



# King County

International Airport Boeing Field

7277 Perimeter Road S., Seattle WA 98108

**Meeting:** Roundtable Advisory Committee

**Date:** April 13, 2026

**Time:** 5 – 7 p.m.

**Location:** Zoom Webinar and in person: 7277 Perimeter Road South, Seattle WA 98108, Room 110

**Meeting objectives:**

- Confirm topic priorities for 2026 Roundtable meetings
- Discuss the Vision 2025 Preferred Alternative Concept

Time	Topic	Lead
5 p.m.	Welcome	Ali Lee
5:02 p.m.	Roll Call	Ayako Shapiro
5:03 p.m.	Approve March Meeting Minutes	Ali Lee
5:05 p.m.	Prioritization Exercise (topics identified during Feb 10 <sup>th</sup> Ad Hoc meeting)	Jenny Thacker
5:15 p.m.	General Public Comment	Ali Lee
5:25 p.m.	Roundtable Chair Report <ul style="list-style-type: none"> <li>• Update Financial Disclosure Forms by April 15<sup>th</sup></li> </ul>	Ali Lee
5:30 p.m.	Presentations and Updates <ul style="list-style-type: none"> <li>• Topic: Vision 2045 Preferred Alternative <ul style="list-style-type: none"> <li>○ Discussion and Q&amp;A</li> </ul> </li> <li>• Topic: Taxiway B NEPA Scoping <ul style="list-style-type: none"> <li>○ Discussion and Q&amp;A</li> </ul> </li> </ul>	Adam Novak (RS&H) David Full & Julie Barrow (RS&H)
6:35 p.m.	Airport Staff Report and Updates <ul style="list-style-type: none"> <li>• Community Engagement Report Out</li> <li>• April Public Meetings <ul style="list-style-type: none"> <li>○ Vision 2045 Preferred Alternative</li> </ul> </li> <li>• New Noise Report (see member packet)</li> </ul>	Troy Chen Matt Sykora  Matt Sykora

6:50 p.m.	Old Business <ul style="list-style-type: none"> <li>Update on bus stop</li> </ul>	Ali Lee
6:55 p.m.	New Business <ul style="list-style-type: none"> <li>Roundtable Request: Agenda items for May meeting due by April 20<sup>th</sup></li> </ul>	Ali Lee
7:00 p.m.	Wrap-Up & Next Steps <ul style="list-style-type: none"> <li>Confirm Action Items</li> <li>Adjourn</li> </ul>	Ali Lee

### Roundtable members

Name	Representing
Ali Lee (Chair)	Magnolia/ North Seattle
Erik Utter	Renton/ Kent/ South King County
Brian Algiers	Labor (SPEEA)
Dalan Angelo*	Rainier Valley
Trip Switzer	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
<i>Vacant</i>	West Seattle
Ryan Tomasich	Boeing Company
Velma Veloria	Beacon Hill
<i>Vacant</i>	South Park

Members with an \* are non-voting and do not count towards quorum.



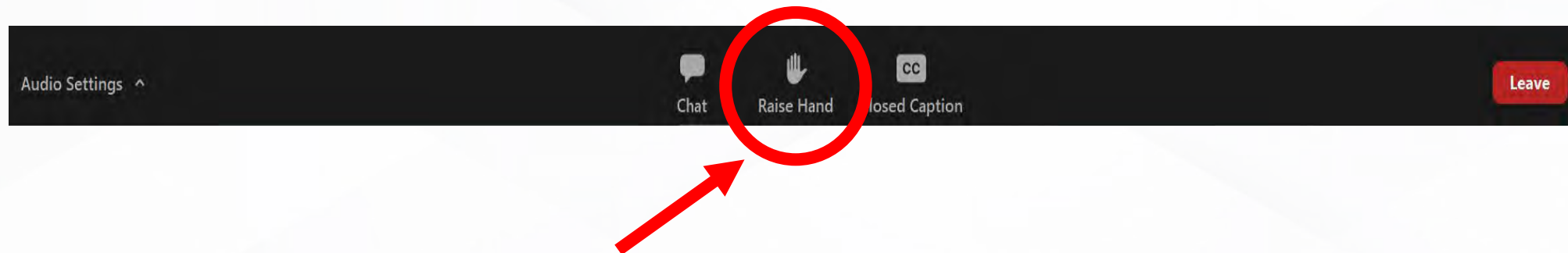
**King County**  
**International Airport**  
Boeing Field

