



King County
International Airport
Boeing Field

KCIA Vision 2045 and Part 150 Study Airport Roundtable Advisory Committee Briefing

Vision 2045 – Draft Alternatives Phase 2

October 30, 2025

Agenda

- Goals and Requirements
- Alternatives Overview (Part 1)
 - Non-standard airfield conditions
 - Visibility minima improvements
 - Hot spot mitigation
- Break
- Alternatives Overview (Part 2)
 - Terminal
 - Land use / airside
 - Multimodal



Vision 2045

AIRPORT PLAN UPDATE

Goals

Goals

- Broad statements about what KCIA hopes to achieve through the Vision 2045 process
- Primary drivers of Vision 2045
- Analyses, alternatives, decisions evaluated against the goals

Communication

Efficiency

**Environmental
Stewardship**

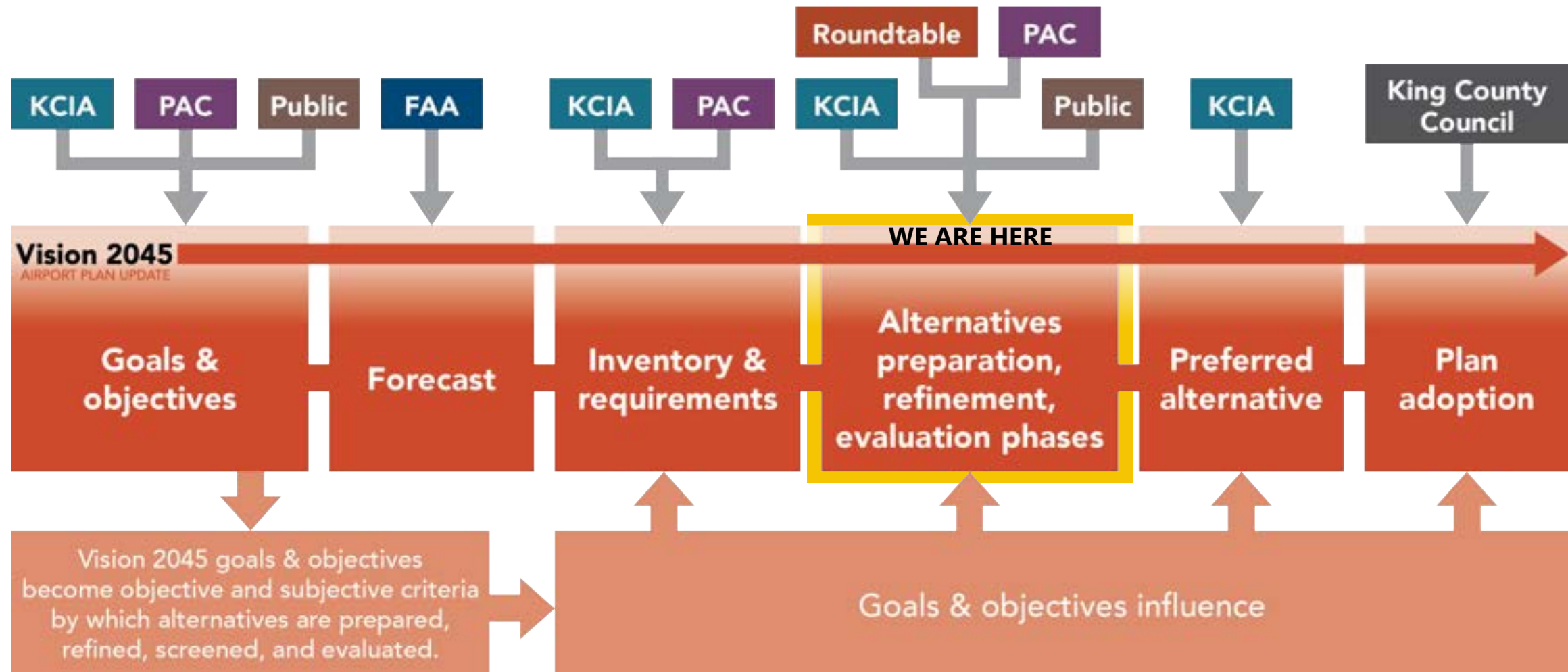
Fiscal Sustainability

Land Management

Resilience

Safety

Alternatives development and evaluation input



Facility requirements summary

Items we considered during the Preliminary Alternatives:

Airfield

- RPZs
- Geometric modifications (taxiways and connections to runways)
- NAVAIDs and lower approach minimums for lower visibility IFR conditions

Items **NOT** being considered during the Alternatives phase:

- No additional runways
- No runway extensions and expansions

General aviation

- Identify potential areas for T-hangars and tiedown spaces for based aircraft
- Identify land use priorities

Facility requirements summary, cont.

Items we considered during the Preliminary Alternatives:

Terminal / Landside – Preliminary Stage

- Aircraft Apron requirements
- Reduce parking position overlap
- Identify modifications to terminal space

Terminal / Landside – Refinement Stage

- Address Terminal space requirements
- Address landside needs (parking and curbside)

Facility requirements summary, cont.

Items we considered during the Preliminary Alternatives:

Support, utilities, and emerging trends

- Incorporate ARFF and ATCT preferred locations from Taxiway B project
- Potential Vertipad locations
- Facility to house snow removal equipment

Alternatives Overview

Preliminary concepts

Category	# of Concepts	Purpose
 Non-standard airfield conditions	3	Resolve non-standard runway to taxiway separation distances for Primary Runway
 Visibility minima improvements	3	Improve Airport's instrument approach capabilities
 Hot spot* mitigation	2	Address remaining airfield hot spots Provide replacement small aircraft run-up areas
 Terminal	3	Increase usability of the terminal apron
 Land use / airside	4	Identify additional space potential for General Aviation aircraft, cargo, eVTOL/ AAM aircraft
 Multimodal	1	Identify multimodal opportunities along airport perimeter

Two refinement options

Airfield Focused

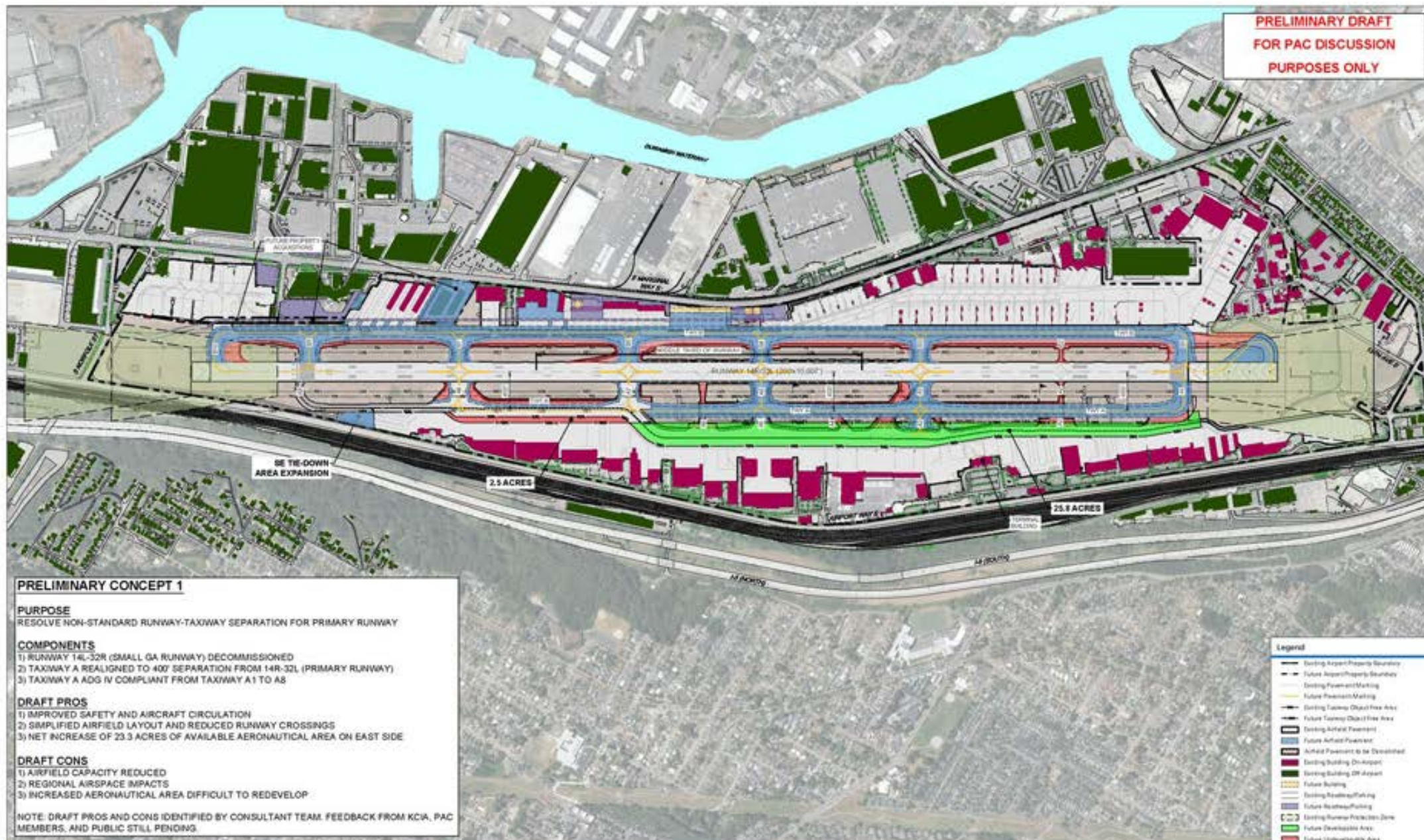
Land Use/Landside Focused

* "Hot spots" are areas on the airport identified by the Federal Aviation Administration because they require heightened attention from pilots and ground vehicle operators due to their complexity, confusing layout, or miscommunication.

Alternatives review: Non-standard airfield conditions

Non-standard airfield conditions: What we heard

- Decommissioning the small runway will have negative impacts. It is a critical runway for light General Aviation in the Puget Sound region.
- Modifications to Taxiway A are unnecessary if crossings are maintained.
- This reduces aeronautical land without any real benefit.
- Would removing the small runway be better for residents in terms of noise?



What we heard: Non-standard airfield conditions, Concept 1

PRELIMINARY DRAFT
FOR PAC DISCUSSION
PURPOSES ONLY

Loss of runway will likely eliminate flight training at KClA

Removal of small runway could push aircraft to other surrounding communities. Need to better understand impact

Availability of only a single runway will create departure delays and associated noise and emissions

Decommissioning the small runway will have negative impacts. It is a critical runway for light GA in the Puget Sound region

PRELIMINARY CONCEPT 1

PURPOSE

RESOLVE NON-STANDARD RUNWAY-TAXIWAY SEPARATION FOR PRIMARY RUNWAY

COMPONENTS

- 1) RUNWAY 14L-32R (SMALL GA RUNWAY) DECOMMISSIONED
- 2) TAXIWAY A REALIGNED TO 400' SEPARATION FROM 14R-32L (PRIMARY RUNWAY)
- 3) TAXIWAY A ADG IV COMPLIANT FROM TAXIWAY A1 TO A8

DRAFT PROS

- 1) IMPROVED SAFETY AND AIRCRAFT CIRCULATION
- 2) SIMPLIFIED AIRFIELD LAYOUT AND REDUCED RUNWAY CROSSINGS
- 3) NET INCREASE OF 23.3 ACRES OF AVAILABLE AERONAUTICAL AREA ON EAST SIDE

DRAFT CONS

- 1) AIRFIELD CAPACITY REDUCED
- 2) REGIONAL AIRSPACE IMPACTS
- 3) INCREASED AERONAUTICAL AREA DIFFICULT TO REDEVELOP

NOTE: DRAFT PROS AND CONS IDENTIFIED BY CONSULTANT TEAM. FEEDBACK FROM KClA, PAC MEMBERS, AND PUBLIC STILL PENDING.

Legend

- Existing Airport Property Boundary
- Future Airport Property Boundary
- Existing Pavement Marking
- Future Pavement Marking
- Existing Taxiway Obstacle Free Area
- Future Taxiway Obstacle Free Area
- Existing Airfield Pavement
- Future Airfield Pavement
- Airfield Pavement to be Decommissioned
- Existing Building On-Airport
- Existing Building Off-Airport
- Future Building
- Existing Roadway/Parking
- Future Roadway/Parking
- Existing Runway Protection Zone
- Future Developable Area
- Future Undevelopable Area

What we heard: Non-standard airfield conditions, Concept 1, cont.

PRELIMINARY DRAFT
FOR PAC DISCUSSION
PURPOSES ONLY

Increased aeronautical area is of limited value as it has no parking, tie-down or other development potential

Addresses separation requirements while making more land available for aircraft parking and service support

PRELIMINARY CONCEPT 1

PURPOSE

RESOLVE NON-STANDARD RUNWAY-TAXIWAY SEPARATION FOR PRIMARY RUNWAY

COMPONENTS

- 1) RUNWAY 14L-32R (SMALL GA RUNWAY) DECOMMISSIONED
- 2) TAXIWAY A REALIGNED TO 400' SEPARATION FROM 14R-32L (PRIMARY RUNWAY)
- 3) TAXIWAY A ADG IV COMPLIANT FROM TAXIWAY A1 TO A8

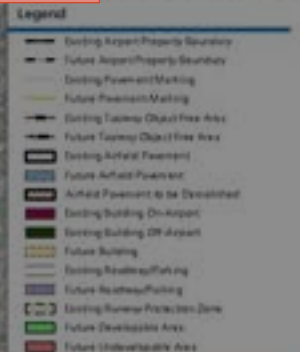
DRAFT PROS

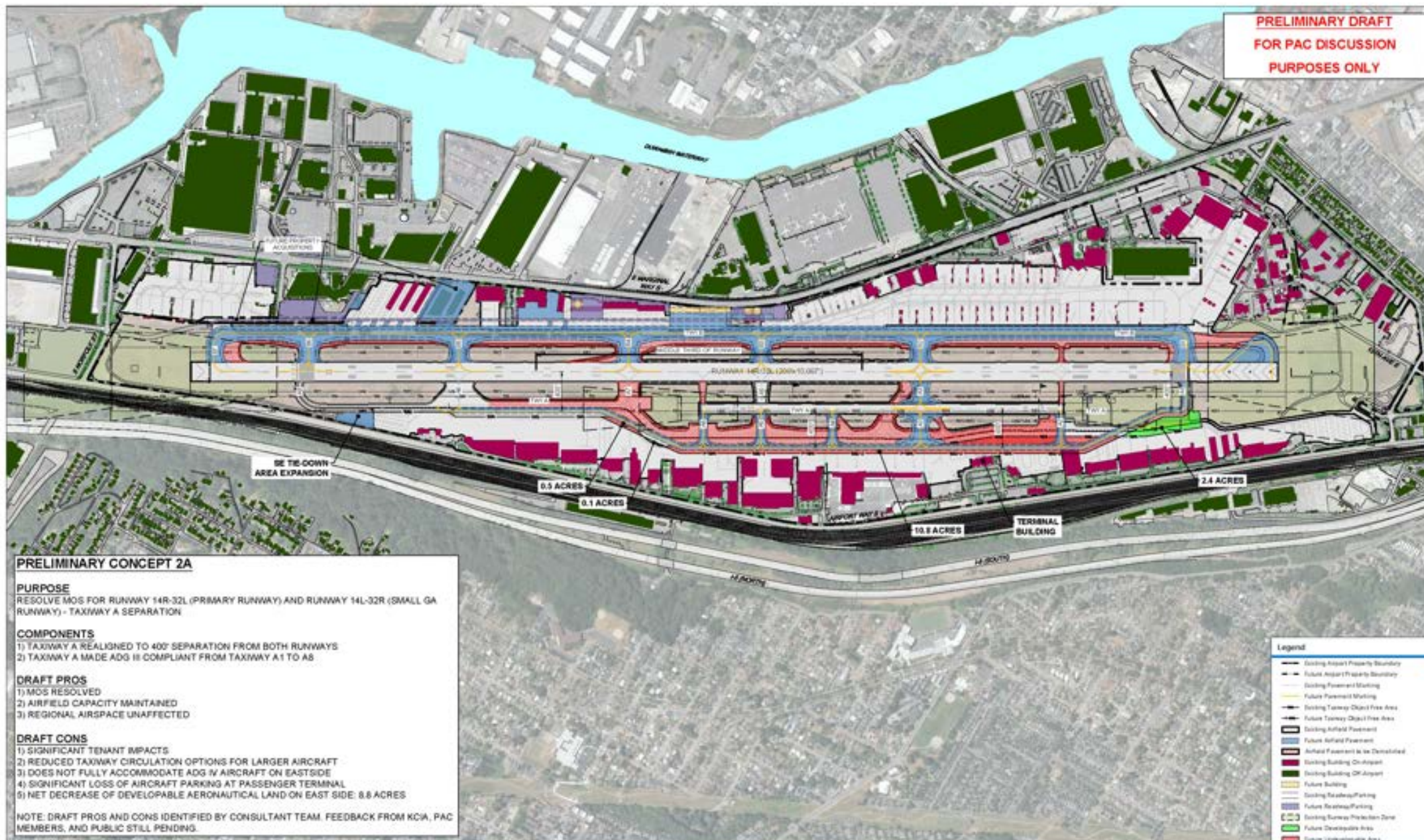
- 1) IMPROVED SAFETY AND AIRCRAFT CIRCULATION
- 2) SIMPLIFIED AIRFIELD LAYOUT AND REDUCED RUNWAY CROSSINGS
- 3) NET INCREASE OF 23.3 ACRES OF AVAILABLE AERONAUTICAL AREA ON EAST SIDE

DRAFT CONS

- 1) AIRFIELD CAPACITY REDUCED
- 2) REGIONAL AIRSPACE IMPACTS
- 3) INCREASED AERONAUTICAL AREA DIFFICULT TO REDEVELOP

NOTE: DRAFT PROS AND CONS IDENTIFIED BY CONSULTANT TEAM. FEEDBACK FROM KCIA, PAC MEMBERS, AND PUBLIC STILL PENDING.





What we heard: Non-standard airfield conditions, Concept 2A

PRELIMINARY DRAFT
FOR PAC DISCUSSION
PURPOSES ONLY

Threatens quality of life for Georgetown by potentially moving tie-downs/hangars to north airfield

What is "critical" aircraft of small runway? Does it need same separation?

