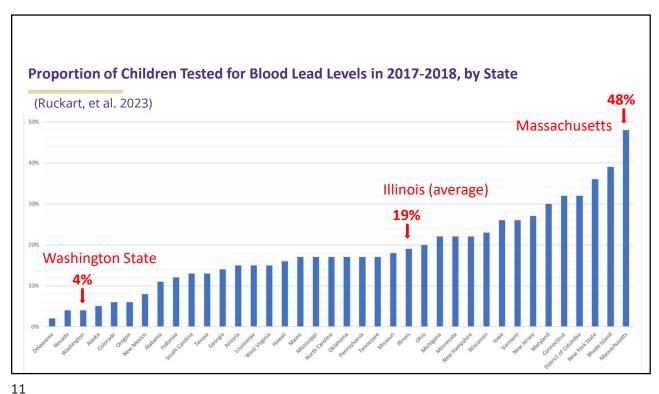


9

# Strategies to Address Airport-Related Air Pollution and Health Risks

- > **Environmental Monitoring**: Evidence supports the value of expanding measurement of airborne lead, ultrafine particles, and other pollutants to better characterize air quality around local airports.
- > **Health Monitoring**: Data suggest that exposure reductions solutions, targeted blood lead testing for children living near airports and cardiovascular health assessments for adults in higher-exposure areas may help identify and mitigate risk for at-risk populations.
- Community Engagement: Partnering with local communities to share information on air quality, support voluntary testing, and discuss potential solutions can strengthen public understanding and participation.
- Solutions: Studies indicate that unleaded aviation gasoline, sustainable aviation fuels, adjustments to ground operations, and implementation of HEPA filtration interventions are shown to reduce impact of aviation emissions.





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# **Current Activities**

# Air Monitoring North & South of SEA (PSCAA & UW)

- Fixed-site and mobile monitoring north and south of SEA; analysis of plume impacts by wind/runway use.
- > Modeling impact of sustainable aviation fuels on community air quality.

## **Community-Led Lead Sampling near KCIA**

- > Demonstration project with residents: PM2.5/PM10 samplers.
- > Training, chain-of-custody, and co-interpretation workshops; results to inform testing and mitigation.

## **Education & Outreach**

Multilingual materials and community meetings on air quality, indoor interventions and blood lead testing.

### **Indoor Air Interventions**

- > UW and King County Public Health Airport, Air quality and Asthma Clinical Trial Investigating HEPA filter intervention and health impacts among children living near airports, with a focus on asthma outcomes.
- > King County Public Health & partner community-based organizations distributing HEPA room filters to priority homes/schools.



Figure 5: Enrollment and study information for the UW AAA study. (Airport, Air quality and Asthma research study | Environmental & Occupational Health Sciences)



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13

# **Thank You**

Contact: Elena Austin elaustin@uw.edu

**BE BOUNDLESS** 



# How to Sign-In to a King County Board Member Email Account

Please forward the following step-by-step instructions to your new board member to show them how to access their newly assigned King County board member email account.

To access your King County board member assigned email account, please click on the following link: <a href="https://email.kingcounty.gov/owa/auth/logon.aspx">https://email.kingcounty.gov/owa/auth/logon.aspx</a>
You might want to save this URL to your internet favorites so you can easily find it.

Upon arriving at the King County board member email account sign-in portal, you will need to enter your full King County assigned board member email account address. If there is another email address in the display box, delete it and enter your assigned email address. Your assigned full King County email account address will look something like the following example: ForestComm25@kingcounty.gov

Your staff liaison will let you know the King County email account address assigned to you.

You will then need to enter your password. The generic password for this email account is: **Boards@2024** 

Please note: <u>The password is case-sensitive</u> and must be entered exactly as it is typed in this email every time you sign-in.

Upon accessing your assigned King County email account, if you choose, you can change the password to one only you know. You can do this by clicking on the "Options" icon (it looks like a gear). If you change the password, write down what your new password is, as you will have to enter it exactly the same way every time you sign-in.

Also, please note: You will not be able to download this account to your mobile device like you would a Gmail or Comcast account as you must first sign-in to the King County Outlook email portal to access your account.

If you have issues with your email account or password, please contact your staff liaison.

Administration

Northwest Mountain Region
Office of the Regional Administrator

2200 S. 216th Street
Des Moines. Washington 98198

May 28, 2025

Mark C. McIntyre
Director, Flight Operations
Mente LLC
Markm@mente-llc.com

Dear Mr. McIntyre:

Thank you for your email to the Federal Aviation Administration's (FAA) Seattle Terminal Radar Approach Control (TRACON) dated December 4, 2024. Our office is responding to your request and the associated attachment titled, "KCIA [King County International Airport] Initiatives for FAA Community Engagement Meeting."

The FAA's mission is to provide the safest, most efficient aerospace system in the world. The primary purpose of the Air Traffic Control (ATC) system is to prevent a collision involving aircraft. ATC's secondary purpose is to provide a safe, orderly, and expeditious flow of air traffic. Safety is always our first priority and we continually strive to improve it by mitigating risks, modernizing procedures, and applying new technologies. Within those parameters, the FAA is committed to addressing community concerns and working collaboratively with all stakeholders, including airports and roundtables.

In your email, you mentioned you serve on the KCIA Roundtable. This is the best place to discuss your concerns and recommendations related to Boeing Field/King County International Airport (BFI) arrival and departure procedures, as it includes representatives of aviation-related businesses and local communities interested in airport issues. After doing so, we suggest you reach out to the BFI sponsor with recommendations garnered from the Roundtable. Once Roundtable and community consensus is obtained, please submit the recommendations in order of priority to my office.

We appreciate the opportunity to partner with airports and roundtables to consider consensusbased airspace procedure change recommendations that work for affected communities and ATC, and maintain the safety of the national airspace system.

Sincerely,

Aleta Best Regional Administrator (Acting) Northwest Mountain Region Date: xx/xx/xxxx

Ms. Aleta Best Regional Administrator (Acting) Northwest Mountain Region 2200 SE 216<sup>th</sup> Street Des Moines, WA 98198

SUBJECT: Prioritization of KBFI Runway 14R RNAV Approaches

Dear Regional Administrator Best,

I serve on the King County International Airport (KCIA) Roundtable, an advisory body chartered by the King County Council. In a letter to the FAA Seattle TRACON, dated December 4, 2024, I requested engagement on several local ATC initiatives. Your response, dated May 28, 2025, recommended I work with the KCIA Roundtable to obtain consensus on proposed ATC initiatives. The KCIA Roundtable has achieved that consensus regarding a request to prioritize the KBFI Runway 14R RNAV Y and RNAV Z approaches over the KBFI ILS Runway 14R approach. Evidence of this consensus is reflected by the list of co-signers to this letter.

Prioritizing the KBFI RNAV Runway 14R approaches will significantly mitigate aircraft noise impacts to North Seattle neighborhoods. As an active pilot, I have consistently requested the KBFI RNAV Runway 14R approaches over the last two years and have received excellent cooperation from Seattle Approach Control.

The KCIA Roundtable requests that:

- 1. Local FAA leadership request that Seattle Approach Controllers utilize the KBFI Runway 14R RNAV approaches whenever possible.
- 2. The KBFI Air Traffic Control Tower (ATCT) Aviation Terminal Information Service (ATIS) prioritize the KBFI Runway 14R RNAV approaches as the "Approaches in Use" when KBFI is in a South Flow.

Thank you for your partnership in mitigating aircraft noise impacts to local communities while ensuring the highest levels of aviation safety.

Respectfully,

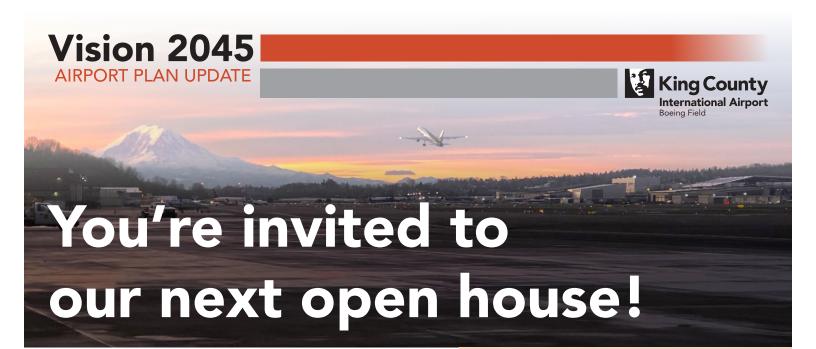
King County International Airport Roundtable

List of KCIA Roundtable Members and their affiliation

Copy to:

KCIA Airport Administration Mr. Takashi Nelson, KBFI Air Traffic Manager

Attachment: Letter from Regional Administrator (Acting) Best, dated May 28, 2025.