# **Airport Roundtable Advisory Committee**

**Public Comment Instructions & Community Norms**

# Making a Public Comment

- + In person: Raise your hand and let airport staff or the facilitator know you'd like to make a public comment.
- + By phone: Press \*9 to raise your hand. You'll be recognized and unmuted to speak. When finished, press \*9 again to lower your hand.
- + On Zoom: Use the "Raise Hand" feature to indicate you'd like to provide a comment. Click the "Raise Hand" feature following your comment.



***Attendees will have 2 minutes to provide their comment***

# Public Comment Process

- + Airport Staff will call your name, and the names of the next two people who will speak after you.
- + Listen for your name so you are ready when called.
- + Share and spell your first and last name prior to beginning your public comment.
- + After you share and spell your name, a timer will begin and you will have 2 minutes.
- + A max of 10 minutes total is allowed for public comment per meeting.
- + Public comments will not receive real-time responses, but all comments will be recorded in the meeting notes.

# Community Norms

01

Not letting perfection be the enemy of the good, focusing on forward momentum.

02

Using the prompts “Why am I talking?” and “Why am I not talking?” to help balance participation.

03

Respecting different technical backgrounds and lived experiences around the table.

04

Using plain language (plain talk) instead of aviation jargon (plane talk).

05

Acknowledging that some issues will require multiple meetings and may not reach closure immediately.

06

Bringing community originated ideas into the conversation.

07

Modeling transparency in both airport and community communication.



## Department of Executive Services -- Airport Division Roundtable Meeting Minutes for March 9, 2026

### **Meeting Opening, Roll Call, and Quorum Update**

The meeting was called to order by the Chair, Ali Lee (Magnolia/North Seattle) at 5:00 p.m.

Welcome was led by Ali Lee.

Roll call was led by Jenny Thacker (PRR). A quorum was present.

Ali Lee (Chair) welcomed Tripp Schweitzer to the Roundtable in his new At-Large seat.

Meeting minutes from the February Roundtable Meeting (2/9) and the February Ad Hoc Meeting (2/10) were approved.

### **Public Comment**

Ali Lee (Chair) opened the floor for public comment. No participants online or in the room indicated interest during the first indication for public comment. Later in the meeting, public comment was reopened to accommodate phone participants as well as participants who had joined the meeting in progress.

During this second opportunity, John Laporta provided the following public comment.

*Good afternoon.*

*First, I would like to publicly thank the members of the Airport Roundtable Advisory Committee for unanimously approving my request to create a dedicated seat for the Museum of Flight on the Airport Roundtable Advisory Committee. The Museum of Flight is important to the airport community. Thank you.*

*Second, I want to address an ongoing safety and planning issue regarding general aviation parking.*

*In April 2021, airport management — including Matt Sykora and John Parrott — were made aware that the 54 general aviation tiedowns in Northeast Parking are located within a Runway Protection Zone at Boeing Field.*

*Since that time, airport management has approved the expansion of corporate facilities for companies such as UPS, and FBO's Modern Aviation and Skyservice to increase their corporate hangar development.*

## Department of Executive Services -- Airport Division Roundtable Meeting Minutes for March 9, 2026

*However, during that same period, the 54 general aviation tiedowns in Northeast Parking have not been relocated to other available areas of the airport, such as near Modern Aviation or Skyservice, where they could be preserved and protected.*

*To help address this issue, I submitted a request to the Federal Aviation Administration asking whether the tiedowns could be grandfathered. The FAA informed me that such a request must come from the airport sponsor.*

*When I raised this with airport management, I was informed that no action would be taken until a preferred alternative is selected that impacts general aviation.*

*My concern is that waiting until that point may be too late to preserve these tiedowns, allow the FAA to intervene and protect small general aviation at Boeing Field.*

*Thank you.*

*John R. La Porta*

### **Presentations and Updates**

#### **Community Norms**

The Roundtable revisited the community norms drafted during the February 10<sup>th</sup> Ad Hoc session. Members discussed the importance of setting shared expectations for productive, respectful, and accessible meetings.