Mixing of large and small aircraft on Taxiway A presents jet blast and damage concerns

Loss of terminal parking reduces capacity

Reduces aeronautical land without real benefit/
Strained environment

PRELIMINARY CONCEPT 2A

PURPOSE

RESOLVE MOS FOR RUNWAY 14R-32L (PRIMARY RUNWAY) AND RUNWAY 14L-32R (SMALL RUNWAY) - TAXIWAY A SEPARATION

COMPONENTS

- 1) TAXIWAY A REALIGNED TO 400' SEPARATION FROM BOTH RUNWAYS
- 2) TAXIWAY A MADE ADG IS COMPLIANT FROM TAXIWAY A1 TO A8

DRAFT PROS

- 1) MOS RESOLVED
- 2) AIRFIELD CAPACITY MAINTAINED
- 3) REGIONAL AIRSPACE UNAFFECTED

DRAFT CONS

- 1) SIGNIFICANT TENANT IMPACTS
- 2) REDUCED TAXIWAY CIRCULATION OPTIONS FOR LARGER AIRCRAFT
- 3) DOES NOT FULLY ACCOMMODATE ADG IV AIRCRAFT ON EASTSIDE
- 4) SIGNIFICANT LOSS OF AIRCRAFT PARKING AT PASSENGER TERMINAL
- 5) NET DECREASE OF DEVELOPABLE AERONAUTICAL LAND ON EAST SIDE: 8.6 ACRES

NOTE: DRAFT PROS AND CONS IDENTIFIED BY CONSULTANT TEAM. FEEDBACK FROM KCIA, PAC MEMBERS, AND PUBLIC STILL PENDING.

Legend

- Existing Airport Property Boundary
- Future Airport Property Boundary
- Existing Pavement Marking
- Future Pavement Marking
- Existing Taxiway Obstacle Free Area
- Future Taxiway Obstacle Free Area
- Existing Airfield Pavement
- Future Airfield Pavement
- Airfield Pavement to be Demolished
- Existing Building On-Airport
- Existing Building Off-Airport
- Future Building
- Existing Roadway/Parking
- Future Roadway/Parking
- Existing Runway Protection Zone
- Future Developable Area
- Future Undevelopable Area

PRELIMINARY DRAFT
FOR PAC DISCUSSION
PURPOSES ONLY

TWY B

B5

B4

RUNWAY 14R/32L (200'x10,007')

A8

TWY A

400'

A7

A6

2.5 ACRES

60'

PRELIMINARY CONCEPT 2B

PURPOSE

IMPROVE RUNWAY 14R/32L (PRIMARY RUNWAY) - TAXWAY A SEPARATION CONDITION

COMPONENTS

1) PORTION OF TAXWAY A REALIGNED (BETWEEN A7 AND A6) TO 400' SEPARATION FROM RUNWAY 14R/32L (PRIMARY RUNWAY) AND CONVERTED TO ADD IN

DRAFT PROS

- 1) IMPROVED AIRFIELD SAFETY
- 2) MAINTAINS AIRFIELD CAPACITY
- 3) NO IMPACT TO REGIONAL AIRSPACE
- 4) MINIMAL TENANT DISRUPTION
- 5) TAXWAY CIRCULATION LARGELY UNCHANGED

DRAFT CONS

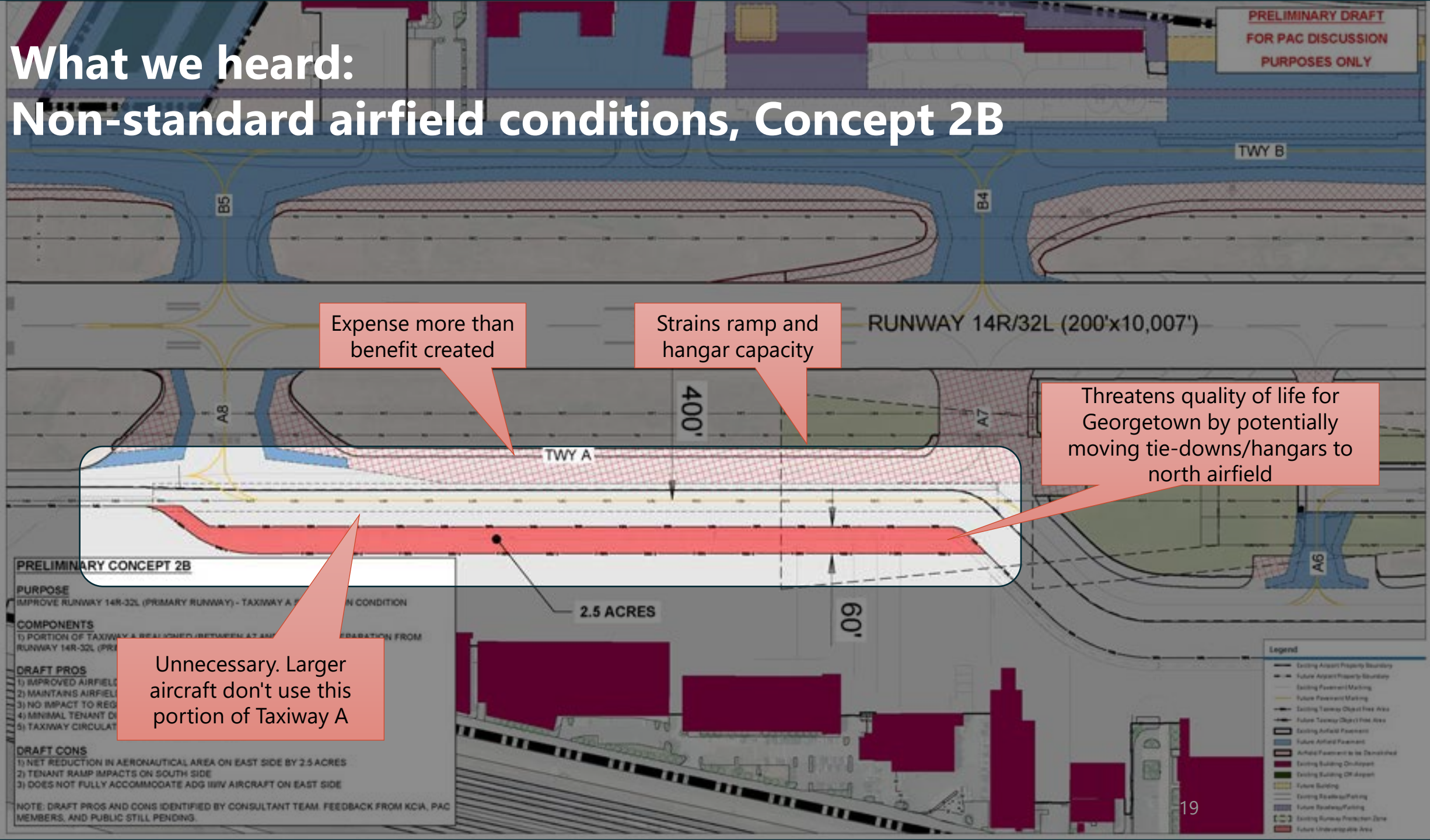
- 1) NET REDUCTION IN AERONAUTICAL AREA ON EAST SIDE BY 2.5 ACRES
- 2) TENANT RAMP IMPACTS ON SOUTH SIDE
- 3) DOES NOT FULLY ACCOMMODATE ADG HWY AIRCRAFT ON EAST SIDE

NOTE: DRAFT PROS AND CONS IDENTIFIED BY CONSULTANT TEAM. FEEDBACK FROM KCA, PAC MEMBERS, AND PUBLIC STILL PENDING.

Legend

- Existing Airport Property Boundary
- Future Airport Property Boundary
- Existing Pavement Marking
- Future Pavement Marking
- Existing Taxiway Obstacle Free Area
- Future Taxiway Obstacle Free Area
- Existing Airfield Pavement
- Future Airfield Pavement
- Airfield Pavement to be Decommissioned
- Existing Building Obstacle
- Existing Building Off Airport
- Future Building
- Existing Roadway/Parking
- Future Roadway/Parking
- Existing Runway Protection Zone
- Future Undevelopable Area

What we heard: Non-standard airfield conditions, Concept 2B



Alternatives review: Visibility minima improvements

Visibility minima: Term definition

Height above touchdown (HAT)

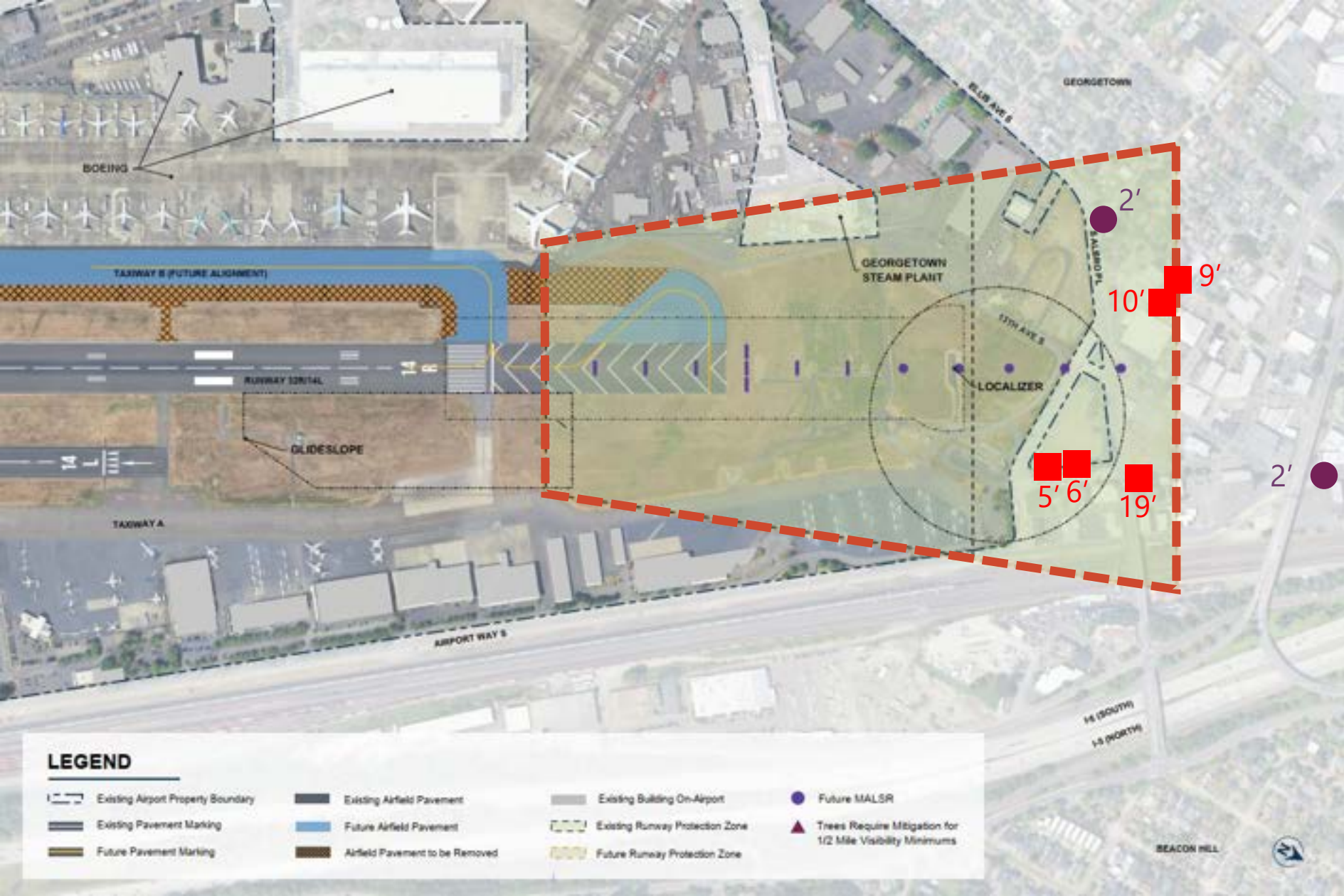
- Decision height above the runway's touchdown zone.
- Target for ½ mile visibility is 200'

Category-I (CAT-I)

- Instrument approach
- HAT not lower than 200'
- Visibility not less than ½ mile

Runway 14R currently has three instrument approach procedures:

Procedure	HAT	Visibility
14R ILS/LOC	290'	¾ mile
14R RNAV GPS	283'	¾ mile
14R RNAV RNP	430'	1 mile



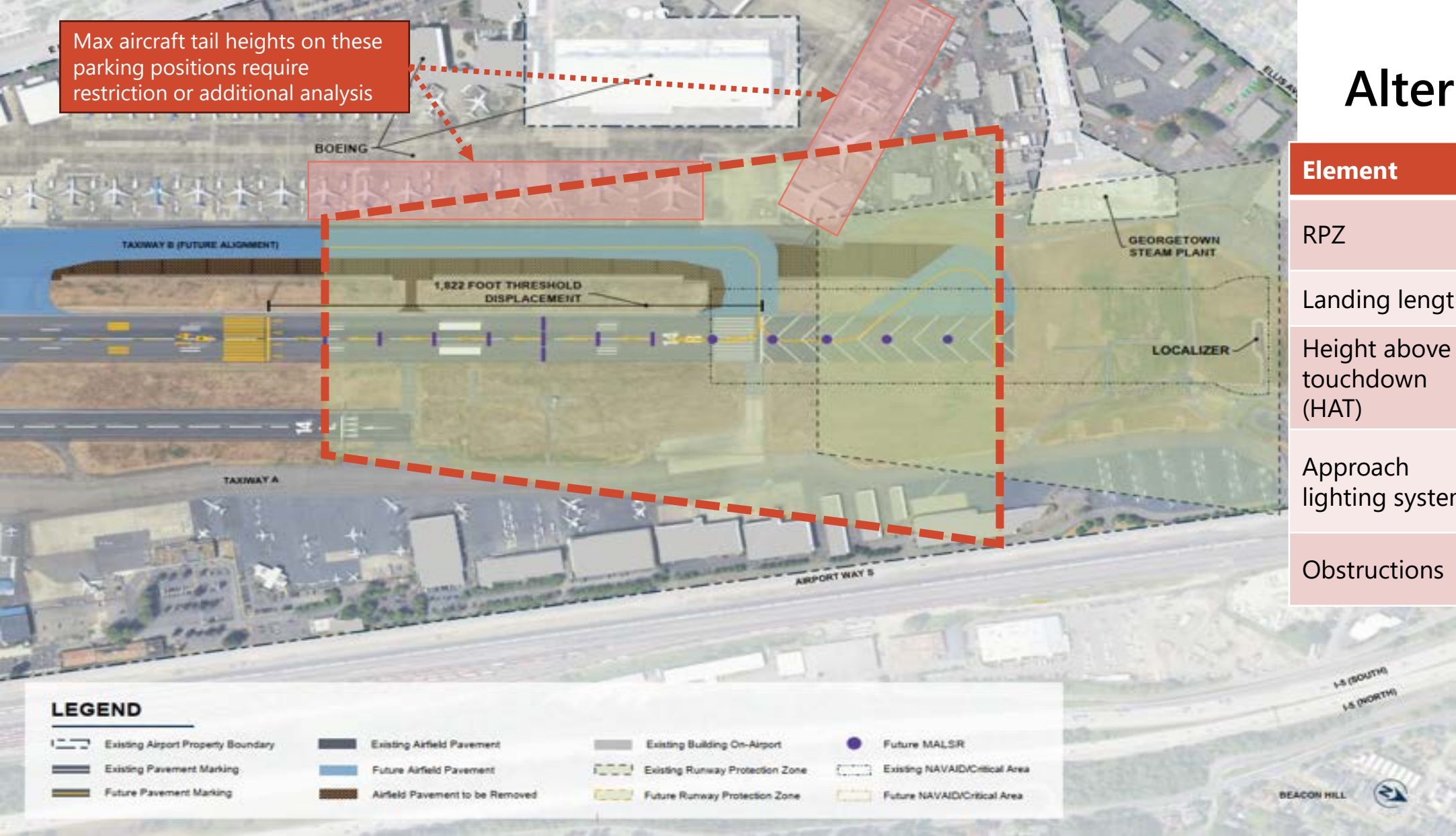
Alternative 1A

Element	Detail
RPZ	Extends into Georgetown residential
Landing length	9,120 ft.
Height above touchdown (HAT)	290 or 270
Approach lighting system	MALSR Last light off-airport property
Obstructions	5 Trees (290 or 270 HAT) 2 Power poles (270 HAT)

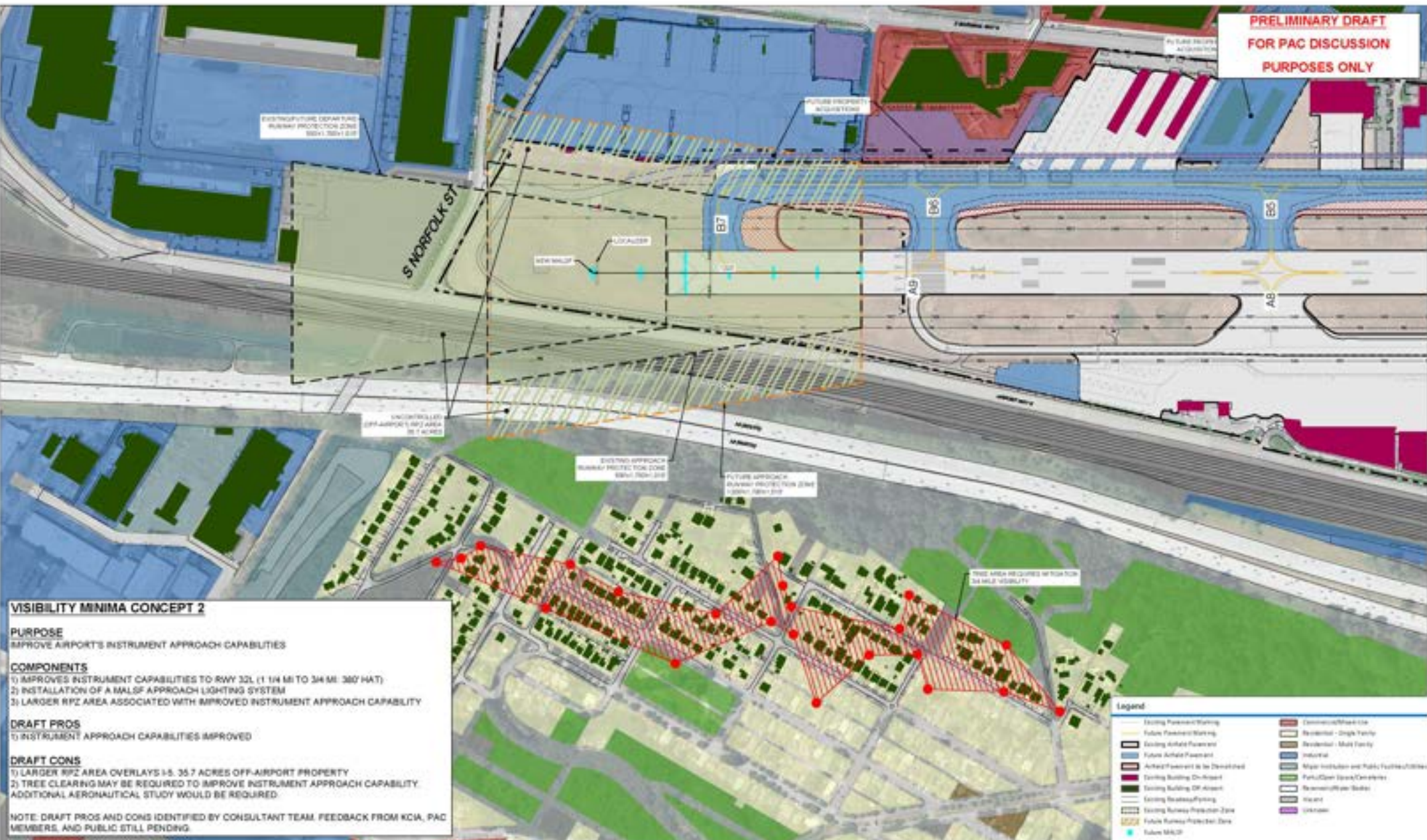
Max aircraft tail heights on these parking positions require restriction or additional analysis

Alternative 1B

Element	Detail
RPZ	Remains 100% on-airport
Landing length	7,298 ft.
Height above touchdown (HAT)	250
Approach lighting system	MALSR All lights on-airport property
Obstructions	Glideslope antenna



**PRELIMINARY DRAFT
FOR PAC DISCUSSION
PURPOSES ONLY**



Visibility minima: What we heard

Runway 14R (North end)

- No RPZ into Georgetown
- Keep MALSR on-airport
- Minimize/no tree removal or topping
- Minimize threshold displacement

Runway 32L (South end)

- Improved minimums not needed
- Benefit of three-quarter mile likely not great enough to justify cost.