- Thursday, Sept. 25, 2025, drop by any time between 5:30 7:30 p.m.
- KCIA Flight Service Station (6526 Ellis Avenue S)

Join us at the King County International Airport-Boeing Field (KCIA), for an open house on Sept. 25 about the Vision 2045 Airport Plan. Learn how the airport is planning for the future. Provide input on alternatives for how KCIA can adapt and evolve to meet future aviation needs. Your input can help inform future plans for the airport.

#### **Meeting purpose**

- Learn about alternatives for how the airport can adapt and evolve to meet forecasted aviation demand over the next 20 years.
- Provide input on the alternatives the airport is considering.
- Meet with study team members to ask questions about the Vision 2045 Airport Plan.



Register at *kciaplanning.com* or scan the QR code to receive reminders and updates about this open house and the Vision 2045

Airport Plan. Registration is optional and not required to attend the open house.



To request language interpretation or other accommodations at the open house, please email <u>KCIACommunityOutreach@kingcounty.gov</u> or call 206-296-7380





# Le invitamos al próximo evento abierto al público del Plan Aeroportuario Visión 2045

- Jueves, 25 de septiembre de 2025, entre las 5:30 y las 7:30 p.m.
- KCIA Flight Service Station (6526 Ellis Avenue S)

Acompáñenos en un evento abierto al público sobre el Plan Aeroportuario Visión 2045 el 25 de septiembre en el Aeropuerto Internacional del condado de King-Boeing Field (KCIA). Infórmese sobre los planes para el futuro del aeropuerto. Denos su opinión sobre las alternativas de cómo el KCIA puede adaptarse y evolucionar para satisfacer las necesidades futuras de la aviación. Su opinión puede contribuir a los planes futuros del aeropuerto.

#### Objetivo de la reunión

- Conozca las alternativas de adaptación y evolución del aeropuerto para satisfacer la demanda de aviación prevista para los próximos 20 años.
- Ofrezca su opinión sobre las alternativas que el aeropuerto está considerando.
- Conozca a los miembros del equipo de estudio para hacerles preguntas sobre el Plan Aeroportuario Visión 2045.



Regístrese en *kciaplanning.com* o escanee el código QR para recibir recordatorios y actualizaciones sobre este evento y el Plan Aeroportuario

Visión 2045. La inscripción es opcional y no es necesaria para asistir al evento abierto al público.



Para solicitar un servicio de interpretación u otras adaptaciones para el evento, envíe un correo electrónico a KCIACommunityOutreach@kingcounty.gov o llame al 206-296-7380





Huwebes, Set. 25, 2025, bumisita anumang oras mula 5:30 – 7:30 p.m.



KCIA Flight Service Station (6526 Ellis Avenue S)

Samahan kami sa King County International Airport-Boeing Field (KCIA), sa open houspara e sa Set. 25 tungkol sa Vision 2045 Airport Plan. Alamin kung paano nagpaplano ang paliparan para sa hinaharap. Magbigay ng opinyon kung anong alternatibong paraan ang maganda para ang KCIA ay bumagay at magbago at matugunan ang pangangailangan ng aviation sa hinaharap. Makakatulong ang opinyon mo sa pagpaplano ng paliparan para sa hinaharap.

#### Layunin ng pagtitipon

- Malaman ang alternatibong paraan kung paano about babagay ang paliparan at magbabago para matugunan ang inaasahang pangangailangan sa aviation sa susunod na 20 taon.
- Magbigay ng opinyon tungkol sa mga alternatibong pinag-iisipan ng paliparan.
- Makilala ang mga miyembro ng team na nag-aaral at makapagtanong tungkol sa Vision 2045 Airport Plan.



Magrehistro sa <u>kciaplanning.com</u> o i-scan ang QR code para makatanggap ng paalala at update tungkol sa open house na ito at sa Vision 2045 Airport

Plan. Opsyonal ang pagpaparehistro at hindi kailangan para makapunta sa open house.



Para humiling ng interpretasyon sa ibang wika o iba pang kailangan sa open house, mag-email sa KCIACommunityOutreach@kingcounty.gov o tumawag sa 206-296-7380



Vào thứ Năm, ngày 25 tháng 09 năm 2025, hãy ghé qua bất cứ lúc nào trong khoảng thời gian từ 17:30-19:30 giờ.



KCIA Flight Service Station (6526 Ellis Avenue S)

Hãy tham gia cuộc họp về Kế hoach cho sân bay-Tầm nhìn 2045 cùng chúng tôi tại King County International Airport-Boeing Field (KCIA-Sân bay quốc tế quân King) vào ngày 25 tháng 09. Tìm hiểu cách sân bay đang lập kế hoach cho tương lai. Góp ý về các phương án giúp KCIA có thể thích nghi và phát triển nhằm đáp ứng nhu cầu hàng không trong tương lại. Ý kiến của Quý vi có thể giúp định hình các kế hoach tương lai của sân bay.

#### Mục đích cuộc họp

- Tìm hiểu các phương án giúp sân bay có thể thích nghi và phát triển nhằm đáp ứng nhu cầu dự báo về hàng không trong 20 năm tới.
- Góp ý về các phương án mà sân bay đang cân nhắc.
- Gặp gỡ thành viên nhóm nghiên cứu để đặt câu hỏi về Kế hoach cho sân bay-Tầm nhìn 2045.



• Đăng ký tại *kciaplanning.com* hoặc quét mã QR để nhận lời nhắc và cập nhật về cuộc hop và Kế hoach Sân bay Tầm nhìn 2045. Không bắt

buộc phải đặng ký mới có thể tham dư cuôc hop.



Để yêu cầu thông dịch ngôn ngữ hoặc các hỗ trợ khác tai cuộc họp, vui lòng gửi email đến KCIACommunityOutreach@kingcounty.gov hoặc gọi số 206-296-7380 **Document Code No.: PFC-7-2-1-PR** 

Title: Amended King County International Airport Supplemental Rules and Regulations

Effective Date: Immediately upon filing with ARMMS

**Authorities:** K.C.C. 2.98.070 and 15.12.010. **Keywords:** Airport, Rules & Regulations, KCIA

**Sponsoring Agency:** Department of Executive Services

Signature: Corraine Patterson—ttarris

Date Signed: 8/26/2025

#### 1. Findings and Purpose

The Director of King County's Department of Executive Services ("DES"), acting under the authority of King County Code ("K.C.C.") section 2.98.070 and section 15.12.010, proposes adopting emergency rules amending the King County International Airport Supplemental Rules and Regulations PFC-7-2-PR, dated May 2, 2025 ("Rules"), providing standards for motor vehicle and aircraft operations at King County International Airport ("KCIA").

The Director finds that adopting the emergency rules is necessary to preserve the public health, safety, and general welfare of KCIA and its users. Following the notice requirements and comment process set forth in K.C.C. section 2.98.060 would be contrary to the public interest.

Recently, DES has learned of certain motor vehicle and aircraft operational practices occurring at the Airport that pose an immediate threat to public safety and property. The purpose of this emergency rule is to address and mitigate the risk of injury to persons and damage to property by amending certain specified Rules. A brief summary of the amended Rules, along with the proposed text, is provided below.

#### 2. Emergency Rules

#### A. Motor Vehicle Operations and Lead-In Lines

The proposed emergency rules amend Section 7 Vehicle and Traffic Regulations and Section 9 Aircraft Operational and Safety Requirements. Changes to existing text appear in redline form with insertions <u>underlined</u> and deletions in <u>strikethrough</u>. The amendments require markings on motor vehicles, prohibit vehicles from obstructing security cameras, and require aircraft to be towed and parked on designated lead-in lines. Further, the amendments require Fixed Base Operators ("FBO") to escort large vehicles and groups of vehicles that transport passengers to and from flights serviced by the FBO to ensure that those vehicles do not park too close to aircraft and leave room for first responders to access the aircraft in case of an emergency. Taken together, the amendments preserve the safety and security of the Airport by ensuring that vehicles entering the Air Operations Area are identified, by preventing vehicles and aircraft from blocking the view of security cameras, and by reducing collision hazards from inexperienced drivers. Capitalized and abbreviated terms have the meaning provided in the Rules unless specifically defined herein.