Norms reviewed included:

- Not letting perfection be the enemy of the good, focusing on forward momentum.
- Using the prompts “Why am I talking?” and “Why am I not talking?” to help balance participation.
- Respecting different technical backgrounds and lived experiences around the table.
- Using plain language (plain talk) instead of aviation jargon (plane talk).
- Acknowledging that some issues will require multiple meetings and may not reach closure immediately.

## Department of Executive Services -- Airport Division Roundtable Meeting Minutes for March 9, 2026

- Bringing community-originated ideas into the conversation.
- Modeling transparency in both airport and community communication.

After discussion, a motion was made and seconded, and the Roundtable unanimously adopted the community norms. Community norms will be displayed at the start of each Roundtable moving forward.

### **Potential 2026 Priorities**

Erik Utter (Vice Chair) summarized last year’s Chair Report, noting ongoing work areas that will continue into 2026. This included general airport planning topics and community engagement priorities.

Jenny Thacker (Facilitator) shared the list of topics generated during the February Ad Hoc meeting along with the preliminary dot-vote results. Each roundtable member that attended the February Ad Hoc meeting had three votes per agenda item.

Agenda Item	No. of Votes Received During Ad Hoc Meeting
Policies to support general aviation, diversity of uses, and a healthy airport ecosystem	5
Noise abatement/mitigation	4
Rates, landing fees, fuel flowage fees	3
Property acquisition (proactive communication)	1
Air quality	1
Steam Plant	1
Upcoming legislation	1
FIFA	1
Museum of Flight seat	–
Georgetown parcel development & community involvement	–
Fuel Farm	–
Revisit 2023 audit	–

## Department of Executive Services -- Airport Division Roundtable Meeting Minutes for March 9, 2026

Ali Lee (Chair) opened the floor for discussion amongst the Roundtable members. Questions from Roundtable members focused on clarifying the meaning of the agenda items. Clarification included:

- The “healthy airport ecosystem” refers to the operational and economic ecosystem (FBOs, cargo, flight training, hangars), not environmental impacts.
- Environmental topics will be grouped as air quality, health, and environmental impacts.
- Members reiterated that topics without votes may still be important; votes were limited and not all Roundtable members participated in the Ad Hoc meeting.

The full Roundtable will conduct a formal prioritization exercise in April, and members were encouraged to send in their top three choices to Ali Lee (Chair).

### **Plain Talk vs. Plane Talk**

The Roundtable continued in a conversation about accessible communication. Members emphasized that technical materials, including Vision 2045 documents and mailed notices, often rely heavily on aviation jargon. Several members offered to assist as “translators,” providing plain-language explanations of complex topics during meetings.

In addition, members discussed:

- The need for simpler written materials.
- The importance of multilingual translations for outreach documents, given the diversity of communities near the airport.
- The challenge of explaining FAA acronyms and procedures; members recalled an acronym glossary from earlier Vision 2045 meetings and will attempt to locate it.

Airport staff noted that many public materials are translated into six of the most common languages in the airport area and invited the Roundtable to flag documents needing additional translation.

## Department of Executive Services -- Airport Division Roundtable Meeting Minutes for March 9, 2026

### **Roundtable Members Providing Ideas to KCIA**

Ali Lee (Chair) introduced a discussion about how Roundtable members can more actively provide ideas and observations from their communities. Members expressed support for incorporating regular community updates into future agendas including brief check-ins from Beacon Hill, Georgetown, West Seattle, South Park, and other represented areas.

Members also expressed interest in visiting one another's communities, outside of formal meetings, to better understand local conditions. Velma (Beacon Hill) invited Roundtable members to visit Beacon Hill and Jefferson Park to observe aircraft overflights firsthand. KCIA and the facilitation team reminded roundtable members that several logistical items would need to be coordinated in advance if meetings were to be held off-site.

### **Informational Presentation: Update on Amended Visual Flight Rule (VFR) Routes**

Erik Utter (Vice Chair) introduced a presentation on revised VFR procedures developed by the FAA for the Seattle-area airspace. He explained the difference between VFR and Instrument Flight Rules (IFR) and described the operational complexity created by the close proximity of Boeing Field, Renton Municipal Airport, and Seattle-Tacoma International Airport. He noted that the revised procedures are intended primarily for smaller aircraft operating under visual flight rules and are designed to improve predictability and safety in highly constrained airspace.