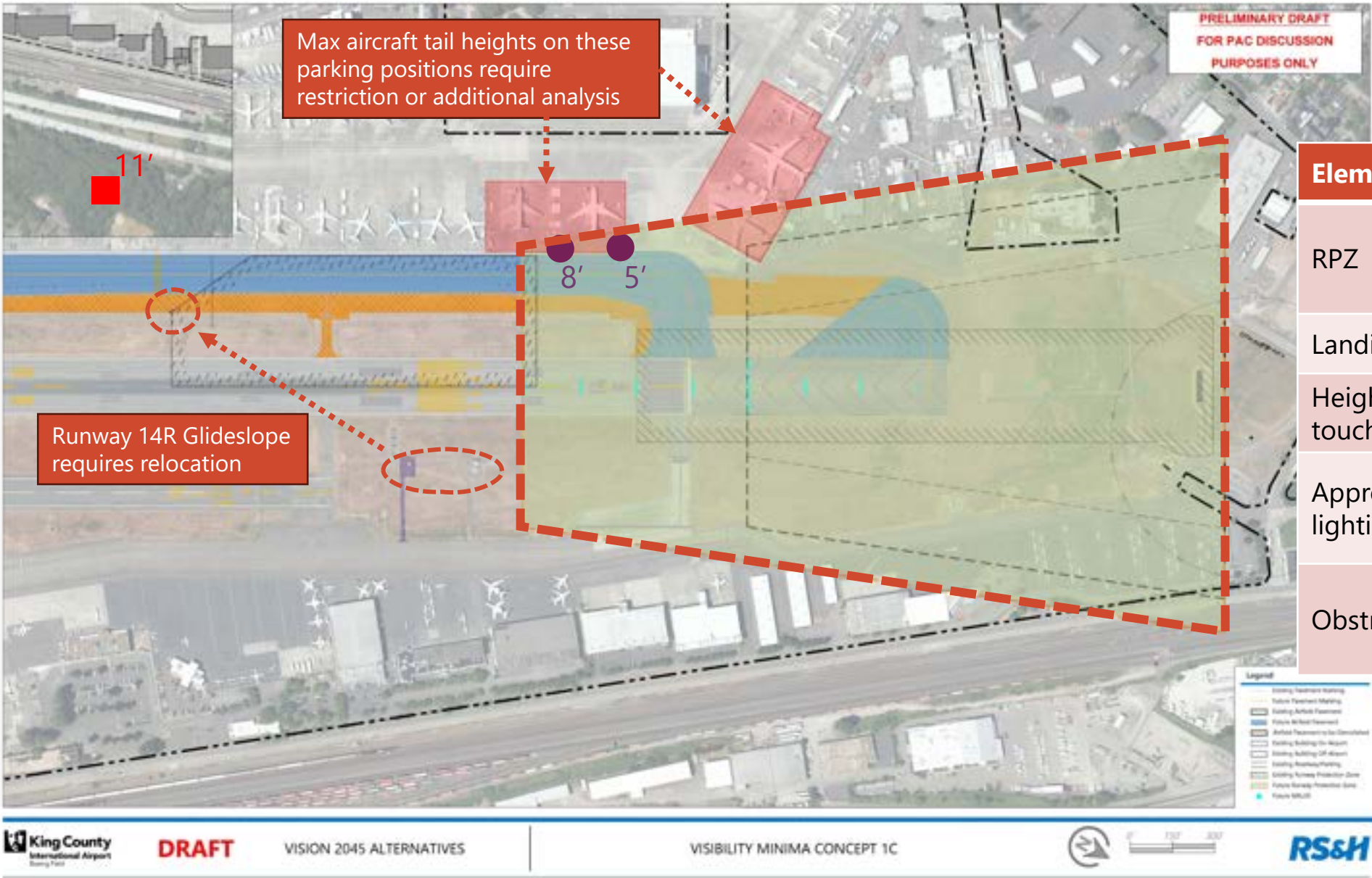
Visibility minima: What we're changing

Runway 14R (North End)

- Two new hybrid alternatives (1C & 1D)
- Both hybrids
 - Keep RPZ out of Georgetown residential areas
 - MALSR lights all on airport property
 - Reduce tree obstructions
 - Reduce landing lengths
 - Impact to Boeing ramp

Alternative 1C

Element	Detail
RPZ	Mostly on-airport, not in Georgetown residential
Landing length	8,319 ft.
Height above touchdown (HAT)	200
Approach lighting system	MALSR All lights on-airport property
Obstructions	2 Poles – Boeing 1 Tree – Beacon Hill Tail heights – Boeing



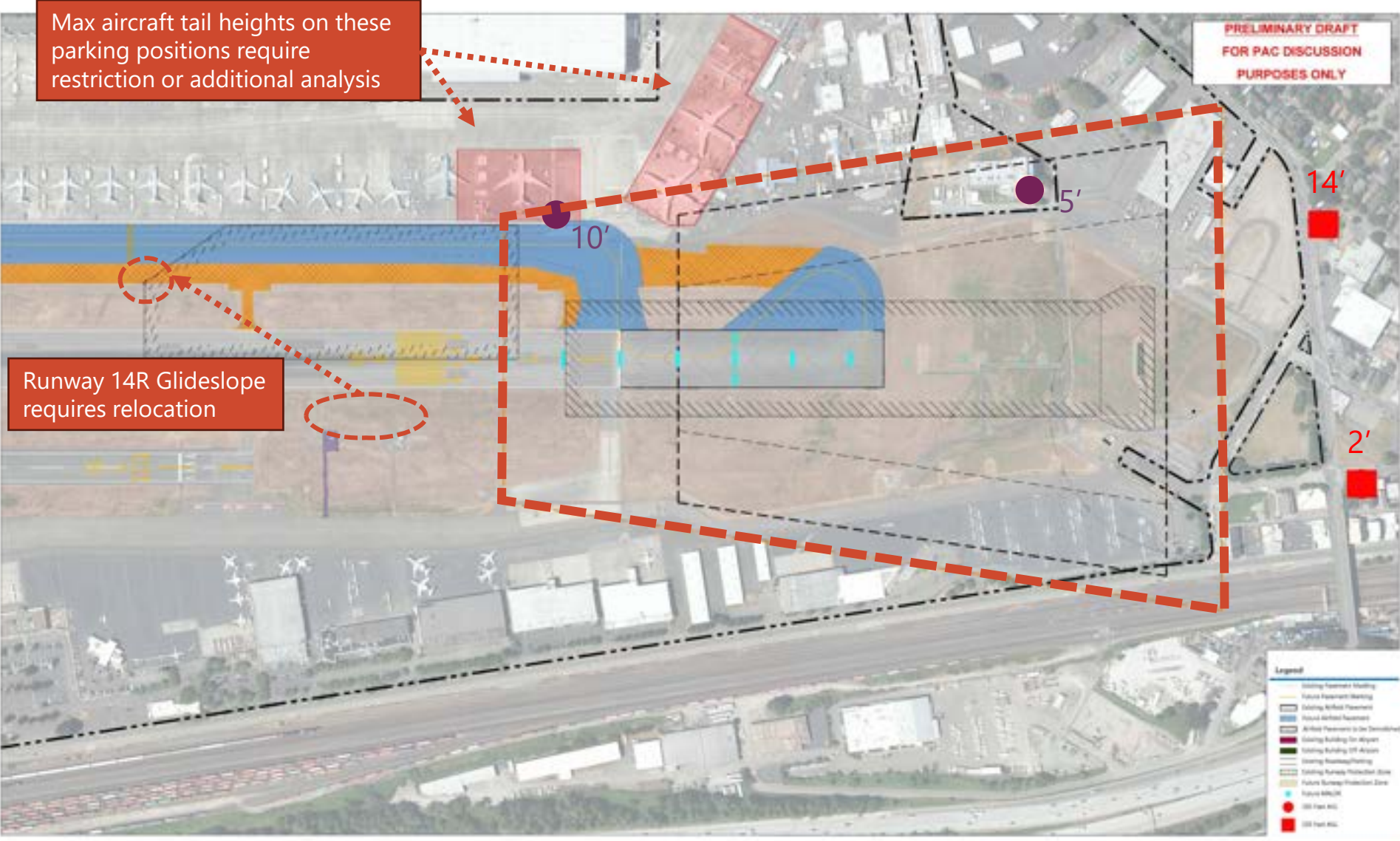
Max aircraft tail heights on these parking positions require restriction or additional analysis

PRELIMINARY DRAFT
FOR PAC DISCUSSION
PURPOSES ONLY

Alternative 1D

Element	Detail
RPZ	Mostly on-airport, not in Georgetown residential
Landing length	8,513 ft.
Height above touchdown (HAT)	200 or 250
Approach lighting system	MALSR All lights on-airport property
Obstructions	Tail heights 200 HAT: 2 Poles + 1 tree 250 HAT: 2 Trees

Runway 14R Glideslope requires relocation



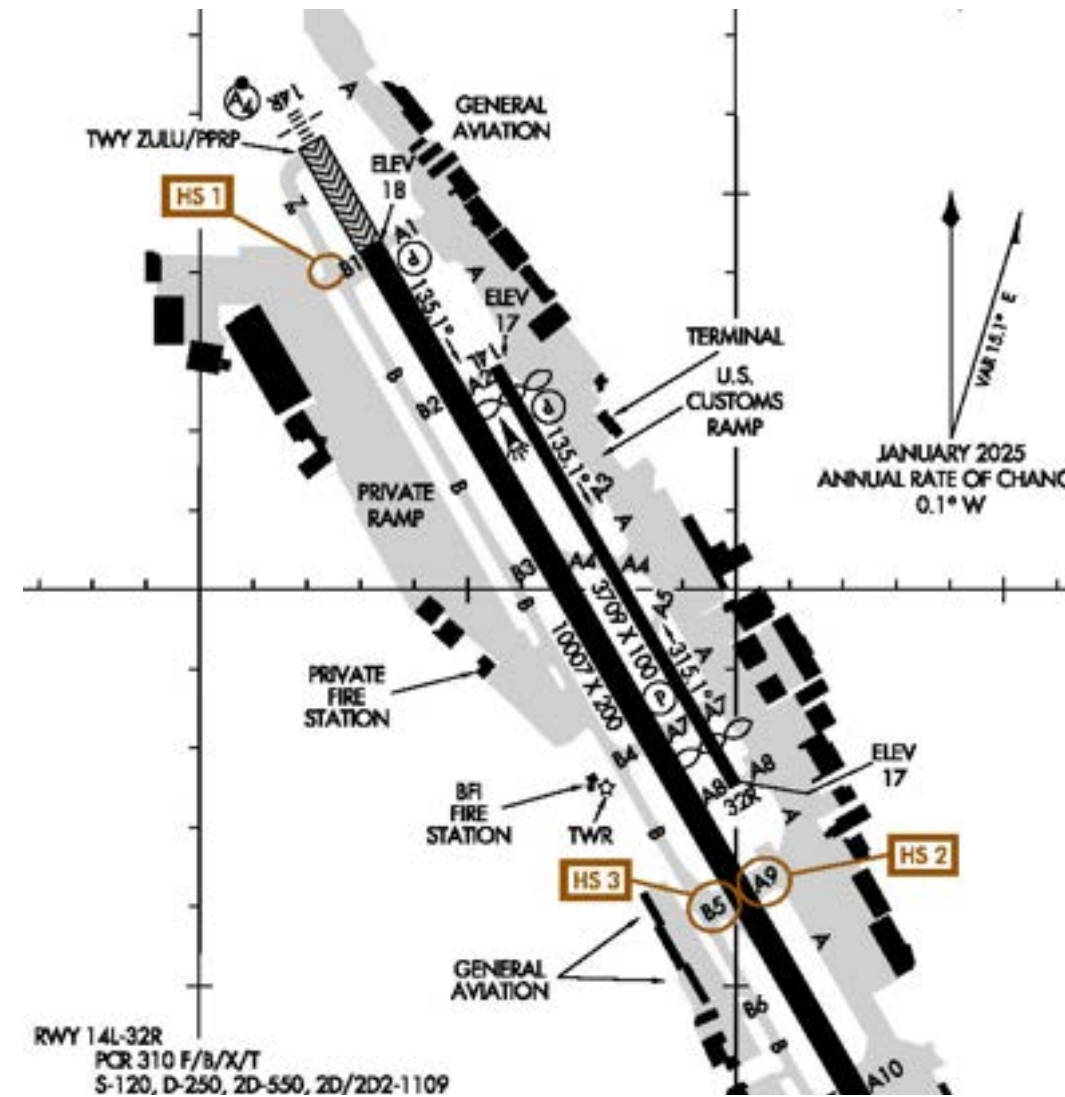
Visibility minima: Alternatives comparison

Alternative	Runway protection zone	Landing length (ft.)	Height above touchdown (HAT) (ft.)	Approach lighting system	Obstructions
1A	Extends into Georgetown	9,120 (existing)	290 or 270	MALSR Last light off-airport	290 HAT: 5 Trees 270 HAT: 5 Trees + 2 Power poles
1B	Remains 100% on-airport	7,298 (-1,822)	270	MALSR All lights on-airport	Tail Heights – Boeing
1C	Remains mostly on-airport, no portion in Georgetown residential	8,319 (-801)	200	MALSR All lights on-airport	2 Poles – Boeing 1 Tree – Beacon Hill Tail Heights – Boeing
1D		8,513 (-607)	200 or 250	MALSR All lights on-airport	Tail Heights – Boeing 200 HAT: 2 Poles/1 Tree 250 HAT: 2 Trees

Alternatives review: Hot spot mitigation

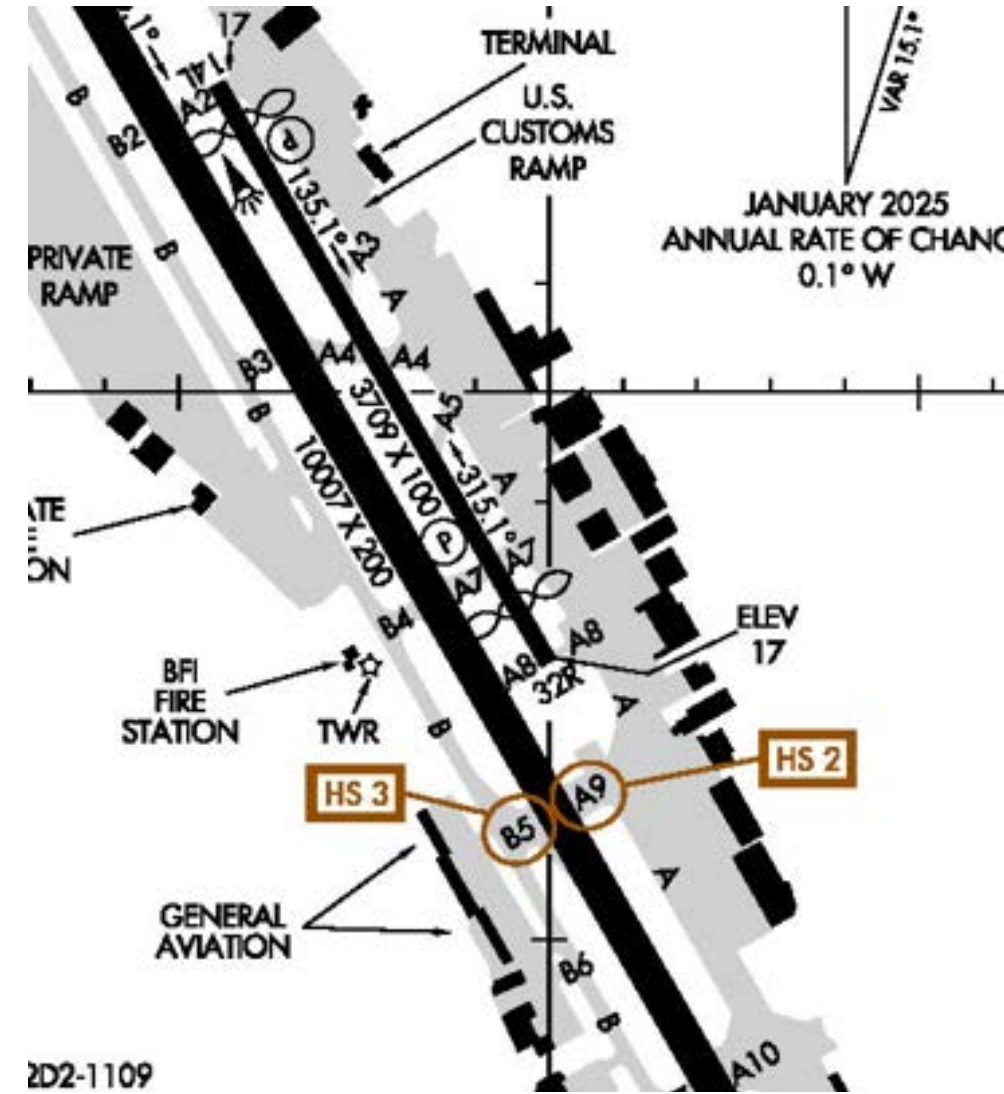
Terminology – Hot Spot

- Location with a history or potential risk of collision or runway incursion
- Location where **heightened attention by pilots and drivers** is necessary