(1) Vehicle Radio Equipment and Marking Requirements. Section 7.5 of the Rules is hereby deleted in its entirety and replaced with the following:

No person shall operate a vehicle or equipment in the Movement Area unless it is equipped with a permanently affixed or mobile two-way radio, or escorted by a vehicle equipped with a two-way radio, for communication with ATC on the approved published frequencies. Vehicles shall have displayed either an amber beacon or an orange and white-checkered flag during the day or amber beacon during nighttime when operating on the AOA. Vehicles should be operating within the AOA must be marked with a placard or decal clearly indicating the organization or company with which the surface vehicle is associated and equipped in accordance with the most current version of Advisory Circular 150/5210-5 series, Painting, Marking, and Lighting of Vehicles Used on an Airport.

Installation of two-way radio and display of approved lights or checkered flag and marking shall not be construed as permission for that vehicle to operate in the movement area. The Airport Director must grant permission before any vehicle is operated in the AOA.

**(2) Operations.** Section 7.6 of the Rules is hereby deleted in its entirety and replaced with the following:

Vehicles shall not be operated in such a manner as to create a hazard or interfere with the safe and secure operation of the aircraft or Airport. The Airport Director has discretion to remove, or cause to be removed at the owner's expense, any vehicle from the Airport or AOA that is illegally or improperly parked, or is found to be blocking or obstructing security cameras, or creates a safety or operations problem. If any such vehicle cannot be moved because of needed repairs, the Airport Director may order it towed from the Airport at the owner's expense and liability.

Vehicles shall not be operated in a careless, negligent, or reckless manner or in disregard of the rights and safety of others, or without due caution for circumstances or at a speed or in a manner that endangers or is likely to endanger persons or property. Vehicles constructed, equipped, loaded, or maintained (or having attached thereto any object or equipment which drags, swings, or projects) which endangers or is likely to endanger persons or Property is prohibited.

No tank vehicle, truck, or semi-trailer used for the transportation of flammable liquids or Fuel Handling, shall be operated on the AOA unless approved in writing by the Airport Director.

Cell telephones are not to be used when driving on the Airport. The Airport is a smoke-free facility and there is no smoking in vehicles. Seatbelts are required to be worn at all times. Vehicle operators shall obey all posted speed limit signs.

Vehicles shall not be operated in any Hangar or structure for a prolonged period of time unless the vehicle exhaust is protected by screens or baffles to prevent the escape of sparks, or the propagation of flame and a vent system exists to prevent exhaust fumes from building up in the Hangar.

Vehicle Operators shall not, after receiving a visual or audible signal from a County employee or a Law Enforcement Officer fail to stop the vehicle being operated, operate the vehicle in disregard of the signal, or interfere with or endanger persons or Property. Vehicle Operators shall provide proper signals and obey all traffic lights, signs, mechanical or electrical signals, and pavement markings unless directed otherwise by the County or a Law Enforcement Officer.

The Airside perimeter road shall be used only by County designated vehicles including County vehicles, Refueling Vehicles, and other vehicles approved previously in writing by the County to be on the Non-Movement Area as described in these Rules and Regulations. The operation of vehicles which are overloaded (as designated in the vehicle operation manual) is prohibited.

Persons shall not ride on the running board, in the beds of pickup trucks, ride on the outside of a vehicle, or allow arms or legs to protrude from a vehicle except for Emergency Vehicles that are designed specifically for such operations.

Vehicle Operators shall yield the right of way to aircraft, Emergency Vehicles, and pedestrians.

Vehicles shall not be operated in such a manner as to create a hazard or interfere with the safe and secure operation of the aircraft.

Vehicles, except Emergency Vehicles responding to an emergency, shall not overtake or pass in front of a moving aircraft.

Vehicles shall come no closer than 50 feet to a taxiing aircraft and shall pass to the rear of taxiing aircraft.

Vehicles shall not pass closer than 20 feet from any wing or tail section of a parked or staged aircraft where practical.

Vehicles used for hauling trash, dirt, or any loose material(s) shall be operated in such a fashion as to prevent the contents from dropping, leaking, or otherwise escaping including, at a minimum, covering the load.

**(3) Air Operations Area.** Section 7.8 of the Rules is hereby deleted in its entirety and replaced with the following:

Unescorted vehicles on the AOA may only be operated by persons with a proper and current Airport ID Badge, driver's license, and successful completion of access specific driver training.

Vehicle Operators using the AOA on an irregular basis without a proper and current Airport ID Badge, driver's license, and successful completion of access specific driver training must be escorted by an authorized Vehicle Operator and shall proceed directly to an approved destination(s) on the

Airport ("Approved Destination(s)") without entering the Movement Area. The County may will restrict vehicles to a certain area(s) of the AOA. Such restrictions shall prohibit vehicle operations outside the designated area(s).

If a vehicle greater than 25 feet in length or 10,000 lbs. empty weight ("Large Vehicle") is operated by a driver who is eligible to drive on the AOA only under supervision of an escort (i.e., an individual who does not possess a proper and current Airport ID Badge, driver's license, and successful completion of access specific driver training) and enters the AOA for the purpose of bringing passenger(s) to or from a flight serviced by a Fixed Base Operator, that Fixed Base Operator must (1) verify the identity of the Large Vehicle's operator by reference to a driver's license or other government-issued identification prior to escort (and keep a record of such verification), and (2) escort the Large Vehicle in a Fixed Base Operator-placarded vehicle to the Approved Destination(s).

If more than one vehicle enters the AOA in a group for the purpose of transporting passenger(s) to or from a flight serviced by a Fixed Base Operator, that Fixed Base Operator must (1) verify the identity of each vehicle's operator by reference to a driver's license or other government-issued identification prior to escort (and keep a record of such verification), (2) ensure that the lead vehicle and last vehicle in the procession are marked with a placard or decal clearly indicating the organization or company with which the surface vehicle is associated, and (3) escort the group of vehicles in a Fixed Base Operator-placarded vehicle to the Approved Destination(s).

Prior to escorting any Large Vehicle or group of vehicles into the AOA for the purpose of transporting passenger(s), the Fixed Base Operator shall notify Airport Operations by calling 206-296-7334 (the 24 hour telephone number). The notice shall specify the time that the Large Vehicle or group of vehicles is expected to enter the AOA and when it is expected to exit the AOA. The Large Vehicle or group of vehicles may be subject to additional inspection or screening at the discretion of duly authorized law enforcement officers.

Fixed Base Operator escorts are responsible for the path-of-travel of Large Vehicles and groups of vehicles requiring escort, and for ensuring such vehicles remain within the designated area(s) of the AOA and maintain a parked distance from all aircraft sufficient to allow Aircraft Rescue and Fire Fighting (ARFF) vehicles 360-degree access to the aircraft for fire equipment during passenger loading and unloading.

Use of motorhomes, mini-bikes, dirt bikes, all-terrain vehicles, go-carts, golf carts, roller blades, skateboards, tricycles, unicycles, or other similar devices is not permitted on the AOA without the prior written permission from the Airport Director and must meet the same standards as all other vehicles driven in the AOA. However, use of golf carts and bicycles by Tenants for non-recreational use is permitted for transportation in the Non-Movement Areas.

**Taxiing and Towing Operations.** Section 9.4 of the Rules is hereby deleted in its entirety and replaced with the following:

Aircraft shall not be taxied until the Aircraft Operator has determined (by visually inspecting the area) there shall be no danger of collision with any person, structure, object, or Property. Aircraft shall not be taxied into, out of, or within any structure. Aircraft (other than unmanned aircraft) being taxied shall have a person at the controls of the aircraft who shall monitor the radio transmitting frequency in use by ATC if the aircraft is equipped with a radio and the radio is functional.

Aircraft Operators shall not taxi at a speed greater than is reasonable and prudent under the conditions that exist with regard for actual and potential hazards and other aircraft so as not to endanger persons or Property.

Aircraft shall only be taxied or towed in Paved Areas normally used for operation of aircraft unless prior written approval has been provided by the County. <u>Aircraft utilizing public ramps shall only be taxied or towed along lead-in lines, unless directed otherwise by the Airport Director or designee.</u>

(5) Parking of Aircraft. Section 9.6 of the Rules is hereby deleted in its entirety and replaced with the following:

Aircraft shall be parked only on an apron area <u>and along lead-in lines as</u> designated by the Airport Director <u>or designee</u>, <u>except for (1) stored aircraft that are not in regular use</u>, (2) <u>parked aircraft that are not to be enplaned or deplaned from their parking location</u>, <u>or (3) when otherwise approved by the Airport Director</u>. Aircraft arriving at the Airport should provide parking location to ATC as warranted. Aircraft Owners and/or Aircraft Operators shall secure their aircraft when left unattended and shall be held responsible for any damage that may occur to the aircraft or any other aircraft.