Takashi Nelson (FAA) then presented the forthcoming route changes. He explained that the FAA had undertaken a broad review of Boeing Field VFR routes, consulted with the local flying community and flight schools, and evaluated all routes in and out of the airport. He stated that the principal goals were to improve separation between VFR and IFR aircraft and to address longstanding safety concerns in the Green Lake, Lake Union, and south arrival areas.

Takashi explained that one significant change in south flow operations is the refinement of the route structure to reduce conflict around the Green Lake and Lake Union areas, including conflicts with seaplane activity. He also described a major change in north flow operations that removes the previous arrival from the south and instead routes aircraft to

## Department of Executive Services -- Airport Division Roundtable Meeting Minutes for March 9, 2026

the northeast over Bellevue and the SR 520 corridor in order to reduce conflicts with larger aircraft operating near Seattle-Tacoma International Airport.

Roundtable Members asked whether the updated website materials would reflect the revised procedures and whether the new routes would affect noise or air quality. The FAA responded that updated, more user-friendly maps are being coordinated with the airport and that broader dissemination is expected with a May 14 chart supplement update. The FAA also stated that an environmental review found no reportable or significant noise changes associated with the revised procedures.

Stephen Ratzlaff (Pilots' Association) thanked the FAA for the work and asked questions regarding dissemination through ForeFlight (a flight planning software) or similar tools and the routing geometry near SR 520. Takashi responded that the changes would be searchable in commonly used pilot planning tools once the chart supplement is updated and noted that lateral separation considerations informed the final route placement.

### **Airport Staff Updates**

#### **Community Engagement Report**

Troy Chen (KCIA) reported that airport outreach staff attended the Northwest Aviation Conference on February 21 and 22, where they connected with members of the general aviation community, airport tenants, and other attendees. He also announced an Airport Way cleanup scheduled for April 15 from 1:30 p.m. to 3:00 p.m. and encouraged Roundtable members to share the opportunity with their communities.

#### **Community Engagement Report**

Matt Sykora (KCIA) provided updates on two upcoming public meetings. He stated that a public scoping meeting for the Taxiway Bravo environmental review is planned for April 15 at the Flight Service Station during the evening. He also reported that a Vision 2045 open house on the preferred alternative is planned for May 14, also at the Flight Service Station in the evening. Matt noted that the preferred alternative materials would first be presented to the Project Advisory Committee and that the Roundtable would receive a high-level briefing at its next meeting.



## Department of Executive Services -- Airport Division Roundtable Meeting Minutes for March 9, 2026

### **National Guard Site / FIFA World Cup Support**

Matt Sykora (KCIA) reported that the airport expects to enter into a short-term agreement with the King County Sheriff's Office to use the former National Guard site for vehicle parking in support of FIFA World Cup operations. He explained that the site would be used for staging law enforcement vehicles before and during the event period.

### **Roundtable Seat Updates**

Nadja Rustempasic (KCIA) announced that Tripp Schweitzer had been appointed to the at-large seat. Tripp introduced himself, noting that he has worked at the Museum of Flight for approximately 15 years in fundraising and external relations and that he had been following Roundtable activities for several months. Nadja also reminded reappointed members to complete the updated financial disclosure form by April 15<sup>th</sup>.

### **New Route Update from Seaport Airlines**

Ian Fisk of Seaport Airlines announced that the airline had initiated new service between Boeing Field and Felts Field in Spokane. He stated that the service includes multiple weekday round trips and Sunday service using Pilatus PC-12 aircraft and described the route as part of the airline's continued regional growth.

### **Old Business**

#### **Georgetown Steam Plant History and Context**

John Parrott (KCIA) provided additional background on the Georgetown Steam Plant. He stated that when he arrived in 2019 he was directed to pursue an agreement related to the Steam Plant, but that the issue has remained unresolved. He described years of discussions involving Seattle City Light, the nonprofit operator, Boeing, and the airport, and stated that the concept has shifted repeatedly over time, which has made productive negotiations difficult.