Terminology – Hot Spot

- KCIA has three hot spot locations.
 - Hot Spot 1 will be resolved by Taxiway B project
 - Hot Spot 2 – Wrong runway departure risk
 - Hot Spot 3 – Vicinity of extensive helicopter operations



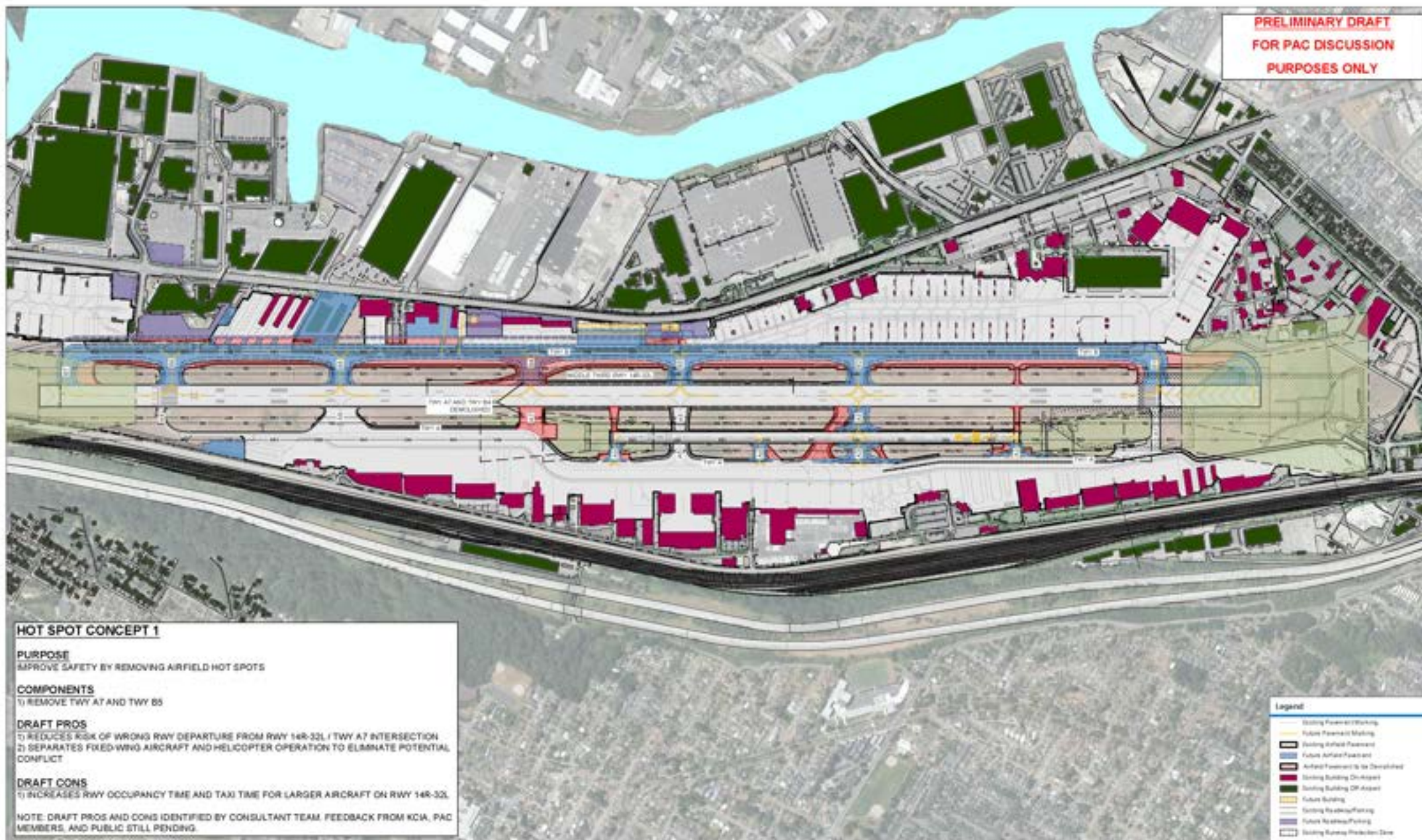
Terminology – Taxiway Names



Hot spot mitigation: What we heard

- Removing A7/B4 crossing not recommended – adds to airfield congestion
- Increasing taxi time for large aircraft results in greater noise and emissions

PRELIMINARY DRAFT
FOR PAC DISCUSSION
PURPOSES ONLY



What we heard: Hot spot mitigation, Concept 1

Need more info on
fixed wing/helicopter
conflicts.

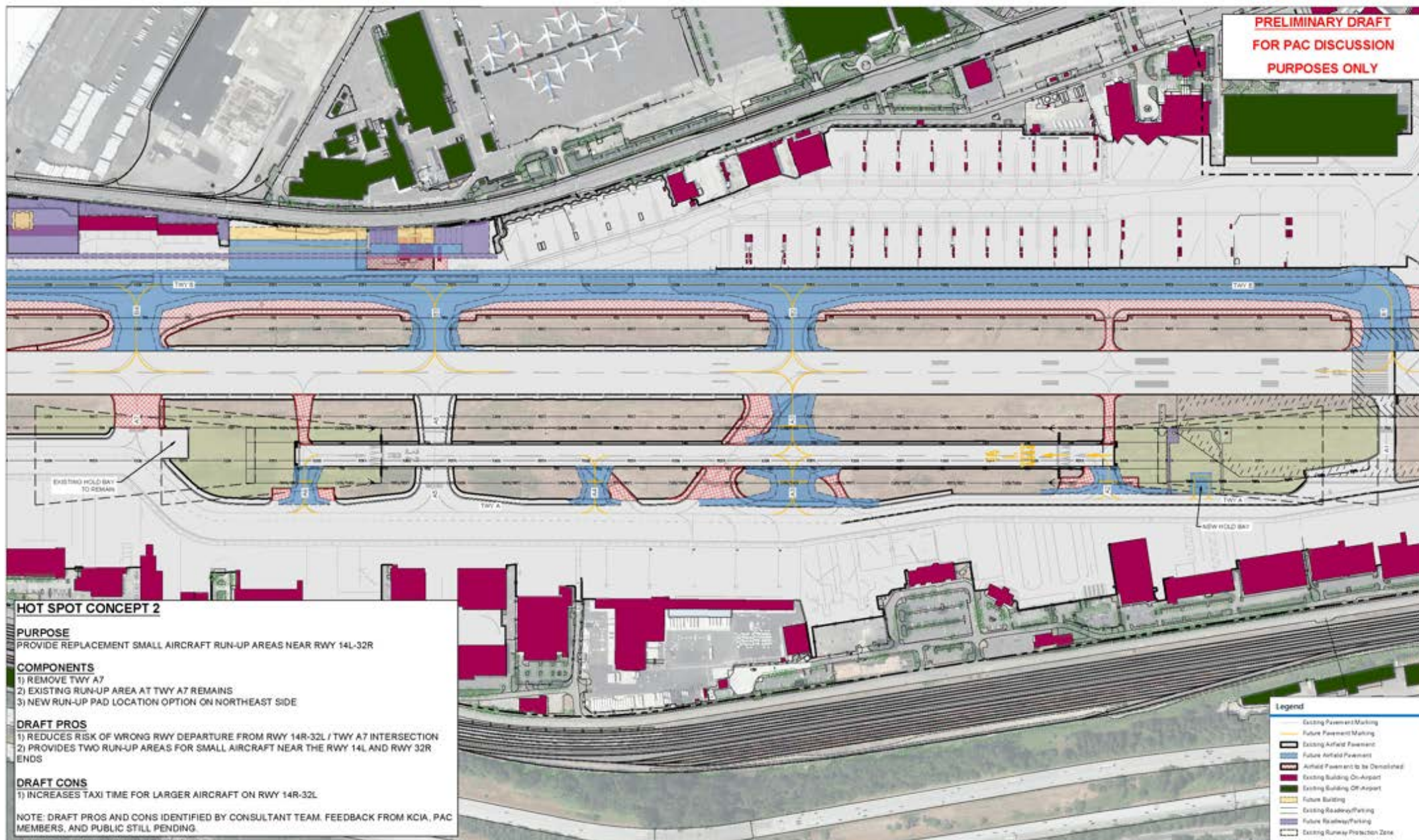
Loss of Taxiway A7 decreases runway
crossing options

Is there data that
suggests wrong
direction departures
rise to a level that
requires this change?

Where would small
aircraft run-ups take
place?

What are the noise impacts of
Taxiway B being pushed 50 feet
west on Georgetown residents?

PRELIMINARY DRAFT
FOR PAC DISCUSSION
PURPOSES ONLY



What we heard: Hot spot mitigation, Concept 2

Greater noise and emissions from increased taxi time by large aircraft

What are the noise impacts of Taxiway B pushed 50 feet west on Georgetown residents?

Where would small aircraft run-ups take place?

Where would small aircraft run-ups take place?

HOT SPOT CONCEPT 2

PURPOSE

PROVIDE REPLACEMENT SMALL AIRCRAFT RUN-UP AREAS NEAR RWY 14L-32R

COMPONENTS

- 1) REMOVE TWY A7
- 2) EXISTING RUN-UP AREA AT TWY A7 REMAINS
- 3) NEW RUN-UP PAD LOCATION OPTION ON NORTHEAST SIDE

DRAFT PROS

- 1) REDUCES RISK OF WRONG RWY DEPARTURE FROM RWY 14R-32L / TWY A7 INTERSECTION
- 2) PROVIDES TWO RUN-UP AREAS FOR SMALL AIRCRAFT NEAR THE RWY 14L AND RWY 32R ENDS

DRAFT CONS

- 1) INCREASES TAXI TIME FOR LARGER AIRCRAFT ON RWY 14R-32L

NOTE: DRAFT PROS AND CONS IDENTIFIED BY CONSULTANT TEAM. FEEDBACK FROM KCIA, PAC MEMBERS, AND PUBLIC STILL PENDING.

Vision 2045

AIRPORT PLAN UPDATE

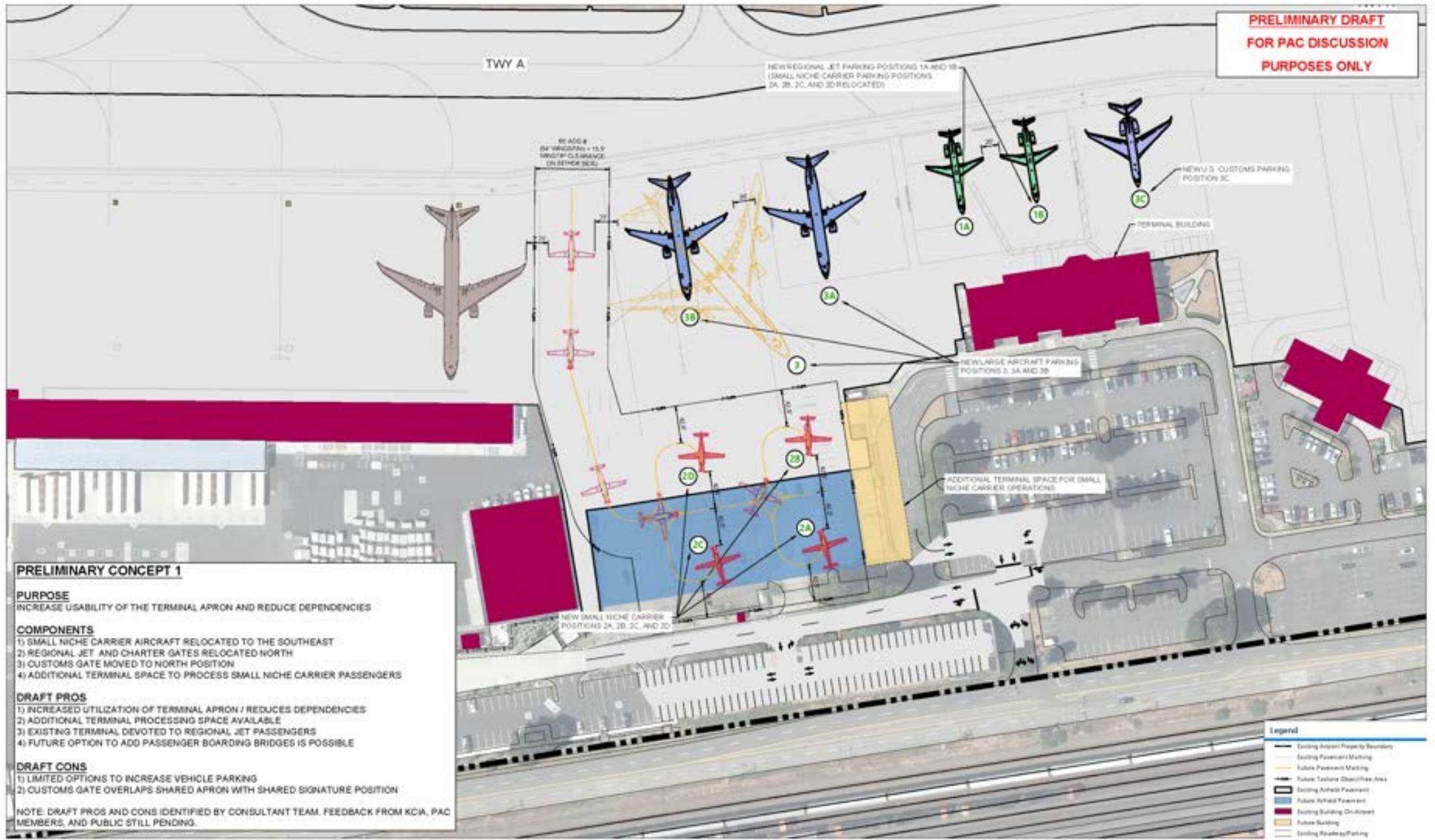
Break

Alternatives review: Terminal apron

Terminal: What we heard

- Moving niche carriers to Hangar 3/Nordstrom ramp (Alternative 2)
 - Inconvenient to passengers; poor overall experience for customers; potential conflicts with larger aircraft in surrounding areas
- Moving Customs and Border Patrol (CBP) to Hangar 3/Nordstrom ramp (Alternative 3)
 - Potential for ramp congestion if multiple aircraft are waiting for CBP services; impacts to General Aviation operations
- Expansion of ramp parking to the north puts additional pressure on the supports for larger aircraft operations and fixed-base operators

**PRELIMINARY DRAFT
FOR PAC DISCUSSION
PURPOSES ONLY**



PRELIMINARY CONCEPT 1

PURPOSE
INCREASE USABILITY OF THE TERMINAL APRON AND REDUCE DEPENDENCIES

COMPONENTS
1) SMALL NICHE CARRIER AIRCRAFT RELOCATED TO THE SOUTHEAST
2) REGIONAL JET AND CHARTER GATES RELOCATED NORTH
3) CUSTOMS GATE MOVED TO NORTH POSITION
4) ADDITIONAL TERMINAL SPACE TO PROCESS SMALL NICHE CARRIER PASSENGERS

DRAFT PROS
1) INCREASED UTILIZATION OF TERMINAL APRON / REDUCES DEPENDENCIES
2) ADDITIONAL TERMINAL PROCESSING SPACE AVAILABLE
3) EXISTING TERMINAL DEVOTED TO REGIONAL JET PASSENGERS
4) FUTURE OPTION TO ADD PASSENGER BOARDING BRIDGES IS POSSIBLE

DRAFT CONS
1) LIMITED OPTIONS TO INCREASE VEHICLE PARKING
2) CUSTOMS GATE OVERLAPS SHARED APRON WITH SHARED SIGNATURE POSITION

NOTE: DRAFT PROS AND CONS IDENTIFIED BY CONSULTANT TEAM. FEEDBACK FROM KCIA, PAC MEMBERS, AND PUBLIC STILL PENDING.

- Legend**
- Existing Airport Property Boundary
 - Existing Pavement Marking
 - Future Pavement Marking
 - Future Taxiway Obstacle Area
 - Existing Airfield Pavement
 - Future Airfield Pavement
 - Existing Building Out-Airport
 - Future Building
 - Existing Roadway/Parking

What we heard: Terminal Apron, Concept 1

PRELIMINARY CONCEPT 1

PURPOSE
INCREASE USABILITY OF THE TERMINAL APRON AND REDUCE DEPENDENCIES

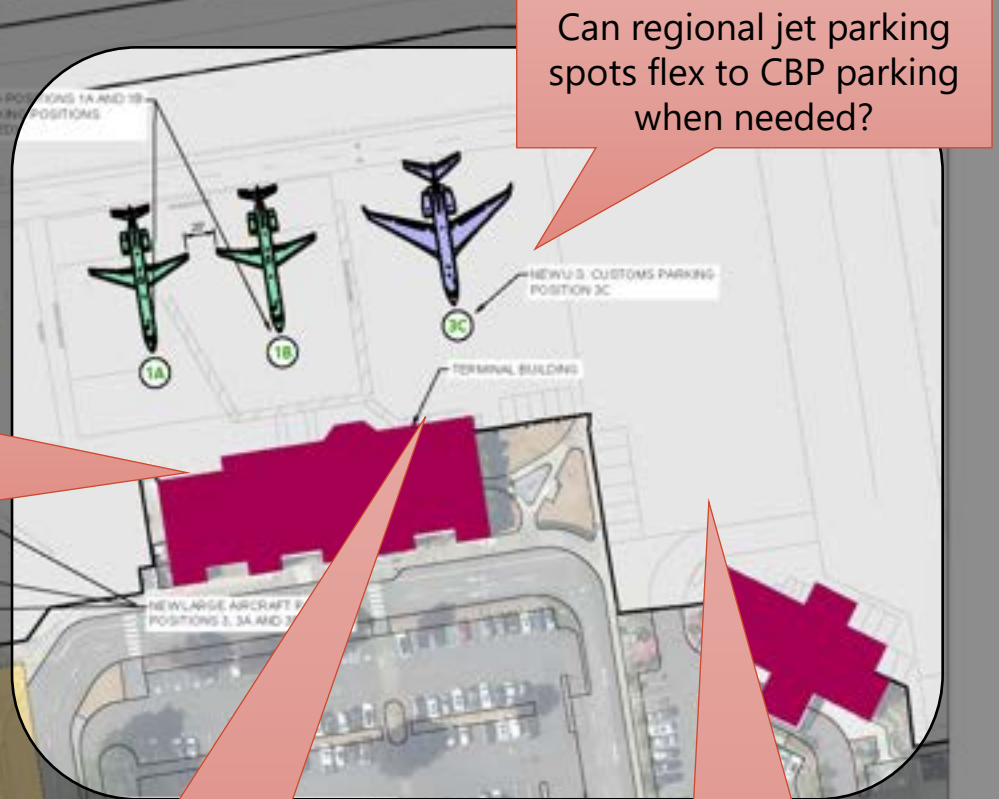
COMPONENTS
1) SMALL NICHE CARRIER AIRCRAFT RELOCATED TO THE SOUTHEAST
2) REGIONAL JET AND CHARTER GATES RELOCATED NORTH
3) CUSTOMS GATE MOVED TO NORTH POSITION
4) ADDITIONAL TERMINAL SPACE TO PROCESS SMALL NICHE CARRIER PASSENGERS

DRAFT PROS
1) INCREASED UTILIZATION OF TERMINAL APRON / REDUCES DEPENDENCIES
2) ADDITIONAL TERMINAL PROCESSING SPACE AVAILABLE
3) EXISTING TERMINAL DEVOTED TO REGIONAL JET PASSENGERS
4) FUTURE OPTION TO ADD PASSENGER BOARDING BRIDGES IS POSSIBLE

DRAFT CONS
1) LIMITED OPTIONS TO INCREASE VEHICLE PARKING
2) CUSTOMS GATE OVERLAPS SHARED APRON WITH SHARED SIGNATURE POSITION

NOTE: DRAFT PROS AND CONS IDENTIFIED BY CONSULTANT TEAM. FEEDBACK FROM KCIA, PAC MEMBERS, AND PUBLIC STILL PENDING.