#### B. Hot Boarding and Hot Fueling

The proposed emergency rules amend Section 6 Passenger Terminal Building, Section 9 Aircraft Operational and Safety Requirements, and Section 11 Aviation Fueling. Changes to existing text appear in redline form with insertions <u>underlined</u> and deletions in <u>strikethrough</u>. To safeguard public health and safety, the amendments prohibit aircraft engines from running while passengers are loading and unloading, and while the aircraft is refueling. Capitalized and abbreviated terms have the meaning provided in the Rules unless specifically defined herein.

(1) Aircraft Engine Operation. Section 6.8 of the Rules is hereby deleted in its entirety and replaced with the following:

Power back and power out procedures are prohibited without prior authorization from the Airport Director or designee.

Engines shall not run during passenger loading or unloading.

Use of auxiliary power units (APU) or ground power units (GPU) shall be kept at a minimum.

Engine cross bleed shall not be started until the aircraft is positioned on the Taxiway/Taxilane centerline and the ground crew confirms procedure can be initiated without adverse impact on other aircraft, vehicles, or personnel.

**(2)** Loading/Unloading of Passengers. Section 9.8 of the Rules is hereby deleted in its entirety and replaced with the following:

Air Carrier and charter passengers shall be loaded and or unloaded only in designated areas unless permission is otherwise granted by the Airport Director or designee.

The performance of passenger loading or unloading while aircraft engines are running is prohibited.

All passengers deplaning from or enplaning to an aircraft in the designated areas shall remain within established lanes or routes between the aircraft and the Passenger Terminal Building. Passengers on flights arriving from international locations shall not deplane until cleared to do so by CBP Officers.

Pilots and operators of aircraft shall be responsible for the loading or unloading of passengers and/or freight on all aircraft aprons at the Airport.

**(3) Fuel Handling.** Section 11.4 of the Rules is hereby deleted in its entirety and replaced with the following:

Aircraft shall not be engaged in Fuel Handling in an area where aircraft engines are operating, aircraft or engines are being warmed by application of heat, or while the aircraft is located in a congested area.

All Fuel Handling shall be treated with due caution and circumspection with regard to the rights, safety and security of others so as not to endanger, or be likely to endanger, persons or Property. If any malfunction or irregularity is detected on or within the aircraft, Fuel Handling shall cease immediately, and the malfunction or irregularity shall be brought to the attention of the Aircraft Owner or Aircraft Operator immediately. Persons engaged in Fuel Handling shall exercise care and extreme caution to prevent overflow or spills of fuel or oils. Should a fuel or oil spill occur at the Airport, the party responsible shall comply with Section 12 of these Rules and Regulations.

Fuel Handling shall be conducted in accordance with the procedures stipulated in the Aircraft Operator's Manual. Fuel Handling shall not occur if an electrical storm is in progress in the immediate vicinity of the Airport and may resume 15 minutes following any reported or observed lightning flash within 5 miles of the Airport.

Unless engaging in Rotorcraft Rapid (Hot) Refueling as provided in Section 11.5, Fuel Handling shall not occur while passengers are on board the aircraft unless a passenger-loading ramp is in place at the aircraft's cabin door, the door is in the open position, and a qualified attendant is present at the door. the flight is for a

military operation or emergency medical transport of a patient. Passenger loading or unloading shall not occur during Fuel Handling unless the flight is for a military operation or emergency medical transport of a patient. No person shall operate any cellphone, radio transmitter, or receiver or switch the transmitter or receiver on or off during Fuel Handling unless said radio transmitter or receiver is designed specifically for such environment.

Fuel Handling. Smoking, vaping, matches, lighters, and open flames (e.g., candles, fixtures, or fires) are prohibited within 50 feet of any aircraft, Refueling Vehicle, or fuel storage facility. Fire extinguishers shall be immediately available during Fuel Handling to comply with practices recommended by the NFPA and all fire codes, regulations, or directives issued by the Fire Department and/or the County. All extinguishers shall be inspected and certified, as required by law, and all personnel involved with fueling or defueling operations shall be qualified and trained to use all fire extinguishers.

Prior to engaging in Fuel Handling, <u>the</u> entity shall provide the County with a written SPCC Plan that meets all applicable Legal Requirements. An updated copy of the SPCC Plan shall be filed with the County at least 30 calendar days prior to any planned change in operations. A trained person shall be present and responsive while fuel is being transferred into or out of any fuel storage facility or any Refueling Vehicle. The person shall remain within the immediate vicinity, in close proximity to, and in direct view of all operating controls and Refueling Vehicles. The person shall not leave the discharge end of any hose(s) unattended at any time while the transfer of fuel is in progress. The person shall not block open, bypass, disengage, or deactivate the deadman or any related controls while Fuel Handling.

Refueling Vehicles shall be positioned so the vehicle can be safely driven away in the event of spill or fire. Fuel Handling shall be conducted outdoors and at least 25 feet from any Hangar or building and 50 feet from any combustion and ventilation air-intake to any boiler, heater, or incinerator room or as approved by the County and the Fire Department.

Refueling Vehicles shall be refueled only at refueling stations approved by the County and the Fire Department. In the absence of suitable ground support equipment, a turbine-powered APU mounted at the rear of the aircraft or on the wing on the side opposite from the fueling point may be operated during Fuel Handling. A turbine-powered APU may be operated during Fuel Handling provided its design, installation, location, and combustion air source do not constitute a fuel vapor ignition source.

The Refueling Vehicle shall be bonded to the aircraft or fuel storage facility to equalize the voltage potential. All hoses, nozzles, spouts, funnels, and appurtenances used in Fuel Handling shall be Factory Mutual (FM) or Underwriters Laboratories (UL) approved and shall be equipped with a bonding device to prevent ignition of volatile liquids.

Hold down or hold open devices on Refueling Vehicle nozzles are prohibited. For single point fueling, deadman controls or mechanisms shall be utilized and shall

remain in safe operating condition and good working order. No person shall deactivate or bypass a deadman control or mechanism at any time. During Fuel Handling, no person shall use any material or equipment which is likely to cause a spark or ignition within 50 feet.

Refueling Vehicles (including fuel tankers) shall only use the entrance, exit, and route designated by the County during the transportation and delivery of fuel. Refueling Vehicles (including fuel tankers) shall be subject to inspection at any time to determine compliance with these Rules and Regulations. Appropriate and proper absorbent material(s) and fuel spill containment capable of damming/diking a fuel spill shall be immediately available or as required in the entity's approved SPCC Plan.

- **3. Scope.** All other Rules shall remain in full force and effect except as specifically amended herein.
- **4. Effective Date.** This rule becomes effective for the Department of Executive Services immediately upon filing for a period of 150 days. The King County International Airport is responsible for implementation of this emergency rule. A new, revised, or renewed rule may be initiated by the Department of Executive Services prior to the expiration date if deemed necessary for the preservation of public health, safety, and general welfare.



### **King County Department Policies and Procedures**

**Division Policy** 

Title	Document Code No.
KCIA FREE SPEECH ACTIVITIES	POLICY BFI-1A-01
Department/Issuing Agency	Date
King County Department of Executi	ve Services/Airport Division August 27, 2025
Approved signed by:	Lorraine Patterson-Harris, DES Director

Corraine Patterson-Harris

- 1.0 <u>SUBJECT TITLE</u>: King County International Airport, Free Speech Activities Policy
  - 1.1 EFFECTIVE DATE: August 27, 2025
  - 1.2 TYPE OF ACTION: New Policy
  - 1.3 KEY WORDS: (1) Airport; (2) Free Speech; (3) First Amendment.

#### 2.0 PURPOSE:

The purpose of this policy is to establish guidelines for engaging in free speech activities at the King County International Airport (Airport).

3.0 ORGANIZATIONS AFFECTED: King County International Airport.

#### 4.0 FINDINGS:

- 4.1 The United States acquired the Airport in 1941 for national defense purposes. In 1948, the United States returned the Airport to King County under the Surplus Property Act of 1944 subject to certain use restrictions, including that it be used as a public use airport.
- 4.2 The primary purpose of the Airport is to facilitate air transportation and travel.
- 4.3 From time to time, individuals and groups seek to engage in free speech activities implicating the First Amendment at the Airport, such as staging demonstrations, distributing literature, soliciting charitable support, conducting surveys, and expressing opinions and ideas in various forms (defined below as "Activities").
- 4.4 To ensure the safe, orderly, and efficient operation of the Airport while preserving its primary purpose of facilitating air transportation and travel, it is necessary that such Activities be subject to reasonable and viewpoint-neutral regulation.
- 4.5 The Airport is not a public forum and any First Amendment Activities on Airport property are subject to this policy.