Airport staff explained that the Roundtable presentation at the prior meeting had been intended to gather early feedback because any redevelopment proposal could affect both the airport and the surrounding community. John Parrott stated that the airport had previously funded design work for an earlier entry concept but does not intend to fund a



## Department of Executive Services -- Airport Division Roundtable Meeting Minutes for March 9, 2026

new concept at this stage. Staff also reported that building condition assessments for the former Air National Guard facilities are nearing completion and should help determine which structures might be salvageable.

Holly Krejci (Georgetown) commented that the Steam Plant community development authority does not necessarily speak for the Georgetown community as a whole and stated that additional work remains to be done on the community side. John Parrott (KCIA) responded that the airport does not intend to lead community outreach on behalf of the Steam Plant proponents and believes that responsibility rests with the project sponsor.

### **New Business**

Ken Moninski (Off-Site Business) asked whether the airport had additional information regarding reports that PACCAR would be moving its corporate aircraft from Seattle-Tacoma International Airport to Boeing Field. KCIA staff responded that PACCAR is negotiating to use the former Nordstrom hangars.

Holly Krejci (Georgetown) invited Roundtable members to attend Georgetown Bites and Sites on Saturday, March 21.

Takashi Nelson (FAA) announced that Daniel Anderson would replace him as the FAA representative to the Roundtable beginning the following week, noting that he would still remain involved in some of the VFR route work. Members thanked Takashi for his service and congratulated him on his new role at Seattle-Tacoma International Airport.

Velma Veloria (Beacon Hill) reiterated her interest in having Roundtable members spend more time in the communities around the airport, including visits outside formal meetings.

Ken Moninski (Off-Site Business) asked about a recent airport environmental certification article. Airport staff responded that Boeing Field had become the first airport in the Western Hemisphere to receive IEnvA certification, recognizing the airport's environmental management efforts.

### **Key Action Items from Roundtable Meeting**

- Roundtable members to send their top three 2026 priority topics and any proposed April agenda items to the chair, vice chair, or community inbox by March 20.

## Department of Executive Services -- Airport Division Roundtable Meeting Minutes for March 9, 2026

- Community norms to be displayed at the beginning of future Roundtable meetings.
- Airport staff to continue sharing information on upcoming public meetings, including the Taxiway Bravo scoping meeting and the Vision 2045 preferred alternative open house.

### **Closing**

A motion to adjourn was made and seconded. The meeting adjourned at approximately 6:35 p.m.

### **Roundtable members**

<b>Name</b>	<b>Representing</b>
Ali Lee	Magnolia/ North Seattle
Erik Utter	Renton/ Kent/ South King County
Brian Algiers	Labor (SPEEA)
Dalan Angelo*	Rainier Valley
<i>Vacant</i>	At-large
Morgan Kaivo	Cargo (UPS)
Holly Krejci	Georgetown
Lisa Krober	Tukwila
Ed Lutgen	Labor (IAM District 751)
Mark McIntyre	Corporate Aviation
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Guido Perla*	Unincorporated King County
Stephen Ratzlaff	Pilots' Association
<i>Vacant</i>	West Seattle
Ryan Tomasich	Boeing Company
Velma Veloria	Beacon Hill
<i>Vacant</i>	South Park

The members marked with \* are currently out of compliance and as such may not vote and do not count toward the quorum.



## Department of Executive Services -- Airport Division Roundtable Meeting Minutes for March 9, 2026

**Roundtable members in attendance:** Ali Lee, Erik Utter, Brian Algiers, Holly Krejci, Lisa Krober, Ed Lutgen, Ken Moninski, Evan Nelson, Takashi Nelson, Stephen Ratzlaff, Tripp Schweitzer, Velma Veloria

**Absent Roundtable members:** Dalan Angelo, Morgan Kaivo, Guido Perla, Mark McIntyre, Ryan Tomasich

**King County staff in attendance:** Troy Chen, Matt Sykora, Nadja Rustempasic, John Parrott, David Decoteau and other airport staff as present.