New Customs Parking location results in long walk to Customs office for processing. This leads to parking delays due to longer turn times



Can regional jet parking spots flex to CBP parking when needed?

Does proposed Customs parking location conflict with Signature ramp ingress/egress?

This expansion puts additional pressure on GA support for larger aircraft. Closure of Runway 14L-32R would fix this

- Legend**
- Existing Airport Property Boundary
 - Existing Pavement Marking
 - Future Pavement Marking
 - Future Taxiway Obstruction Area
 - Existing Airfield Pavement
 - Future Airfield Pavement
 - Existing Building Outcrop
 - Future Building
 - Existing Roadway/Pathway

PRELIMINARY DRAFT
FOR PAC DISCUSSION
PURPOSES ONLY

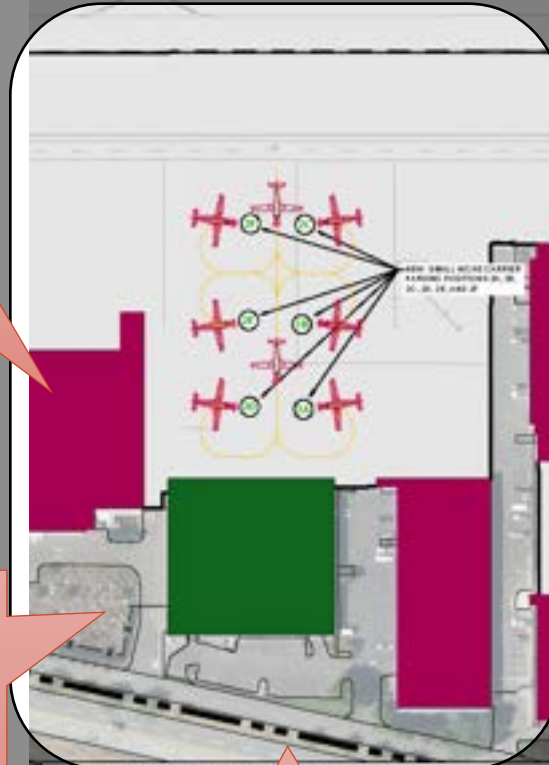


What we heard: Terminal apron, Concept 2

Passenger operations would be immediately adjacent to large corporate hangars

This would be a poor overall experience for carriers and their customers, and GA operations

Clarify reference to Hangar 3 LLC



How will auto parking demands be addressed interacting with the current access-controlled Nordstrom parking?

Added costs for overhead and managing buildings

What provisions / improvements are needed for passenger access to/from aircraft?

PRELIMINARY CONCEPT 2

PURPOSE

INCREASE
DEPENDEN

COMPON

- 1) SMALL N
- 2) REGION

PROS

- 1) INCREASE
- 2) EXISTING SMALL NICHE CARRIER TERMINAL SPACE REALLOCATED

CONS

- 1) HANGAR THREE TENANT LEASEHOLD IMPACTED

NOTE: DRAFT PROS AND CONS IDENTIFIED BY CONSULTANT TEAM. FEEDBACK FROM KCIA, PAC MEMBERS, AND PUBLIC STILL PENDING.

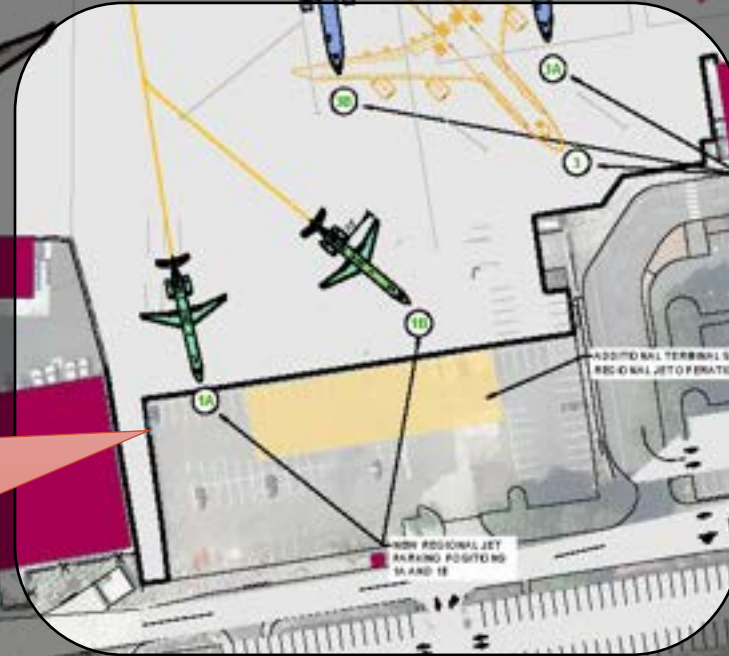
PRELIMINARY DRAFT
FOR PAC DISCUSSION
PURPOSES ONLY



What we heard: Terminal apron, Concept 3

Airport would lose critical large aircraft parking

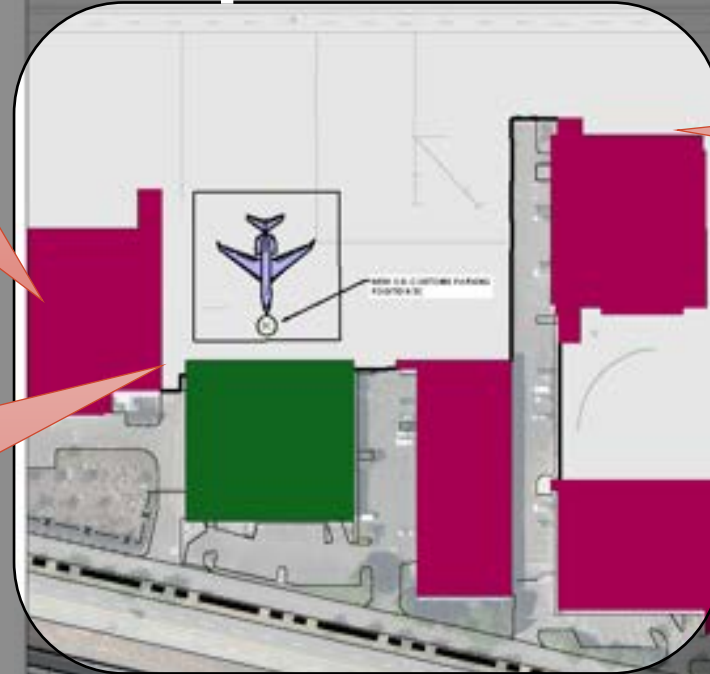
This would be a poor overall experience for carriers and their customers, and GA operations



What we heard: Terminal apron, Concept 3, cont.

Passenger operations would be immediately adjacent to large corporate hangars

Nordstrom parking not ideal if aircraft has to be pushed back with tug



Where would aircraft hold that are waiting for the Customs position to clear?

Added costs for overhead and managing buildings

Customs and Border Protection (CBP) Concerns:

- Does CBP have permission from tenant to relocate?
- Would CBP need to build a holding and retention facility to meet their standards?
- Is CBP's 24-hour access requirement compatible with tenant protocols?

PRELIMINARY CONCEPT 3

PURPOSE

INCREASE USABILITY OF THE TERMINAL APRON AND REDUCE AIRCRAFT POSITION DEPENDENCIES

COMPONENTS

- 1) CUSTOMS APRON AND OPERATIONS RELOCATED TO HANGAR THREE TENANT LEASEHOLD
- 2) REGIONAL JET AND CHARTER GATES SEPARATED

PROS

- 1) INCREASED UTILIZATION OF TERMINAL APRON / REDUCES DEPENDENCIES
- 2) EXISTING TERMINAL CUSTOMS SPACE REALLOCATED

CONS

- 1) HANGAR THREE TENANT LEASEHOLD IMPACTED

NOTE: PROS AND CONS IDENTIFIED BY CONSULTANT TEAM AND HAVE NOT YET BEEN VETTED BY AIRPORT STAFF

Terminal: What we're changing

- The study team is no longer considering relocation of terminal users south to Hangar 3/Nordstrom ramp. (Terminal apron alternatives 2 and 3)
- The two refined options are based on keeping terminal users in the main terminal area.
- These options provide six aircraft parking spaces for niche carriers instead of current four spaces.
- The new alternatives offer options for ramp and terminal space if a JSX type regional carrier enters KCLIA in the near term.

Terminal area concepts: Refinement stage assumptions

Near-term (1-5 years if needed)

- New entrant with regional jet (1 plane) [Part 135/380]
- Requires permanent passenger and baggage screening space
- Screening will be performed by a third party and NOT performed by TSA
- Options focus on existing terminal building

Mid-term (6-15 years)

- New entrant with regional jet (up to 2 planes) [Part 135/380]
- Additional terminal processor building needed

Long-term (15-20+ years)

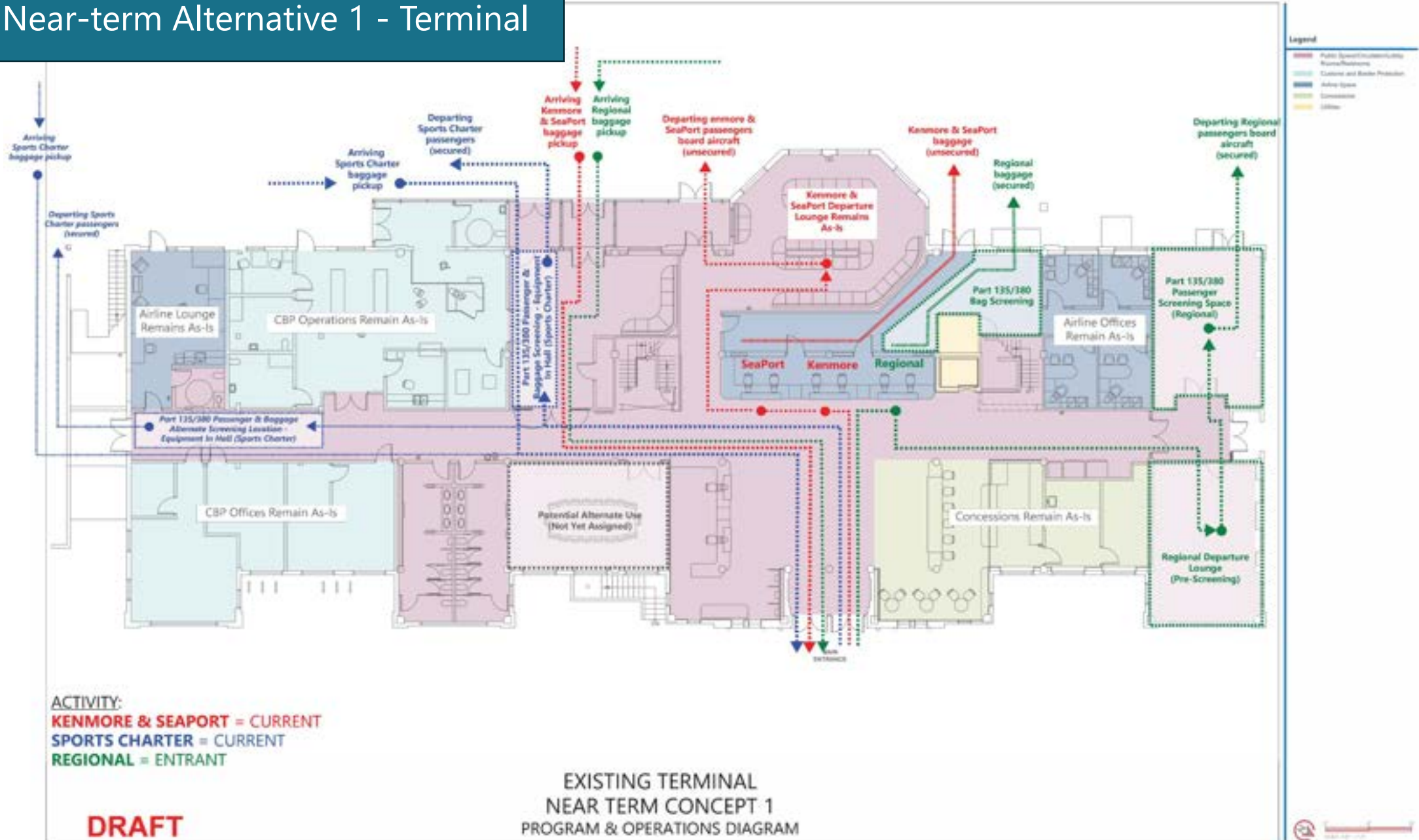
- Mid-term plus potential option for Part 121 capability (TSA screening)