King County Department of Executive Services/Airport Division

Effective Date: August 27, 2025

BFI-1A-01

Page 2 of 5

- 4.6 The Airport is among the nation's busiest general aviation airports while also space-constrained both inside the Main Terminal Building and on adjacent sidewalks and driveways wholly located on Airport property. In contrast, public roads, sidewalks and/or rights of way encircle the outer perimeter of the Airport and are available traditional public forums for the exercise of First Amendment Activities.
- 4.7 The Main Terminal Building is dedicated to airlines, ticketed passengers, tenants, Airport employees, administrative offices, and others using the building for purposes directly associated with a public use airport.
- 4.8 The Airport must meet significant security demands to ensure safe, orderly, and efficient air transportation and travel.
- 4.9 The following policies are adopted, amending and superseding all earlier versions, and providing as follows:

#### 5.0 DEFINITIONS:

- 5.1 <u>Activity or Activities</u>. Free speech activity implicating the First Amendment, including Demonstration, Distribution, Solicitation, and Survey activities.
- 5.2 <u>Air Operations Area or AOA</u>. The secure area of the Airport designated for aircraft take-off, landing, and maneuvering, including but not limited to runways, taxiways, parking aprons, hangars, tie-down areas, navigation, and communications facilities.
- 5.3 <u>Airport</u>. King County International Airport/Boeing Field or KCIA, as set forth in that certain Instrument of Transfer, dated May 26, 1948, between the United States and King County, and as delineated in the Airport Layout Plan posted on the Airport Website. The Airport does not include the sidewalk along Airport Way South.
- 5.4 <u>Airport Director</u>. The person appointed by the King County Executive to manage, superintend, control, and protect the Airport.
- 5.5 <u>Airport Website</u>. <a href="https://kingcounty.gov/en/dept/executive-services/transit-transportation-roads/airport">https://kingcounty.gov/en/dept/executive-services/transit-transportation-roads/airport</a>
- 5.6 <u>Demonstration</u>. Using words or conduct to communicate or express an idea, view, or grievance with the intent, effect, or propensity to express that idea, view, or grievance to others.
- 5.7 <u>Distribution</u>. Distributing leaflets, pamphlets, flyers, books, photos, or any other written or printed material used to express a view or grievance to others.
- 5.8 <u>First Amendment</u>. The First Amendment to the United States Constitution.
- 5.9 <u>Main Terminal Building</u>. The passenger terminal and office building for Airport operations with an address of 7277 Perimeter Rd. S., Seattle, WA 98108.
- 5.10 <u>Maps</u>. The maps available on the Airport website designating the areas where Activities shall take place.

King County Department of Executive Services/Airport Division BFI-1A-01 Effective Date: August 27, 2025 Page 3 of 5

- 5.11 <u>Operations Manager</u>. The Airport official designated by the Airport Director authorized to assess and manage security concerns at the Airport.
- 5.12 <u>Solicitation</u>. Seeking funds, signatures, or other support on behalf of organizations for charitable, patriotic, political, social justice, religious, or educational purposes.
- 5.13 <u>Survey.</u> Conducting surveys on behalf of organizations for charitable, patriotic, political, social justice, religious, or educational purposes.

#### 6.0 POLICIES:

- 6.1 <u>Designated Locations and Hours</u>. All Activities shall occur in the area(s) designated on the Maps and in no other location between the hours of 8 a.m. and 8 p.m.
  - 6.1.1 <u>Demonstration Activities</u>. Demonstration Activities shall occur in the area(s) designated on the Maps and in no other location, and only between the hours of 8 a.m. and 8 p.m. No person shall engage in Demonstration Activity outside of the designated area or time.
  - 6.1.2 <u>Distribution, Solicitation, and Survey Activities</u>. Distribution, Solicitation and Survey Activities shall occur in the area(s) designated on the Maps and in no other location, and only between the hours of 8 a.m. and 8 p.m. Persons engaged in these Activities may set up a small table within the designated area during the designated hours to facilitate distributing information, soliciting support, or conducting surveys. No person shall engage in Distribution, Solicitation, or Survey Activities outside the designated area or time.
- 6.2 <u>Restoration of Designated Area</u>. Immediately following the Activity, participant(s) must clean up and restore the designated area used for the Activity to its original condition.
- 6.3 Off-Limits Areas. To ensure the safe and orderly operation of the Airport, no Activity shall take place in an area that is not designated for such Activity on the Maps, which includes but is not limited to the following locations:
  - 6.3.1 Secured area, including but not limited to the AOA.
  - 6.3.2 Inside the Main Terminal Building or any other building at the Airport.
  - 6.3.3 Within ten (10) feet of the entrance to, or exit from, the Main Terminal Building.
  - 6.3.4 Within ten (10) feet of the entrance to, or exit from, any tenant leasehold.
  - 6.3.5 Within ten (10) feet of any entrance to, or exit from, the Airport or the AOA.
  - 6.3.6 On paved portions of streets, roadways, driveways, or any drive lanes within the Airport, or any entrance thereto.
  - 6.3.7 Parking areas.

King County Department of Executive Services/Airport Division BFI-1A-01 Effective Date: August 27, 2025 Page 4 of 5

- 6.4 <u>Conduct Guidelines for Activities</u>. The following behavior is expressly prohibited during any Activity at the Airport:
  - 6.4.1 Engaging in an Activity outside the area designated on the Maps or outside the hours of 8 a.m. to 8 p.m.
  - 6.4.2 Entering a secured area or the AOA.
  - 6.4.3. Harassing, intimidating, threatening, or assaulting any person.
  - 6.4.4 Physically or verbally obstructing, delaying, or interfering with a person's free movement at the Airport.
  - 6.4.5 Obstructing, delaying, or interfering with any vehicle or aircraft.
  - 6.4.6 Inciting others to violence or other criminal activity, or engaging in any activity that jeopardizes the health, safety, or security of Airport customers or employees.
  - 6.4.7 Indicating or representing that they, or the organization, are a representative or otherwise affiliated with King County or the Airport.
  - 6.4.8 Using sound or voice amplifying devices in, or adjacent to, the Main Terminal Building or any tenant leasehold building.
  - 6.4.9 Beating drums or using other devices to create a noise disturbance.
  - 6.4.10 Carrying banners or signs that are posted on poles (or rods of any type) that pose a hazard to others, or that exceed the allowed size limit, specifically banners or signs held or worn by a person that protrude beyond the person's front or back, above the person's head, or exceed the person's body width.
  - 6.4.11 Using or placing tables, stands, chairs, or other items on Airport premises, except as provided in Section 6.1.2.
  - 6.4.12 Storing placards, boxes, personal items, or supplies on Airport premises.
  - 6.4.13 Erecting temporary or permanent shelters on Airport premises.
  - 6.4.14 Destroying, damaging, or defacing Airport property.
  - 6.4.15 Failing to cease or alter Activities as directed by the Operations Manager during an emergency closure, suspension, or increased security threat as required in Section 6.5 of this Policy.
  - 6.4.16 Violating any federal, state, local law, or regulation.
- 6.5 <u>Emergency Closure or Suspension</u>. The Airport Director or other designee may order the emergency closure of the Airport, or any portion thereof, due to an emergency, security or safety conditions, catastrophe, disaster, unusual congestion, extreme

King County Department of Executive Services/Airport Division BFI-1A-01 Effective Date: August 27, 2025 Page 5 of 5

weather conditions, or applicable federal, state, or local government orders. Activities shall immediately cease for the duration of the emergency closure or suspension.