**Facilitators and support staff:** Jenny Thacker (PRR), Steven Derengowski (InterVISTAS), Harris Burkhart (InterVISTAS)



**King County**

**International Airport**

Boeing Field

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

## **Vision 2045 Airport Plan Preferred Alternative**

April 13, 2026

# Agenda

- Study and Outreach Update
- Vision 2045 Airport Plan – Preferred Alternative
- Next Steps

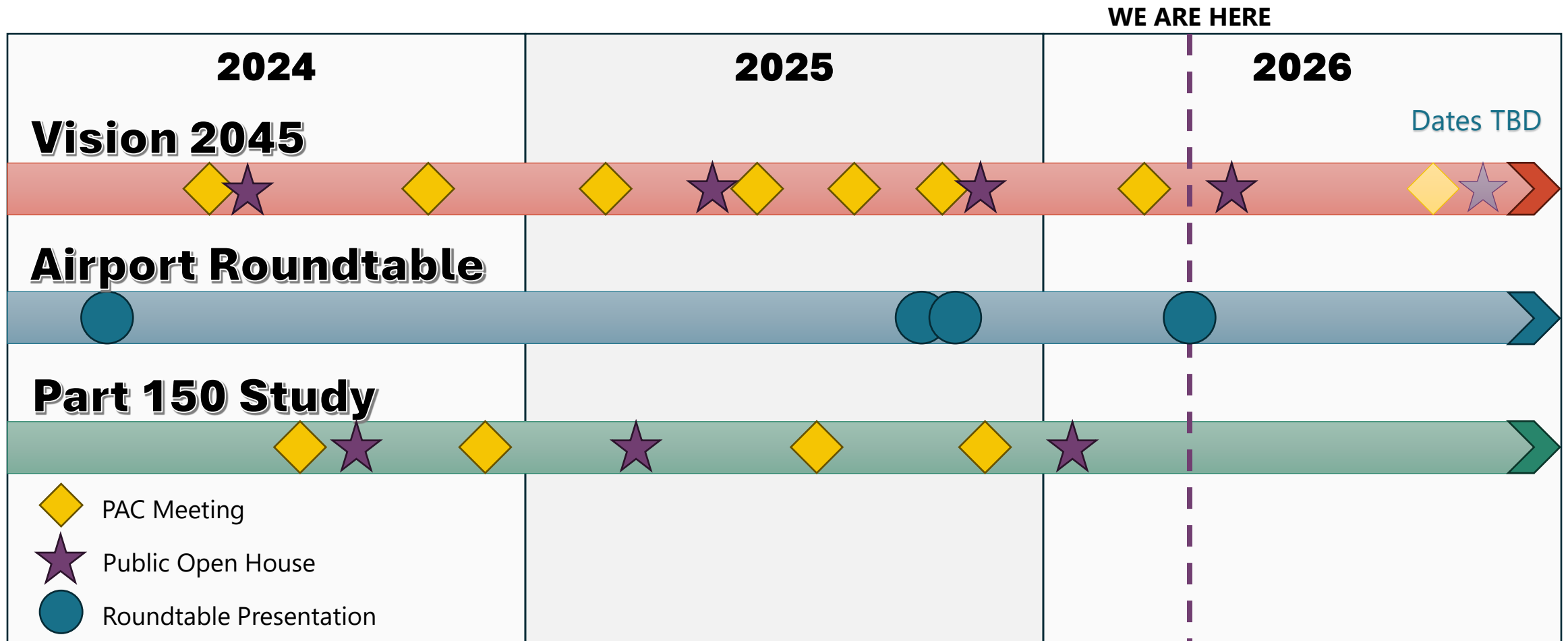


# Vision 2045

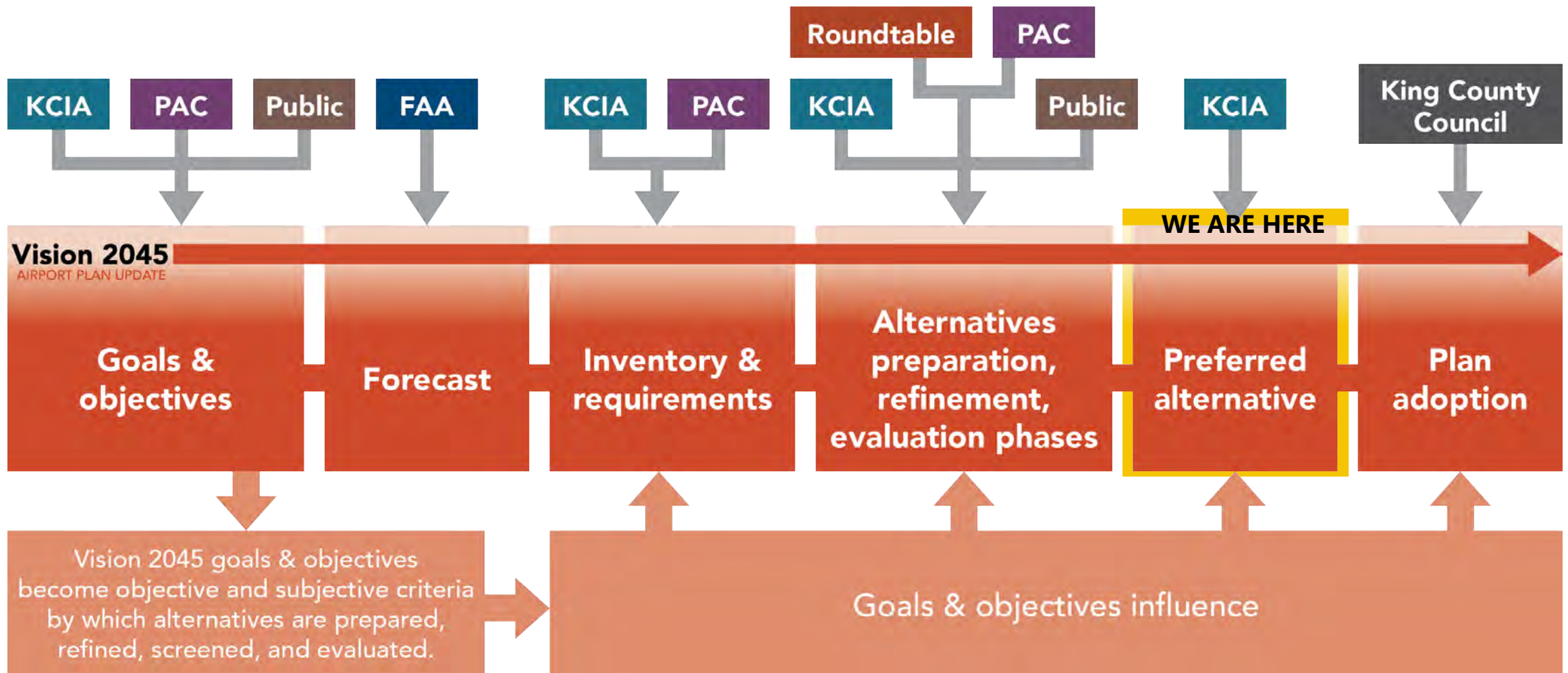
AIRPORT PLAN UPDATE

# Study and Outreach Update

# Public Outreach Timeline



# Alternatives development and evaluation input











# Vision 2045

AIRPORT PLAN UPDATE

Preferred alternative

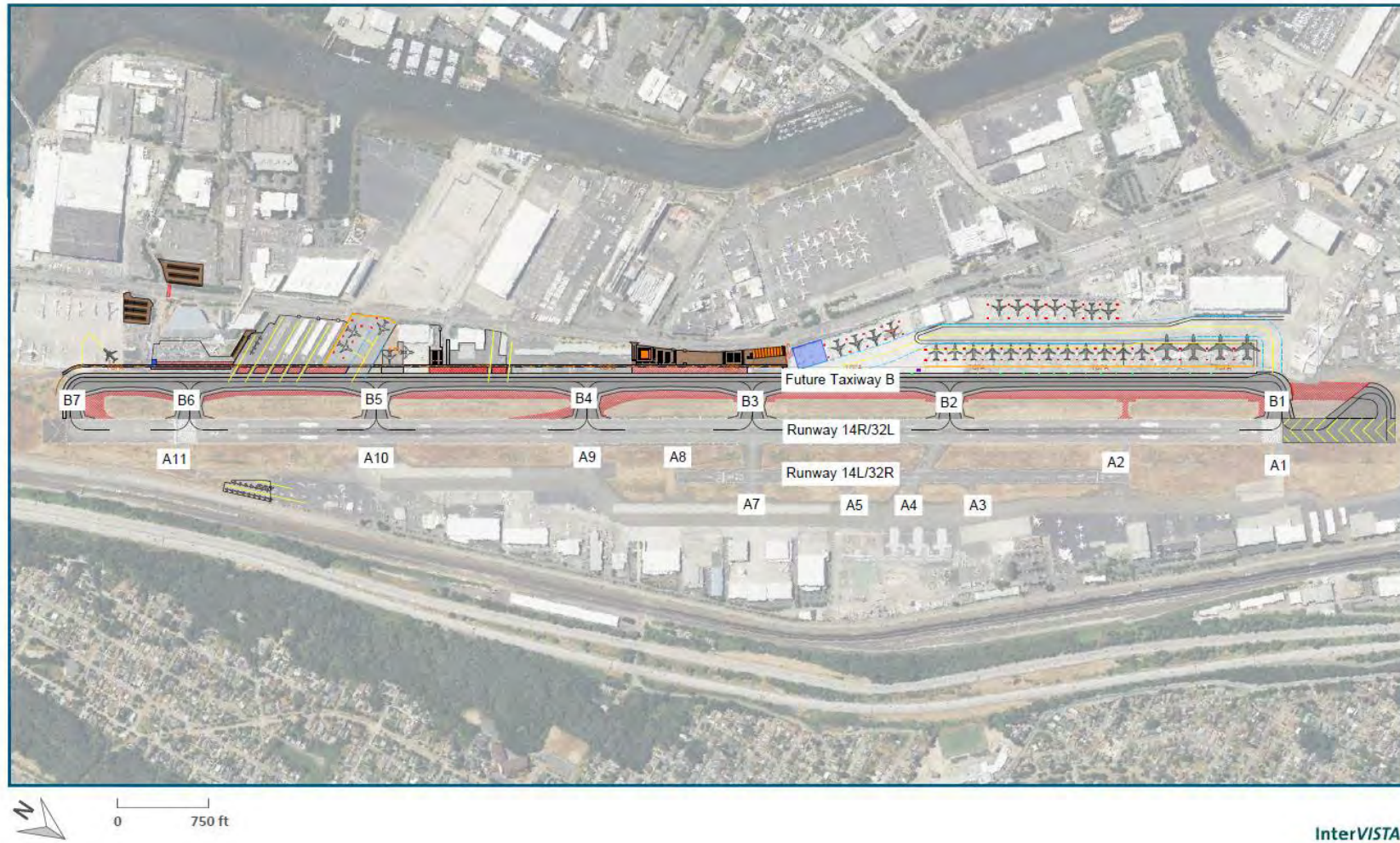