Near-term Alternative 1 - Apron

PRELIMINARY DRAFT
FOR PAC DISCUSSION
PURPOSES ONLY

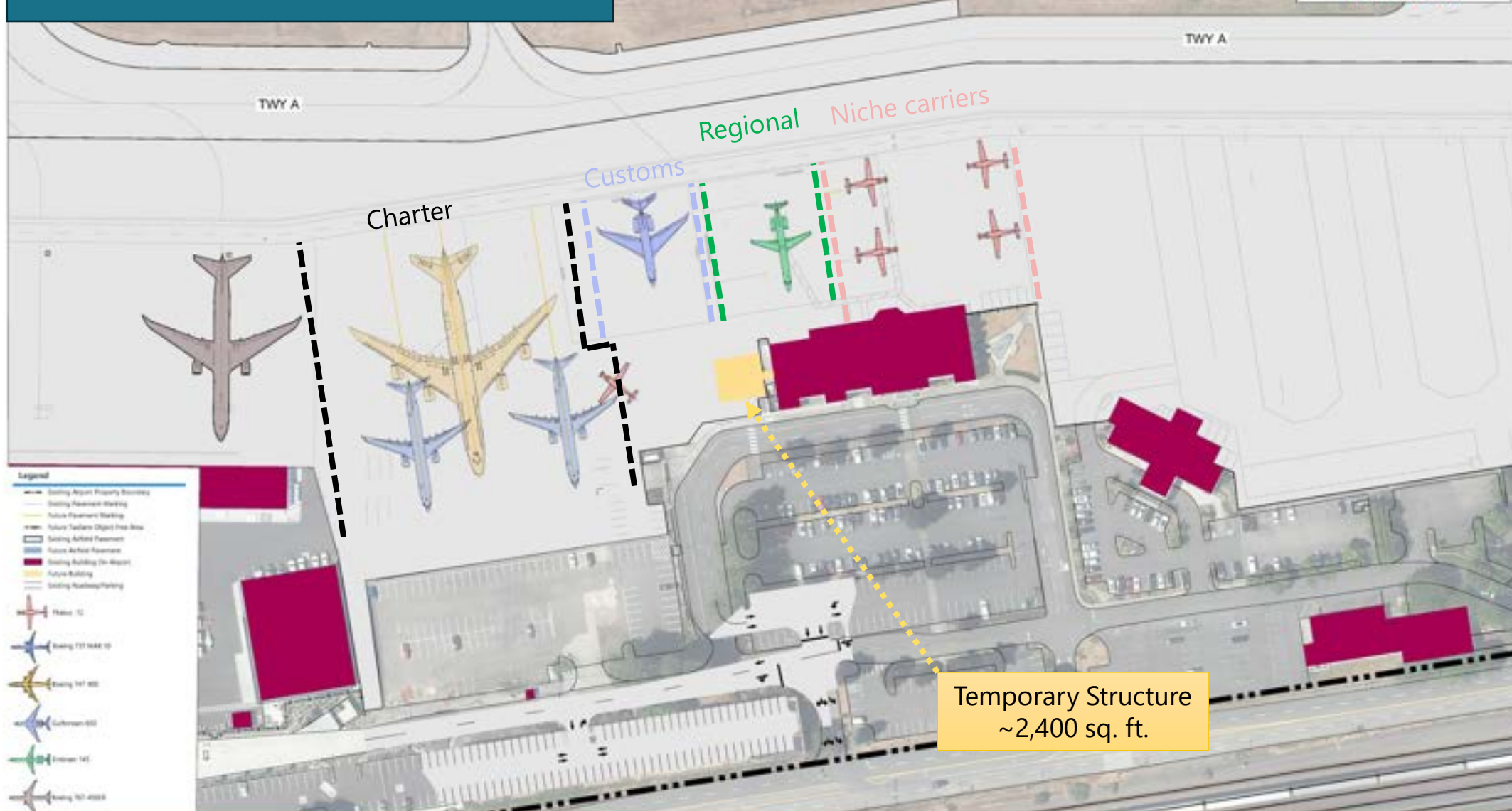


Near-term Alternative 1 - Terminal

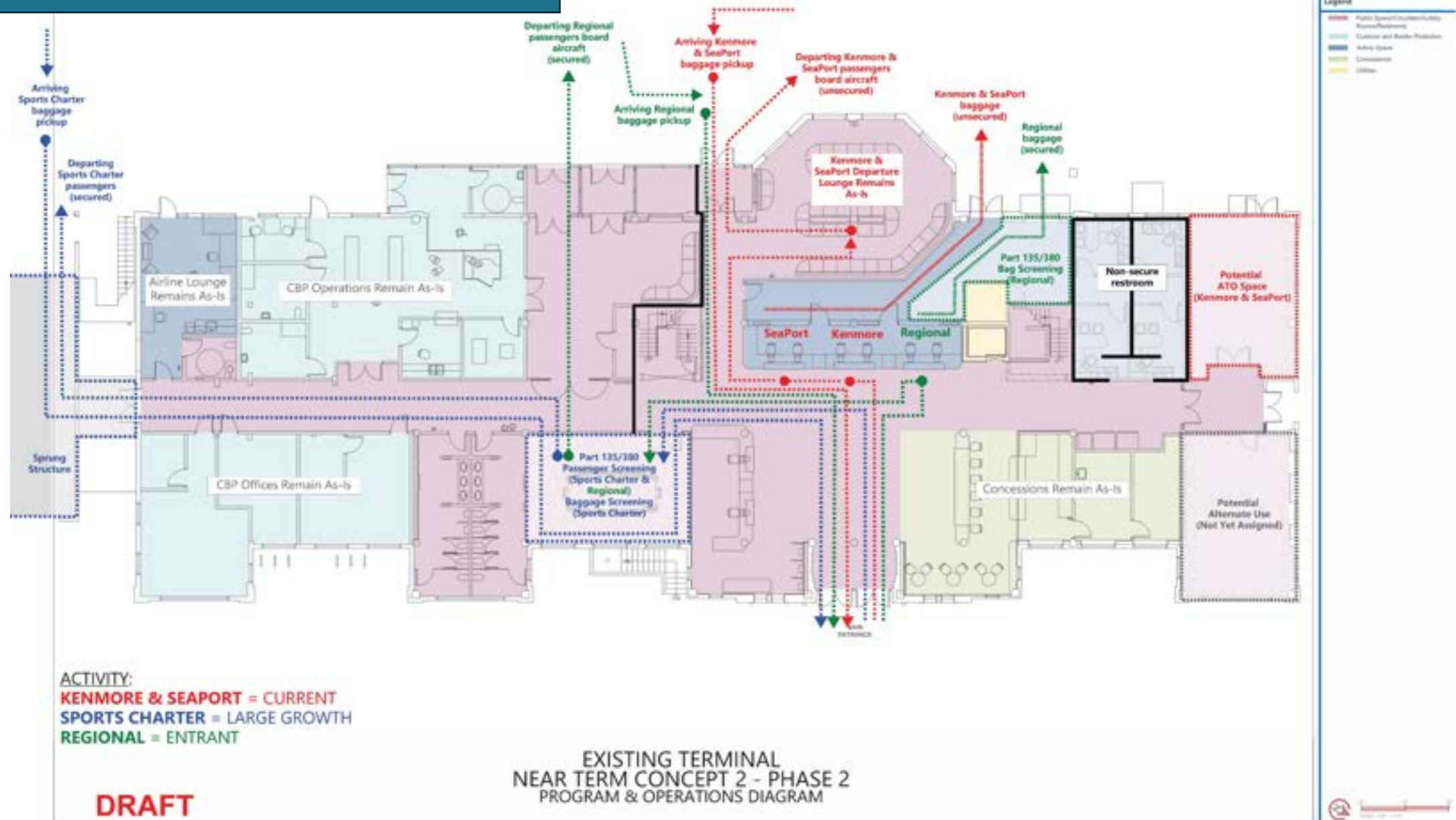


Near-term Alternative 2 – Apron

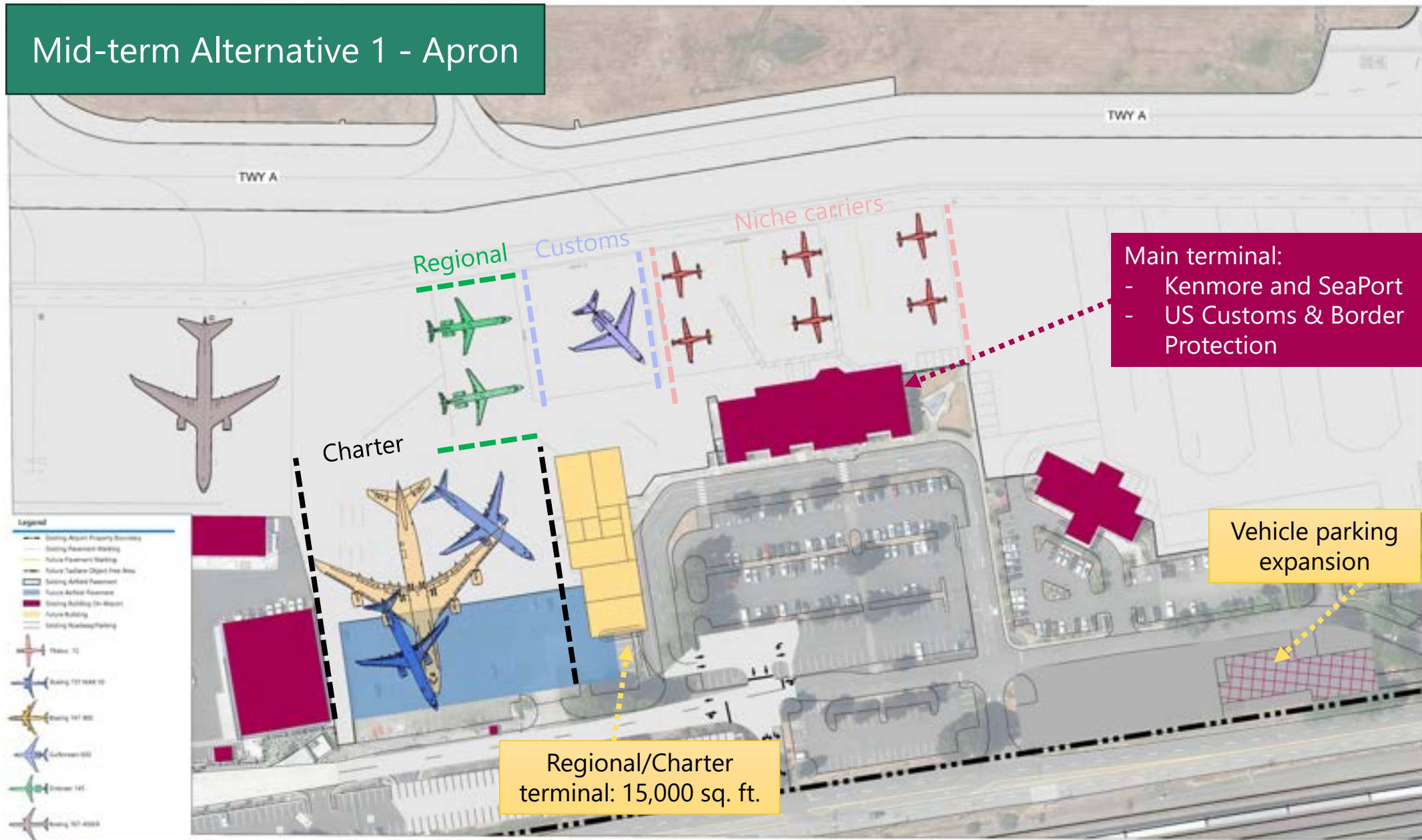
PRELIMINARY DRAFT
FOR PAC DISCUSSION
PURPOSES ONLY



Near-term Alternative 2 - Terminal



Mid-term Alternative 1 - Apron



Mid-term Alternative 1 - Terminal

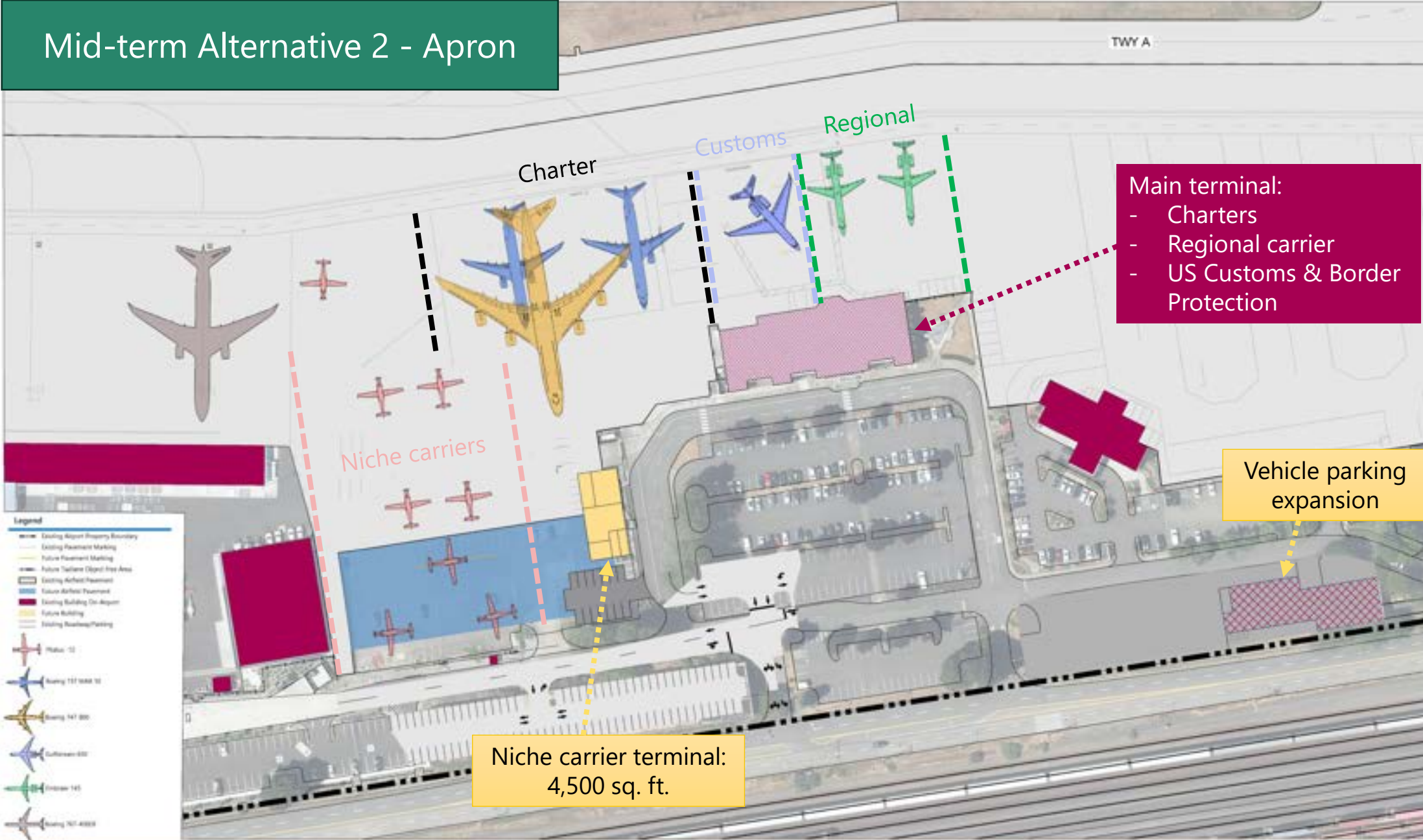
Regional/Charter
terminal: 15,000 sq. ft.



Long-term Alternative 1

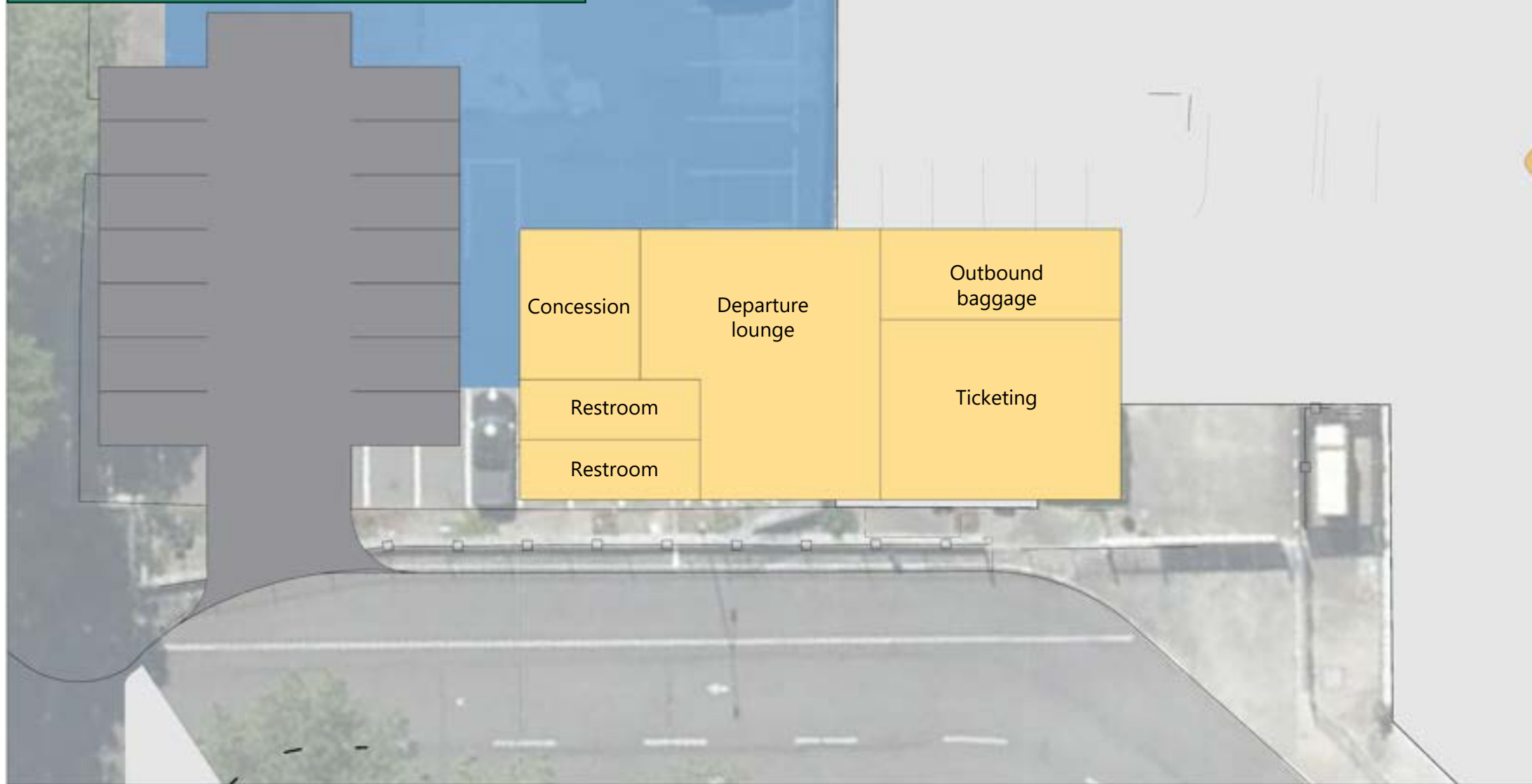


Mid-term Alternative 2 - Apron

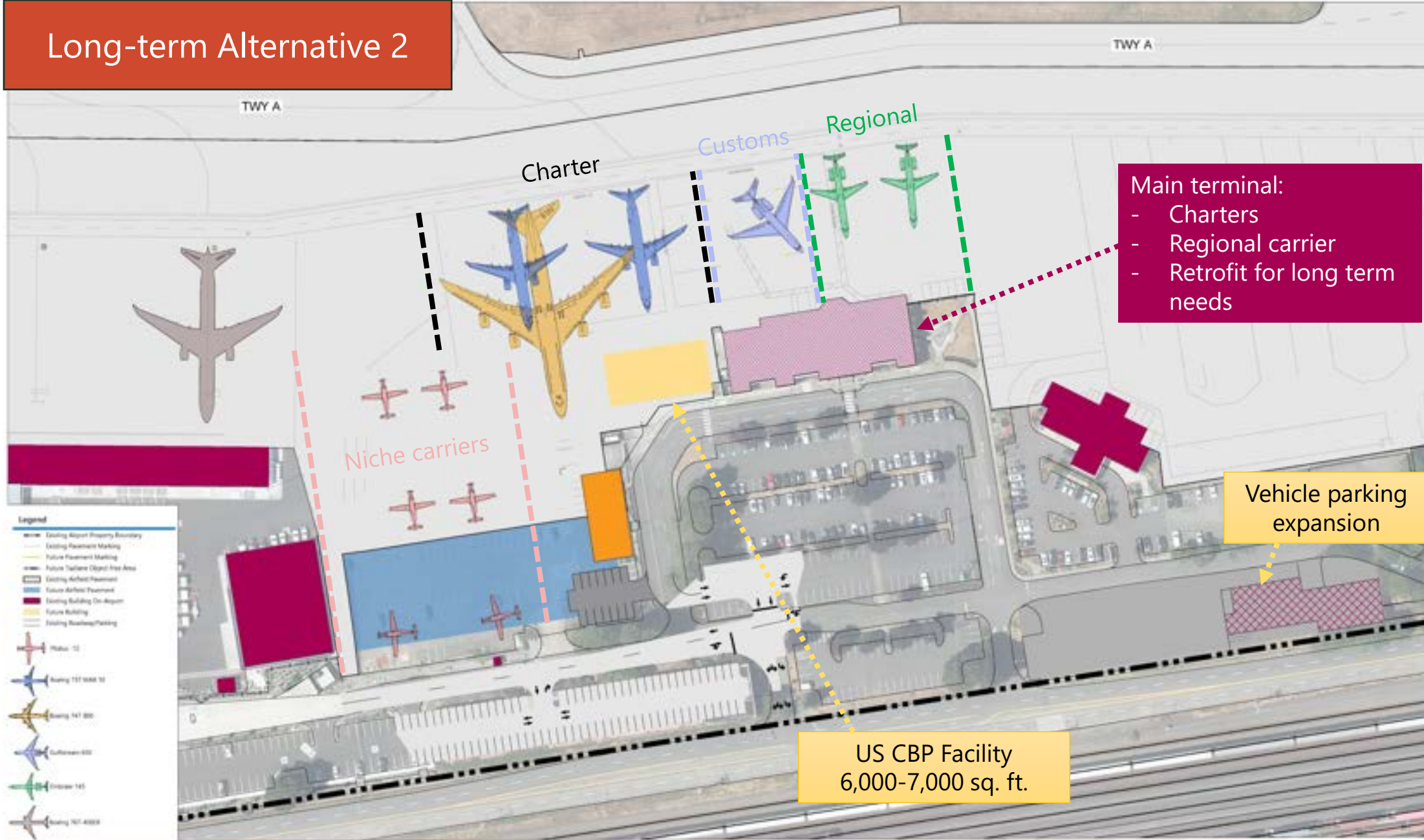


Mid-term Alternative 2 - Terminal

Niche carrier terminal:
4,500 sq. ft.