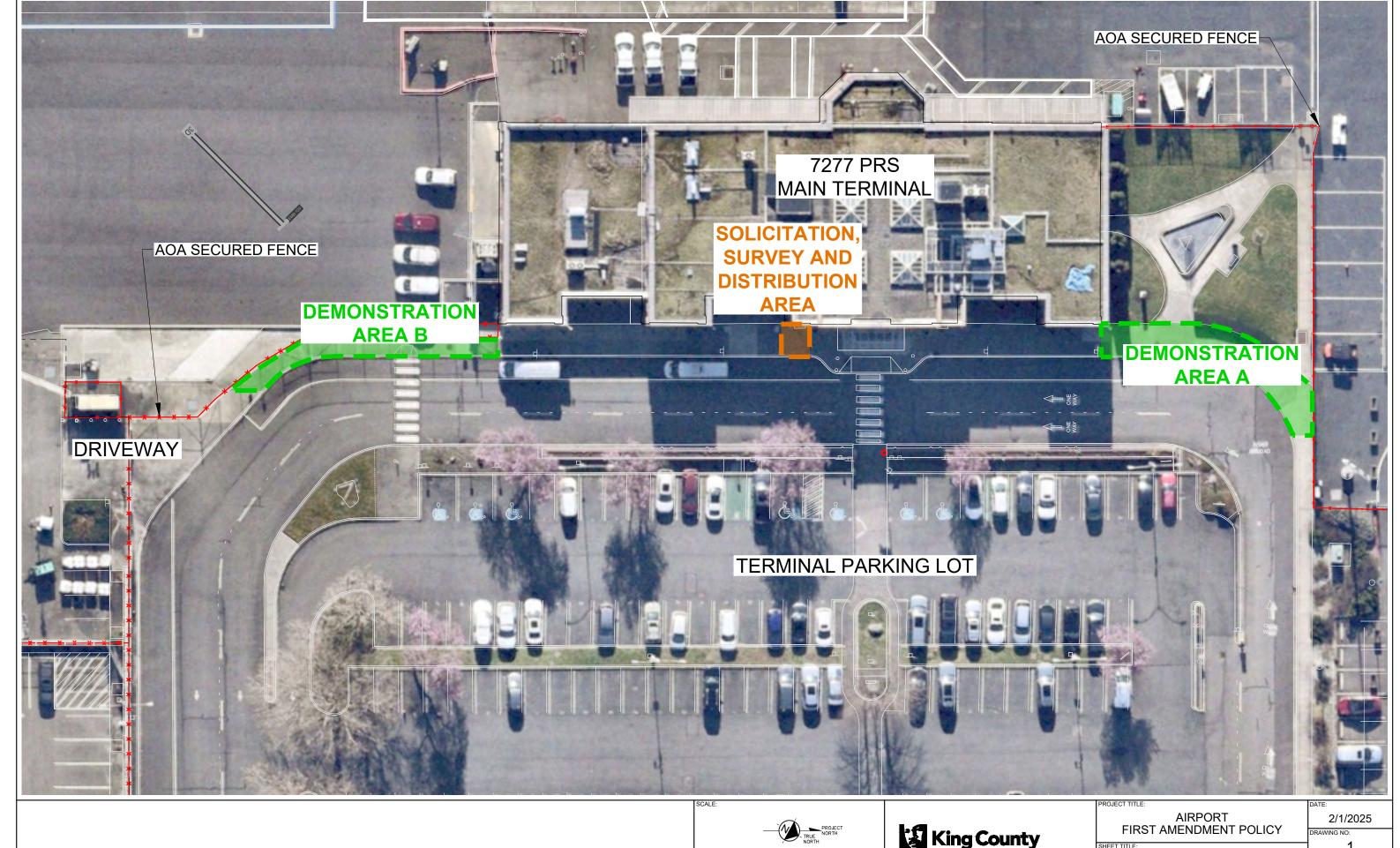
6.5.1 When the federal government declares an alert on the National Terrorism Advisory System issued by the United States Department of Homeland Security regarding security conditions for Airport operations, the Operations Manager or other designee may reasonably accommodate the security concern, including but not limited to, designating substitute date(s), time(s), or location(s) to conduct the Activity, and reducing the maximum number of participants allowed to participate in the Activity. The Operations Manager or other designee may consider the totality of circumstances relating to security, including but not limited to, the availability of security resources at the Airport given the increased demands and requirements by the federal government.

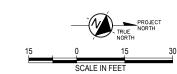
#### 7.0 CONSEQUENCES FOR NONCOMPLIANCE:

- 7.1 <u>Ejectment</u>. Any person who engages in Activities in off-limits areas or locations outside the designated area or hours, or who violates the conduct guidelines for Activities in Section 6.4, or who fails to follow the conduct guidelines for Activities when directed to do so by law enforcement may be subject to ejectment from the Airport and other lawful remedies.
- 7.2 <u>Property Removal</u>. Any items or property brought to the Airport for, during, or as part of an Activity must be removed by Activity participants immediately after the Activity ends. Any items or property remaining after an Activity ends may be removed by the Airport.
- 7.3. Other Remedies. The remedies described in this Section 7.0 are in addition to the Airport's remedies at common law and applicable statutes, including trespass.

#### 8.0 REFERENCES:

- 8.1 Airport, Title 15 K.C.C.
- 8.2 Surplus Property Act of 1944, 58 Stat.765, codified as 49 U.S.C. §§ 47151-47153.
- 8.3 King County Charter Section 320.20 (providing that the county executive "shall have the power to assign duties to administrative offices and executive departments which are not specifically assigned by this charter or by ordinance").
- 8.4 Executive Policy/Procedures No. INF 7-4-1 (EP): Drafting and Implementing Executive and Department Policies.





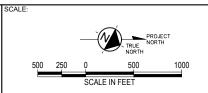


PROJECT TITLE:	DATE:	
AIRPORT	2/1/	20
FIRST AMENDMENT POLICY	DRAWING NO	):
SHEET TITLE:		1
DEMONSTRATION, SOLICITATION,	SHEET NO:	
SURVEY AND DISTRIBUTION AREAS	1 1	OF



LEGEND

SECURED AREA BOUNDARY





T TITLE:	DATE:		
AIRPORT	2/1/2025		
FIRST AMENDMENT POLICY	DRAWING NO:		
TITLE:	2		
SECURED AREA	SHEET NO:		

2 OF 2

<u>Number</u>	<u>Name</u>	<u>PM</u>	YTD Actuals	\$ Annual Variance	Annual Forecast % Variance	Key Activities - Current Quarter	Key Activities - Next Quarter	Closely Monitored Issues and Key Risks
1028654	LOOP BLDG REMEDIATION	Cracknell	\$136,691	-\$575,233	-63.07%	Securing construction contract for Demo. Site remediation and abatement completion	Demolition, excavation, remediation, repaving and project completion.	Building is contaminated with asbestos and lead, sites planned for excavation are contaminated with petroleum hydrocarbons.
1028662	NORTH BOEING FIELD MTCA	Dumaliang	\$0	-\$22,832	-57.08%	Project work Agreed Order	Project work Agreed Order	Key risk is Ecology request for additional work as PLP. Current request is PFAS Investigation.
1119982	AIRPORT REDEVELOPMENT	Dumaliang	\$0	\$1,169,137	100.02%	Ongoing projects. Quarterly Activities managed through sub projects	Ongoing projects. Quarterly Activities managed through sub projects	Ongoing projects. Quarterly Activities managed through sub projects.
1120212	NBF GTSP REMEDIAL ACTION	Dumaliang	\$3,429	-\$22,832	-57.08%	Continuation of remedial investigation and PFAS work plan review. Ecology site manager is leaving Ecology and a new site manager will be coming in. Schedule unknown. This will delay completion reviews until 4Q 2025 or 1Q 2026 at the latest. Feasibility study will start thereafter.	Completion of RI report and start of FS.	Cost Overrun is due to property acquisition The scope of this project is dependent on the north Boeing field remedial investigation and feasibility study. Cleanup operations to occur after in a separate order.
1120731	AIRPORT FLEET	Bartley	\$2,927,187	\$1,719,977	40.23%	Ongoing program. Scope, schedule, cost managed at the annual basis through sub project	Ongoing program. Scope, schedule, cost managed at the annual basis through sub project	Ongoing program. Risks managed through sub projects  We had a unplanned purchase of a ARFF Truck as a result of the FAA increasing our ARFF Index. This caused us to exceed our planned annual spend.
1135085	RUNWAY 14L-32R REHAB	Miller	\$19,663,637	\$148,243	0.46%	Begin and continue work in Phase 2, 2A, and 2B.	Commissioning, final markings and start closeout	FAA has not previously submitted timely reviews, if timely responses are not received this could further delay the project. Invoices from RS&H have been severely delayed, Ginny and I met with RS&H to clarify their responsibilities and chart out a path to get back on track. RS&H will be required to submit monthly invoices for each month to catch up.
1137242	AIRFIELD ELECTRICAL UPGRDES	Dumaliang	\$0	-\$548,321	-47.93%	Ongoing program. Scope, schedule, cost managed at the annual basis through sub project	Ongoing program. Scope, schedule, cost managed at the annual basis through sub project	Ongoing program. Risks managed through sub projects.
1139512	TAXIWAY B RELOCATION	Miller	\$499,871	\$75,537	9.24%	Finalize the environmental reports and other required Section 7 documentation, continue developing the preliminary stormwater design.	Tower Siting Study	Coordination with tenants for work on their leaseholds will require the project team to incorporate the tenants standards into the project. If the tenant is not willing to coordinate or does not provide timely feedback the project could be delayed.  This project will require very close coordination with the FAA which can cause delays if their reviews exceed the standard timeframes.
1141114	A11 CONNECTOR RECONST	Miller	\$54,151	-\$117,781	-9.56%	Hold pre-construction conference, review submittals, RFI's, and other construction documents. Coordinate with Airport Operations to finalize Taxiway A11 closure and then begin construction once the taxiway is closed.	Commissioning, final markings and start closeout	Weather delays for construction and Differing site conditions.
1141139	AIRPORT IT COMP PLAN	Harris	\$1,986			Starting interviews with departments to determine IT needs.  Create Projects from interviews for consideration.	completing interviews with departments to determine IT needs.  Create Projects from interviews for consideration.	Delays in reviews of scope causing schedule impacts and thus impacting CIP budget timelines for next biennium  On old contract, ends sep. must have all invoices paid within 6 months  We decided that the "Phased" contracting mechanism will
								not be continued and this project was put on hold for now.  Work order is terminated.  New work will be performed in house.
1141154	CARBON ACCREDITATN STUDIES		\$39,959	-\$21,679	-18.85%	Verification occurring and final application to be submitted.	Work estimated to be completed.	Airport responding to the findings of the verifier.  Verification to be completed by Aug 31. ACA provided an extension.
1141157	CLIMATE PREPARDNSS STUDIES	Dumaliang	\$199	-\$6,091	-45.14%	USGS Quarterly Monitoring	USGS Quarterly Monitoring	None.