Long-term Alternative 2



Alternatives review: Land use/airside

Land use/airside: What we heard

- NW Quadrant (Alts. 1 and 2)
 - Highly beneficial to light GA community. Where is Fuel island accessibility?
 - Can Taxiway Z be extended for light GA aircraft?
 - Detrimental to health and quality of life for Georgetown residents. Not fair to all parties.
 - Why can't tie downs go to the south end of the airfield?
 - Residents do not want a new access road to the Steam Plant.
 - Noise impacts to residents / hangars do not block noise.

Land use/airside: What we heard, continued

- SW Quadrant (Alt 3)
 - Potential conflict with Museum of Flight easement.
 - Unacceptable loss of GA parking area.
 - Only viable if Alternative 1 or 2 is pursued to replace loss of GA area.
- Vertipad Options (Alt 4)
 - Can't tell what would be displaced.
 - Location closest to terminal if commercial operators. Need more information.
 - FBOs likely location across industry to initiate.
 - Where would options #2 and #3 fly over our houses?

**PRELIMINARY DRAFT
FOR PAC DISCUSSION
PURPOSES ONLY**

PRELIMINARY CONCEPT 1

PURPOSE

PROVIDE ADDITIONAL PARKING FOR SMALL GA AIRCRAFT AND AIRPORT OPERATIONS SPACE

COMPONENTS

- 1) PROVIDE DIRECT VEHICLE ACCESS TO THE GEORGETOWN STEAM PLANT FROM ELLIS AVENUE / COMMUNITY
- 2) GREEN SPACE BOUNDARY BETWEEN AIRFIELD AND ELLIS AVE/ALBRO PL/ HUNARDY ST
- 3) NON-AERONAUTICAL DEVELOPMENT AREA ALONG ELLIS AVE
- 4) NEW AIRPORT MAINTENANCE AND SNOW REMOVAL EQUIPMENT FACILITIES ON NW QUADRANT
- 5) PROVIDES 21 HANGARS AND 33 APRON PARKING SPACES FOR SMALL GA AIRCRAFT
- 6) ASOS NAVAID RELOCATED TO CLEAR CRITICAL AREA
- 7) ACCESSIBLE ONLY FROM EAST SIDE OF AIRPORT ON TWY A DUE TO PROPERTY CONSTRAINTS ON WEST SIDE OF AIRPORT

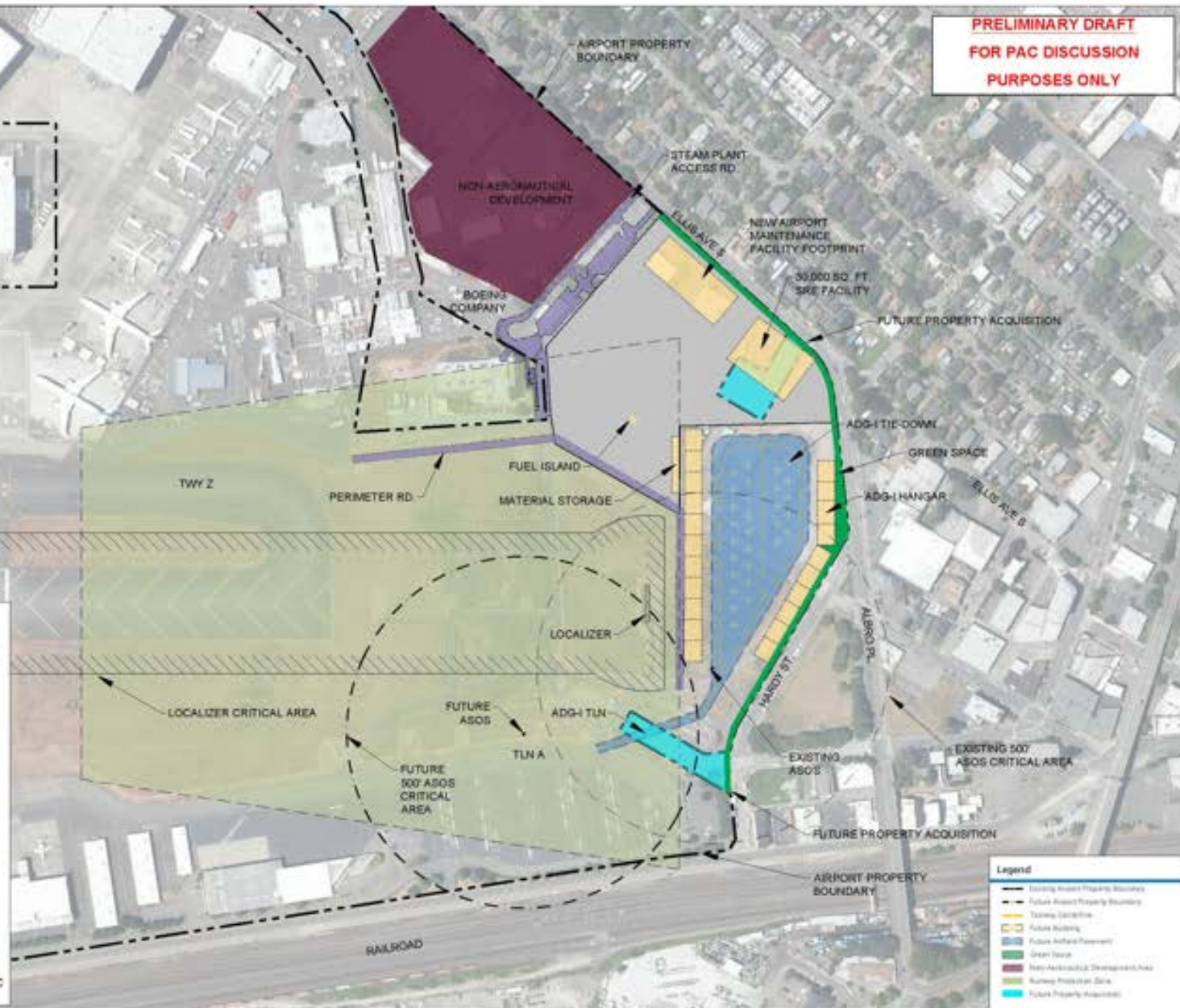
DRAFT PROS

- 1) PROVIDES DEDICATED PUBLIC ACCESS TO GEORGETOWN STEAM PLANT
- 2) INCREASES SMALL GA PARKING CAPABILITY AT KCIA

DRAFT CONS

- 1) PROXIMITY OF AIRCRAFT PARKING TO GEORGETOWN RESIDENTIAL AREAS
- 2) SPACE CONSTRAINTS RESTRICTS HANGAR/APRON PARKING AREA TO SMALL GA AIRCRAFT
- 3) PROPERTY ACQUISITION REQUIRED
- 4) DOES NOT ALLOW ENHANCED INSTRUMENT APPROACH CAPABILITY TO RWY 14R

NOTE: DRAFT PROS AND CONS IDENTIFIED BY CONSULTANT TEAM. FEEDBACK FROM KCIA, PAC MEMBERS, AND PUBLIC STILL PENDING.



What we heard: Land use/airside, Concept 1

PRELIMINARY CONCEPT 1

PURPOSE
PROVIDE A CONCEPT FOR THE AIRPORT PROPERTY ACQUISITION AND DEVELOPMENT ALONG ELLIS AVE.

COMMENTS

- 1) PROXIMITY OF AIRCRAFT PARKING TO GEORGETOWN RESIDENTIAL AREAS
- 2) SPACE CONSTRAINTS RESTRICTS HANGAR/APRON PARKING AREA TO SMALL GA AIRCRAFT
- 3) PROPERTY ACQUISITION REQUIRED
- 4) DOES NOT ALLOW ENHANCED INSTRUMENT APPROACH CAPABILITY TO RWY 14R

NOTE: DRAFT PROS AND CONS IDENTIFIED BY CONSULTANT TEAM. FEEDBACK FROM KCIA, PAC MEMBERS, AND PUBLIC STILL PENDING.

PROS

- 1) PROVIDES 21 HANGARS AND 33 APRON PARKING SPACES FOR SMALL GA AIRCRAFT
- 2) PROVIDES 21 HANGARS AND 33 APRON PARKING SPACES FOR SMALL GA AIRCRAFT
- 3) PROVIDES 21 HANGARS AND 33 APRON PARKING SPACES FOR SMALL GA AIRCRAFT

CONS

- 1) PROVIDES 21 HANGARS AND 33 APRON PARKING SPACES FOR SMALL GA AIRCRAFT
- 2) PROVIDES 21 HANGARS AND 33 APRON PARKING SPACES FOR SMALL GA AIRCRAFT
- 3) PROVIDES 21 HANGARS AND 33 APRON PARKING SPACES FOR SMALL GA AIRCRAFT

This alternative conflicts with goal to achieve lower minima for Runway 14R

Can tie-downs and hangars go on the south side of the airport?

Concerns about Steamplant parking

Is it possible to extend Taxiway Z to the proposed GA parking? Access only from the east side is problematic

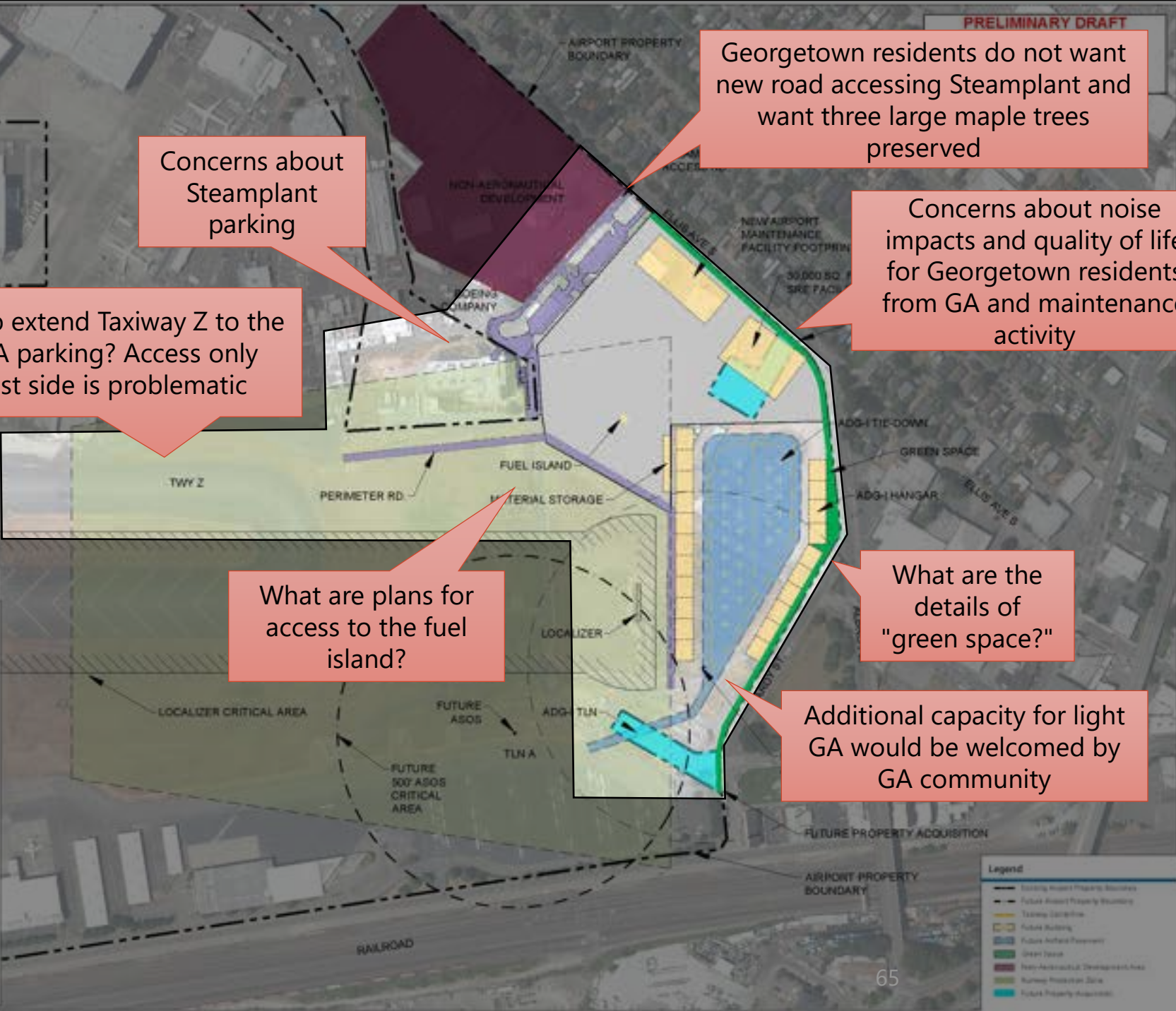
What are plans for access to the fuel island?

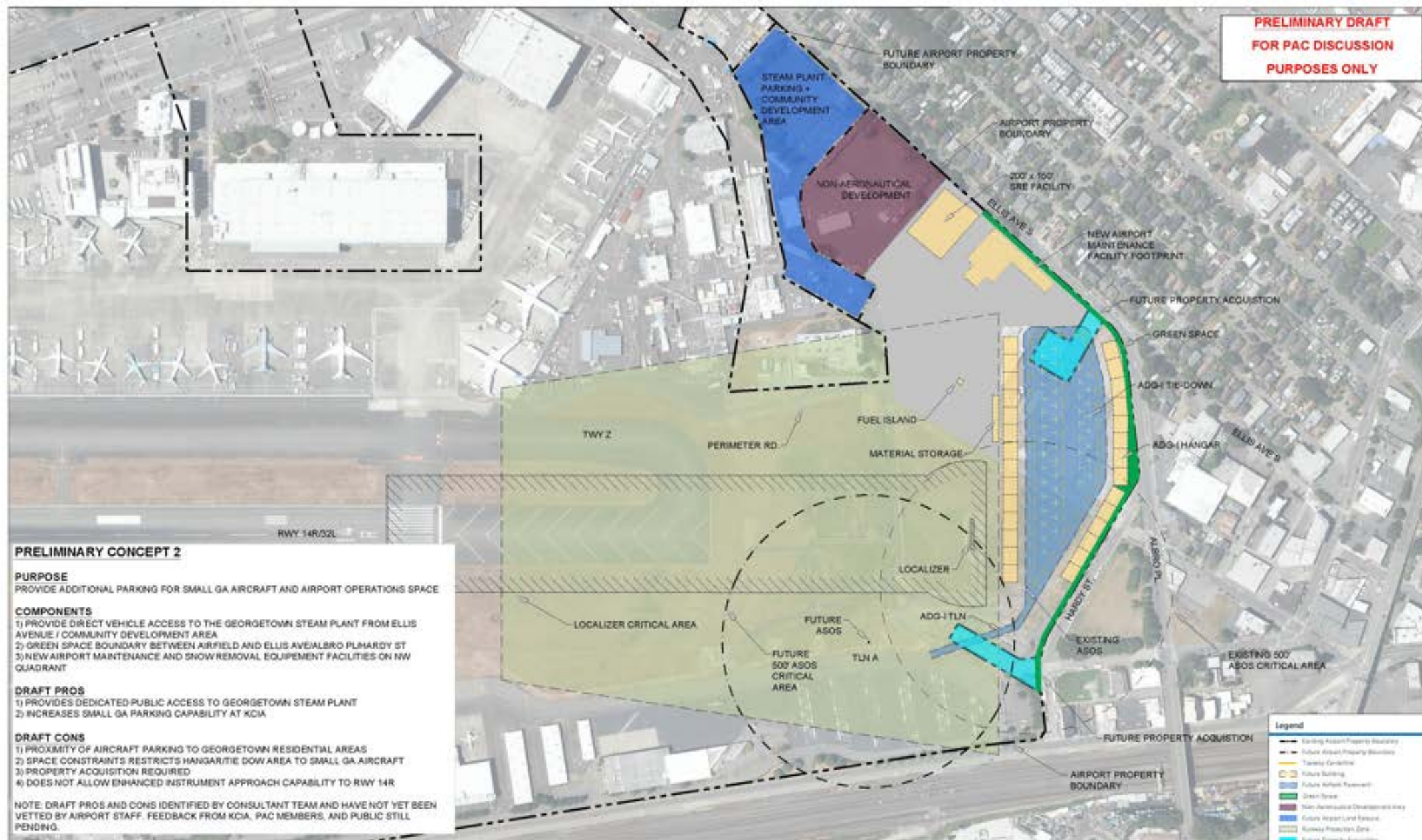
Georgetown residents do not want new road accessing Steamplant and want three large maple trees preserved

Concerns about noise impacts and quality of life for Georgetown residents from GA and maintenance activity

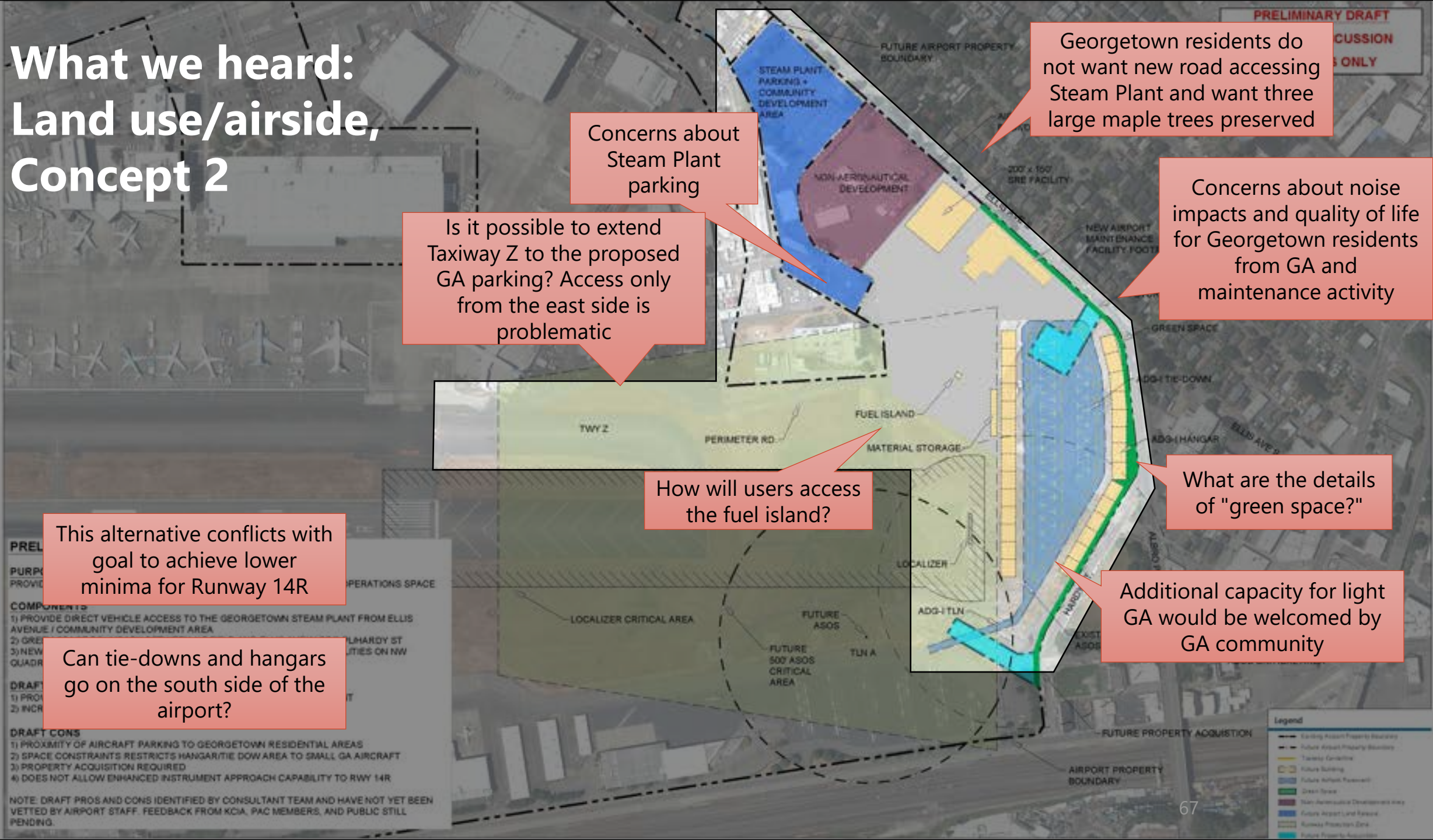
What are the details of "green space?"