1143915	RUNWAY 14R-32L	Miller	\$511,299	\$43,620	2.34%	Continue developing the preliminary stormwater design,	Design Procurement	FAA ADO review is required at various points throughout the
1143913	REHAB	Willel	3311,299	343,020	2.54%	NEPA documentation, and alternative analysis	Design Procurement	project, which can sometimes take months, which would
	KLIAD					documentation. Begin negotiations for the Phase 2 Design		delay the project. Timely responses from the FAA ADO are
						contract and submit to the FAA for approval.		required.
								Timely responses and review from the King County
								Department of Permitting are also required, or the project
								will face delays.
1143917	WANG SITE REHAB	Sanchez Yubero	\$27,916	-\$2,748,407	-93.48%		Seismic Assessment Final Report. Expected to be completed	This project was originally planned for the 2026-27 budget
						on 12/22/2025	on 12/22/2025	and we need to appropriate additional funds to start the
								work now.
								The current plan is for FMD to take over project
								management and delivery. Managing this relationship will be
								key to the projects success
								We are currently performing a soil liquefaction analysis,
								pending the results of the analysis the project will move
								forward or the project will need to be modified to fix the
								issues.
1143948	VISION 2045/PART 150	Bartley	\$1,190,961	\$12,638	0.91%	Continue to develop alternatives	Continue to develop alternatives	Community and Tennent Engagement will be a major focus
	STUDY					Develop NCP	Develop NCP	of this project. There will be high visibility with the
						Hold NCP public hearing	Hold NCP public hearing	Executive's Office and Council on this project.
								Will need to work closely with the FAA ADO on the aviation
								forecast and ALP approval to stick on schedule.
								Short staffing at FAA may result in extended delays for
								NEMs, NCP and ALP approvals.
1143950	AIRPORT	Bartley	\$0	-\$112,324	-12.84%	This is a program Scope/Schedule/Cost are managed at sub	This is a program Scope/Schedule/Cost are managed at sub	Most of the budget is contingency for "pop-up" projects so
	PLANNING/SUPPORT					project level.	project level.	project spend is unknown.
1143954	KCIA CLIMATE	Dumaliang	\$0	-\$136,465	-69.92%	Project to delay to next year after master plan alternatives	Project to delay to next year after master plan alternatives	Heat study to postpone to next year after completion of
	VULNERABILITY					analysis completed.	analysis completed.	vision 2045 alt analysis. Electrical resiliency to be conducted
								by master plan project. Stormwater Resiliency to be
								conducted by TWY Bravo Project Design.
1146188	FSS HVAC SYS REPL &	Sanchez Yubero	\$50,089	-\$436,379	-44.85%	- Bid process		
	SOLAR					- Contract award		
1147373	DIGITAL ASSET	Harris	\$132			Complete first draft of standards and templates	Final reviewof standards and templates	Delivery of standards
	STANDARDS							Lack of budget is creating issue with consultant selection.
						Incorporate corrections for standards document and	Incorporate corrections for standards document and	
						templates.	templates. Deliver final product and close.	
1148966	KENMORE HANGAR	Harris	\$4,534	\$12,041	2.96%	Finish NEPA	Finish Demo	Appropriations are very close to initial cost estimates.
	DEMO					Start Demo		NEPA services was more expected than anticipated
								If construction is more expensive than anticipated, we will
								need to go request funds at gate 3b
1150067	HARDY ST FENCE RPLCMNT	Harris	\$197,157			Closing Project	Closing Project	Need to have project completed in six months as the contract has expired.
1150069	ELEVATOR UPGRADES	Bartley	\$3,925			Execute the service contract or JOC contract	Do the repair work	If p&p determines we can not use TK Elevators we will need
	2025	,				Order and stockpile materials		to go with an alternative delivery approach, likely JOC.
								We will need to have "Programmatic Service" for all services
								that are provided to the public on the second floor.
	1							

## External Relations Team Monthly Report September 2025

#### **Meetings & Events Attended:**

- 1. Year Up Intern Airport Tour August 4th, 2025
- 2. Beacon Hill Council Meeting August 5th, 2025
- 3. Othello Park International Festival August 10th, 2025
- 4. Kimley-horn Intern Airport Tour August 15th, 2025
- 5. Vision 2045/Part 150 Project Advisory Committee 8 August 20th, 2025

#### **Upcoming Meetings & Events:**

- 1. Museum of Flight First Thursday Tabling September 4th, 2025
- 2. Georgetown Community Council Meeting September 15th, 2025
- 3. Girls in Aviation Day September 20th, 2025
- 4. Vision 2045/Part 150 Open House 4 September 25, 2025

#### **Resources:**

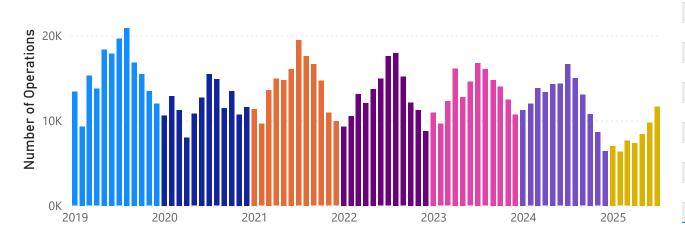
Vision 2045 / Part 150 Website

**Projects - King County, Washington** 



#### Total Flight Operations 2019 - Present



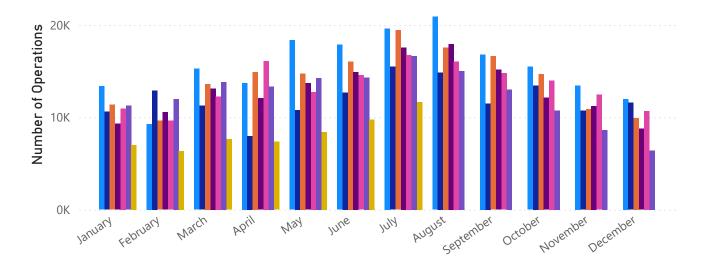


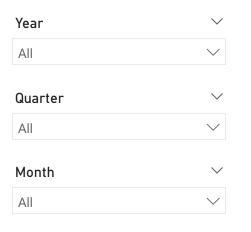
#### Total Flight Operations 2019 - Present

Month	2019	2020	2021	2022	2023	2024	2025
January	13,382	10,614	11,362	9,309	10,971	11,262	6,995
February	9,287	12,908	9,635	10,556	9,634	11,981	6,344
March	15,280	11,254	13,612	13,142	12,268	13,846	7,634
April	13,740	7,996	14,925	12,067	16,106	13,334	7,362
May	18,365	10,797	14,774	13,700	12,760	14,283	8,432
June	17,876	12,715	16,072	14,919	14,562	14,338	9,789
July	19,629	15,497	19,449	17,567	16,763	16,657	11,671
August	20,903	14,869	17,575	17,955	16,045	15,017	
September	16,830	11,489	16,625	15,160	14,780	13,029	
October	15,486	13,467	14,686	12,126	14,003	10,763	
November	13,445	10,729	10,925	11,251	12,463	8,625	
December	12,005	11,581	9,929	8,770	10,698	6,424	
Total	186,228	143,916	169,569	156,522	161,053	149,559	58,227