Additional capacity for light GA would be welcomed by GA community

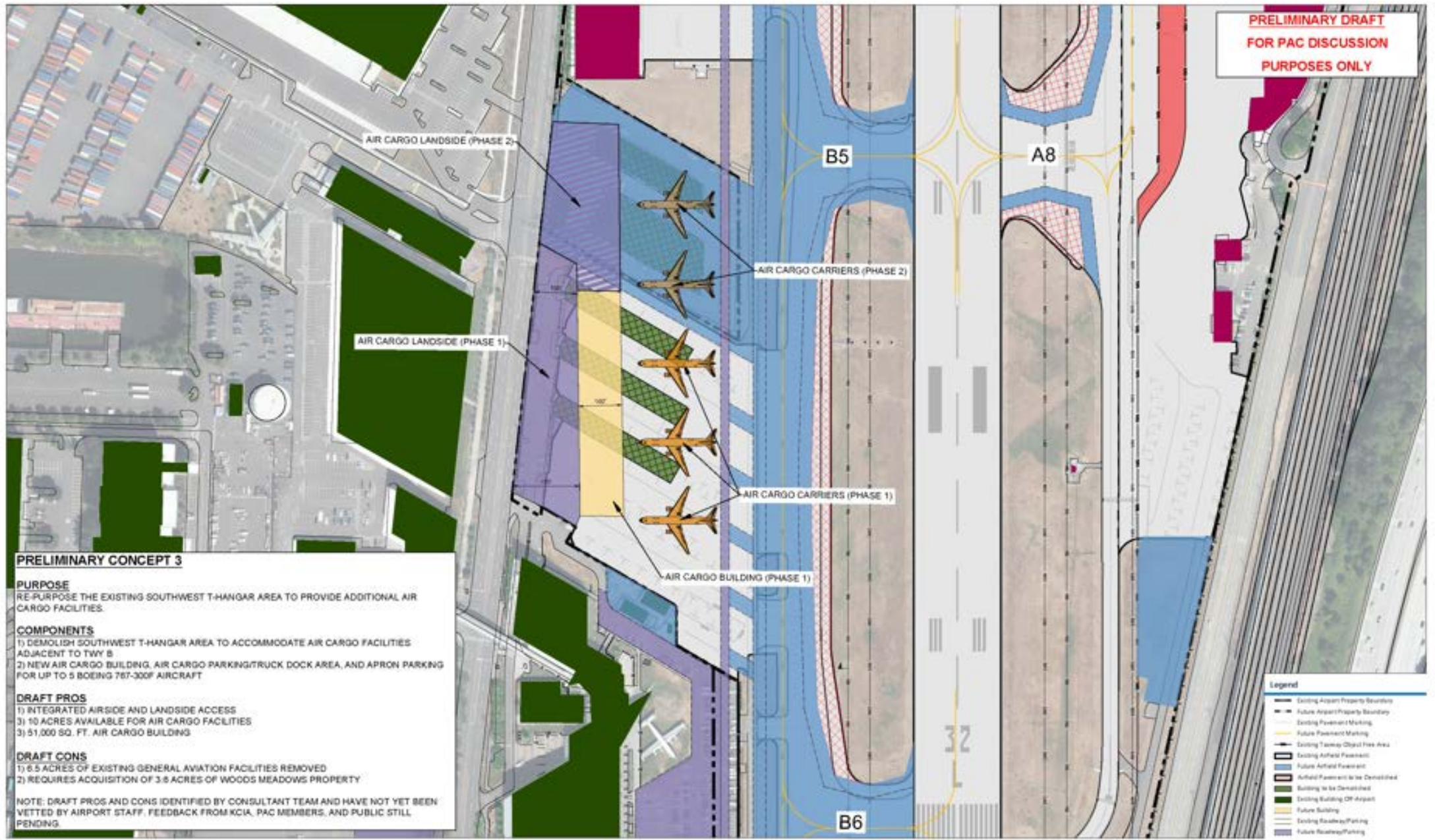




What we heard: Land use/airside, Concept 2



**PRELIMINARY DRAFT
FOR PAC DISCUSSION
PURPOSES ONLY**



PRELIMINARY CONCEPT 3

PURPOSE
RE-PURPOSE THE EXISTING SOUTHWEST T-HANGAR AREA TO PROVIDE ADDITIONAL AIR CARGO FACILITIES.

COMPONENTS
1) DEMOLISH SOUTHWEST T-HANGAR AREA TO ACCOMMODATE AIR CARGO FACILITIES ADJACENT TO TWY B
2) NEW AIR CARGO BUILDING, AIR CARGO PARKING/TRUCK DOCK AREA, AND APRON PARKING FOR UP TO 5 BOEING 767-300F AIRCRAFT

DRAFT PROS
1) INTEGRATED AIRSIDE AND LANDSIDE ACCESS
3) 10 ACRES AVAILABLE FOR AIR CARGO FACILITIES
3) 51,000 SQ. FT. AIR CARGO BUILDING

DRAFT CONS
1) 6.5 ACRES OF EXISTING GENERAL AVIATION FACILITIES REMOVED
2) REQUIRES ACQUISITION OF 3.5 ACRES OF WOODS MEADOWS PROPERTY

NOTE: DRAFT PROS AND CONS IDENTIFIED BY CONSULTANT TEAM AND HAVE NOT YET BEEN VETTED BY AIRPORT STAFF, FEEDBACK FROM KCIA, PAC MEMBERS, AND PUBLIC STILL PENDING.

What we heard: Land use/airside, Concept 3

Capacity for light GA should be maintained

Need more T-hangars,
not less

This displacement of GA hangars leads to Concepts 1 and 2

In conjunction with Concepts 1 and 2, this serves to maximize the limited land available

What is the airport's business model driving decision for cargo prioritization? I don't want to lose the spirit and ethos of KCIA and the GA community it serves

The proposed cargo structure impedes on Museum of Flight easement area

PRELIMINARY CONCEPT 3

PURPOSE	RE-PURPOSE THE EXISTING CARGO FACILITIES.
----------------	--

COMPONENTS

1) DEMOLISH SOUTHW
ADJACENT TO TWY B
2) NEW AIR CARGO BUI
FOR UP TO 5 BOEING 7

DRAFT PROS

3) 10 ACRES AVAILABLE FOR AIR CARGO FACILITIES
3) 51,000 SQ. FT. AIR CARGO BUILDING

CRAFT CONS

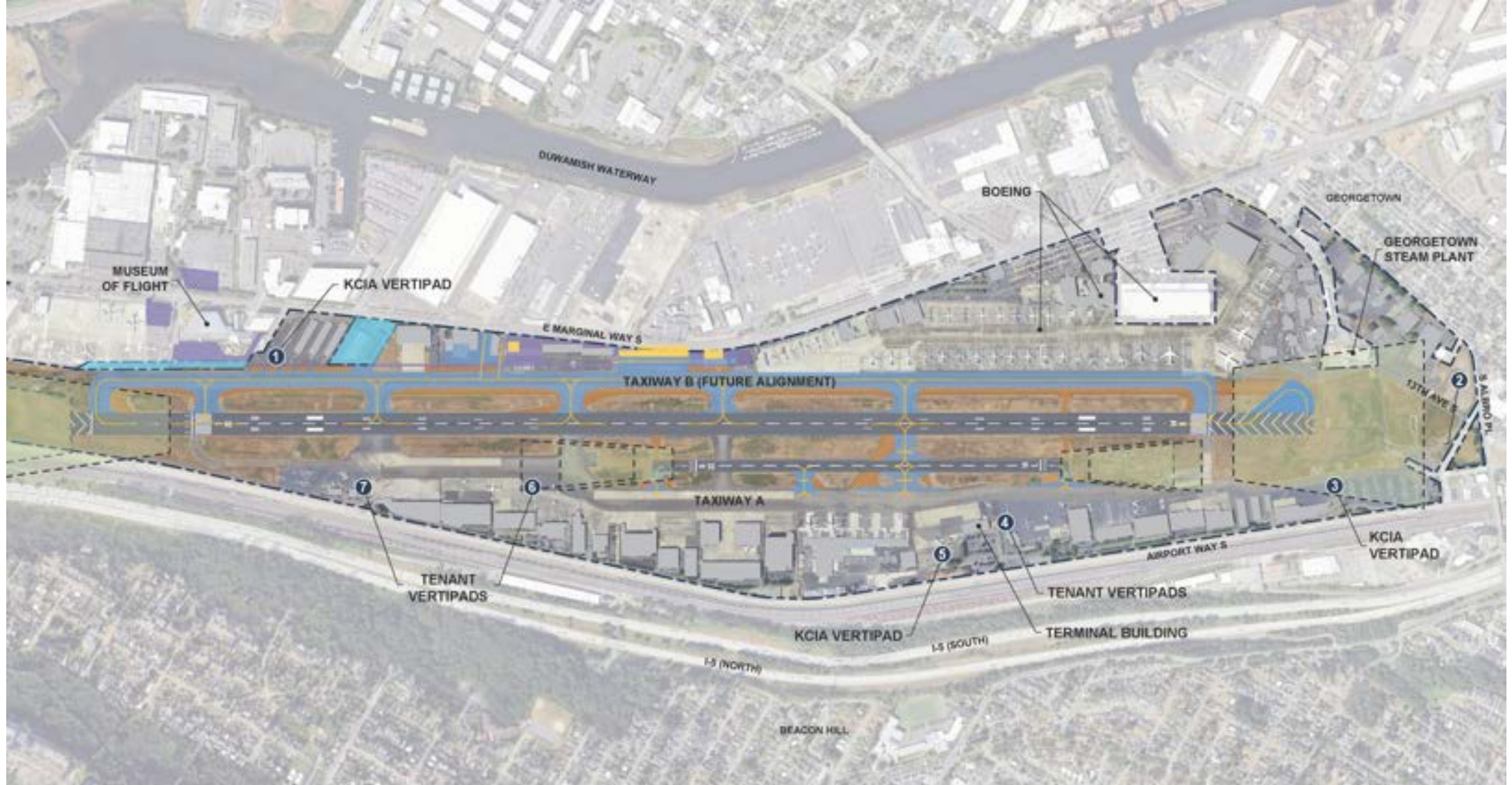
1) 6.5 ACRES OF EXISTING GENERAL AVIATION FACILITIES REMOVED
2) REQUIRES ACQUISITION OF 3.8 ACRES OF WOODS MEADOWS PROPERTY

NOTE: DRAFT PROS AND CONS IDENTIFIED BY CONSULTANT TEAM AND HAVE NOT YET BEEN VETTED BY AIRPORT STAFF. FEEDBACK FROM KCIA, PAC MEMBERS, AND PUBLIC STILL PENDING.

PRELIMINARY DRAFT
FOR PAC DISCUSSION
PURPOSES ONLY

Legenda

- Existing Airport Property Boundary
- Future Airport Property Boundary
- Existing Pavement Marking
- Future Pavement Marking
- Existing Taxiway Object Free Area
- Existing Airfield Pavement
- Future Airfield Pavement
- Airfield Pavement to be Demolished
- Building to be Demolished
- Existing Building Off Airport
- Future Building
- Existing Roadway/Pathing
- Future Roadway/Pathing

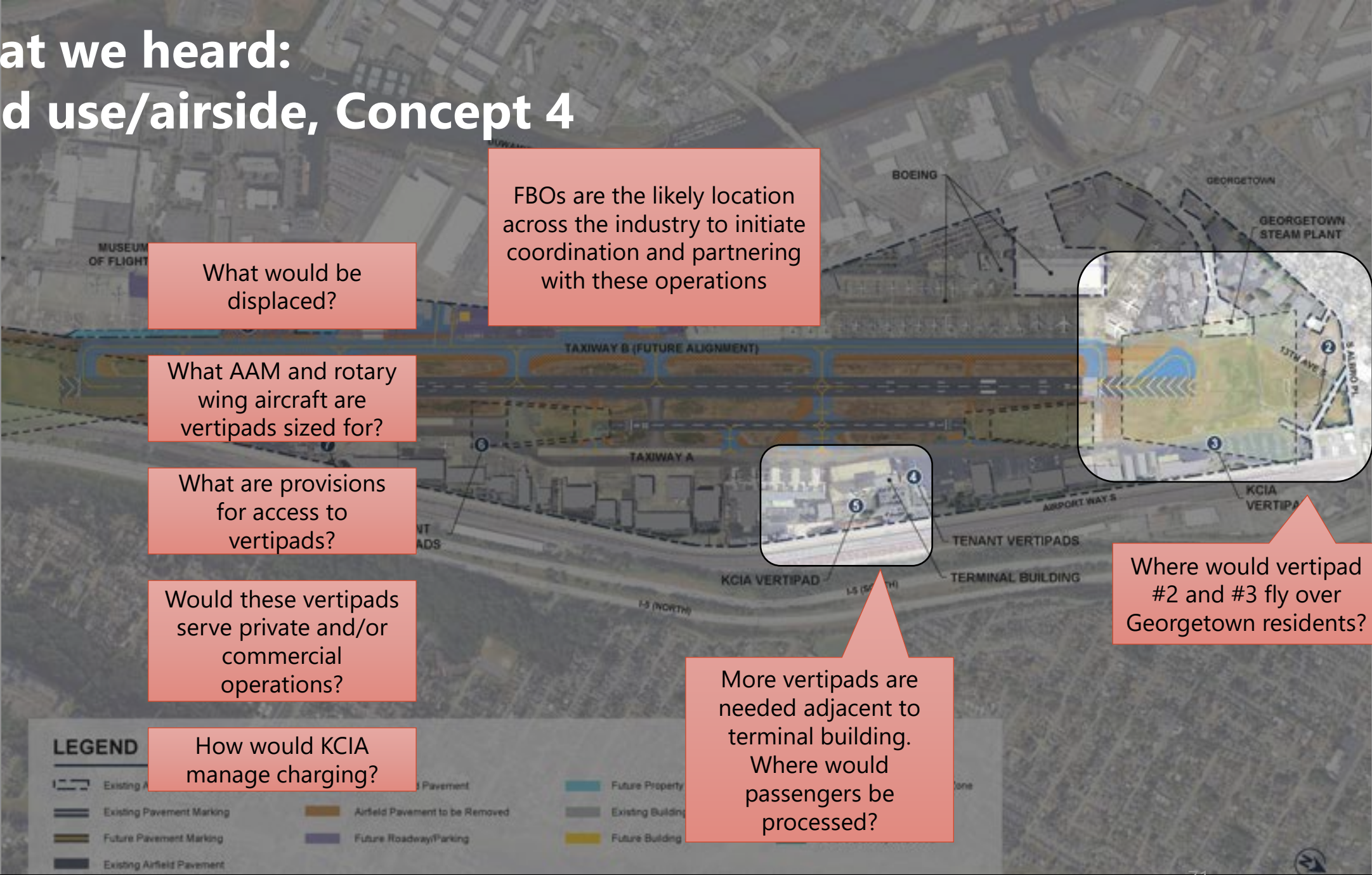


LEGEND

Existing Airport Property Boundary	Future Airfield Pavement	Future Property Acquisition	Existing Runway Protection Zone
Existing Pavement Marking	Airfield Pavement to be Removed	Existing Building On-Airport	Future Undevelopable Area
Future Pavement Marking	Future Roadway/Parking	Future Building	Future Developable Area
Existing Airfield Pavement			



What we heard: Land use/airside, Concept 4



Alternatives review: Multimodal

Multimodal: What we heard

- Sounds like a good idea.
- How were the proposed stops determined? What engagement with users?
- Who is the proposed light rail station supposed to serve?
- Is KCIA planning for bike/scooter/walk paths connecting the Airport's east/west side?



What we heard: Multimodal, Concept 1

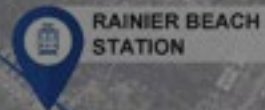


Who is the proposed light rail station supposed to serve?

Is KCIA planning for a bike/scooter/walking path connecting the East and West side?



How were proposed bus stops determined? Was there engagement with users?



BEACON HILL



LEGEND

- | | |
|------------------------------------|------------------------------|
| Existing Airport Property Boundary | Future Bus Routes |
| Existing Light Rail Station | Potential Bus Stop |
| Future Light Rail Station | Existing Bicycle Paths/Lanes |
| Existing Light Rail Line | Future Bicycle Paths/Lanes |
| Existing Bus Routes | Existing Sidewalks |
| | Future Sidewalks |

Share input with the study team



Visit the project study website

KCIPlanning.com

Email the KCIA project team

KCIACommunityOutreach@kingcounty.gov