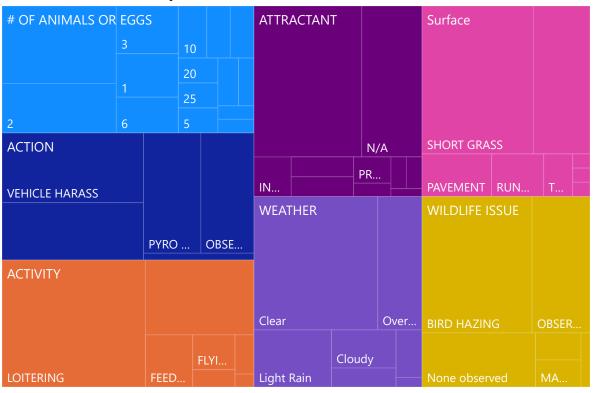
#### Total Flight Operations Comparison

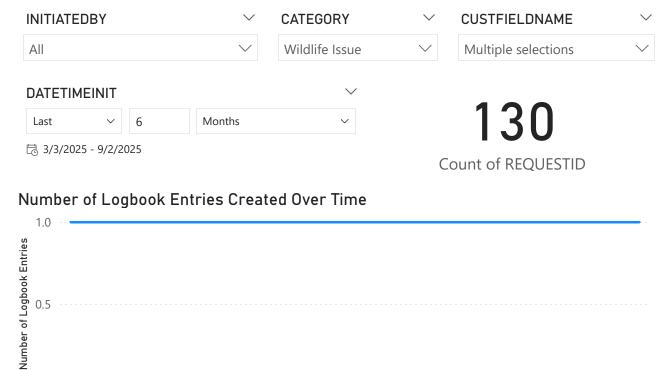






#### Count of REQUESTID by CUSTFIELDNAME and CUSTFIELDVALUE





May 2025

REQUESTID ▼	# OF ANIMALS OR EGGS	ACTION	ACTIVITY	ATTRACTANT	Surface	WEATHER	WILDLIFE ISSUE
14212	2	VEHICLE HARASS	LOITERING		PAVEMENT	Clear	OBSERVED
14208	25	PYRO HARASS	FORAGING	N/A	SHORT GRASS	Overcast	BIRD HAZING
14204	3	OBSERVED	FEEDING	VEGETATION	SHORT GRASS	Clear	OBSERVED
14203	50	PYRO HARASS	FORAGING	N/A	SHORT GRASS	Cloudy	BIRD HAZING
14200	25	PYRO HARASS	FORAGING	N/A	SHORT GRASS	Overcast	BIRD HAZING
14198	10	VEHICLE HARASS	FEEDING	INSECTS	SHORT GRASS	Clear	BIRD HAZING
14197	3	OBSERVED	LOITERING		SHORT GRASS	Clear	OBSERVED
14194	50	PYRO HARASS	FEEDING	VEGETATION	SHORT GRASS	Clear	BIRD HAZING
14193	20	VEHICLE HARASS	FEEDING	INSECTS	SHORT GRASS	Clear	BIRD HAZING
1/102	20	DVD UADACC	EEEDING	Other	CHODT CDACC	Claar	DIDD HAZING

King County
International Airport
Boeing Field

**KCIA Operations Report** 

DATA REFRESH DATE:

9/2/2025 1:13:06 PM

Jul 2025

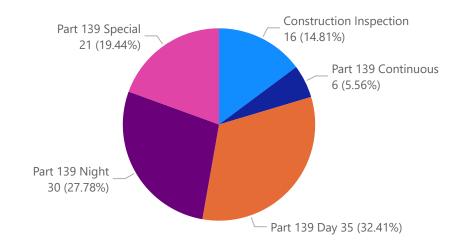
#### Inspection Types by Month as a Percentage

**Inspection Type** ● Construction Inspection ● Part 139 Continuous ● Part 139 Day ● Part 139 Night ● Part 139 Special

#### 

108
INSPECTIONID

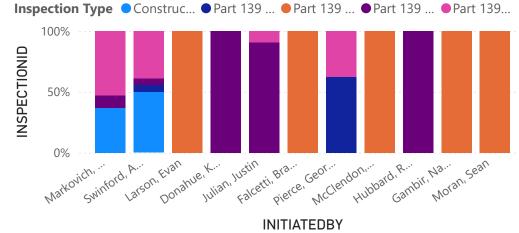
Part 139 Inspections by Type



2025 September		40.00%	40.00%	20.00%	
2025 August	15.53%	32.04%		28.16%	20.39%

INSPECTIONID ▼	INITIATEDATE	INSPTEMPLATENAME	INITIATEDBY	INSPECTEDBY	CLOSEDBY	STATI
<u>8158</u>	09/02/2025	Part 139 Day	McClendon, Donald	McClendon, Donald		OPEN
<u>8157</u>	09/02/2025	Part 139 Continuous	Pierce, George	Pierce, George	Pierce, George	CLOS
<u>8156</u>	09/01/2025	Part 139 Night	Donahue, Kevin	Donahue, Kevin	Donahue, Kevin	CLOS
<u>8155</u>	09/01/2025	Part 139 Day	Larson, Evan	Larson, Evan	Larson, Evan	CLOS
<u>8154</u>	09/01/2025	Part 139 Continuous	Pierce, George	Pierce, George	Pierce, George	CLOS
<u>8153</u>	08/31/2025	Part 139 Night	Donahue, Kevin	Donahue, Kevin	Donahue, Kevin	CLOS
<u>8152</u>	08/31/2025	Part 139 Day	Larson, Evan	Larson, Evan	Larson, Evan	CLOS
<u>8151</u>	08/31/2025	Part 139 Day	Larson, Evan	Larson, Evan		OPEN
<u>8150</u>	08/31/2025	Part 139 Day	Larson, Evan	Larson, Evan		OPEN
<u>8149</u>	08/31/2025	Part 139 Day	Larson, Evan	Larson, Evan		OPEN
Total						

#### Inspection Types by Employee as a Percentage

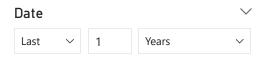


#### **All Logbook Entries**

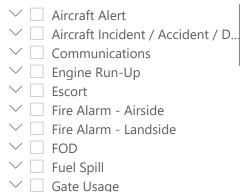


#### **How To Use This Report:**

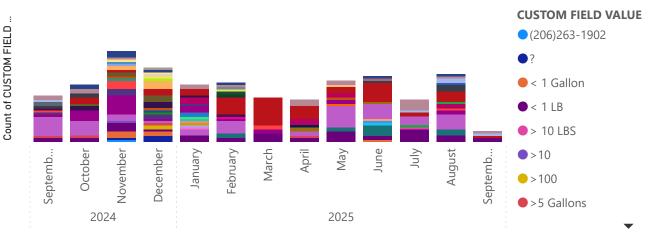
- 1. Set the Date Range Below.
- 2. Use the Logbook Drill Down arrows (V) to refine the visuals.
- 3. Use Ctrl+ to select multiple values.
- **4.** Click on the 'Reset Slicers' button above to clear all filters.



#### Logbook Drill Down Slicer

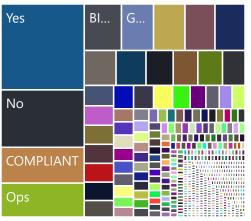


#### Count of Custom Field Name and Custom Field Values Over Time



#### Count of Logbook Description and Logbook Entries Over Time

#### Count of Custom Field Value and Logbook Entry



Status (%)

Count of DESCRIPTIC						_
Count of DESCRIPTION an						
Sep 2024	Nov 2024	Jan 2025	Mar 2025	May 2025	Jul 2025	Sep 2025

#### **Logbook 'Custom Fields' Details**

(only Logbook Entries with Custom Fields values will show here)

Count of Logbook 952 Entries with CF values:

**General Details Based on 'Description'** (this table will not update based on 'Custom Field' selections) Count of Logbook Entries based on Description:

REQUESTID	# Birds Seen # Birds Struck #	OF ANIMALS OR EGGS # of Crew	# of Crew (archived)	REQUESTID	DATETIMEINIT	DESCRIPTION	STATUS	DETAILS
14212	2			<u>14212</u>	09/02/2025	Wildlife Issue	OPEN	
14211				<u>14211</u>	09/02/2025	FOD	OPEN	Discovered and remove
14210				<u>14210</u>	09/02/2025	Security Inspection	OPEN	Patrolled and inspected
14209								No issues discovered.
14200	1	-	ı	Total				