# Preliminary concepts

Category	# of Alternatives	Purpose
 Non-standard airfield conditions	3	Resolve non-standard runway to taxiway separation distances for Primary Runway
 Visibility minima improvements	4 <sup>‡</sup>	Improve Airport's instrument approach capabilities
 Hot spot* mitigation	2	Address remaining airfield hot spots Provide replacement small aircraft run-up areas
 Terminal	4 <sup>‡</sup>	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

\* "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.

‡ We started with 3 Visibility Minima and 3 Terminal alternatives. 1 Visibility Minima was removed, and 2 alternatives were added resulting in 4 total. We removed all 3 initial Terminal alternatives and added 4 refined alternatives resulting in 7 total.

# Taxiway B Safety Improvements Project



# Non-standard airfield conditions

Alternative	Description	Status
1	Close Runway 14L-32R	Not selected
2A	Realign all of Taxiway A	Not selected
2B	Partial TW A Realignment	Not selected

- **No immediate action**

- Small runway closure not tenable
- Full Taxiway A realignment not feasible without major impacts
- Partial Taxiway A realignment tied to hot spot category

# Visibility minima improvements

Alternative	Description	Status
1A	RW 14R ½ mile – existing threshold	Not selected
1B	RW 14R ½ mile – LDA 7,298	Not selected
1C	RW 14R ½ mile – LDA 8,320	Not selected
1D	RW 14R ½ mile – LDA 8,513	Not selected
2	RW 32L ¾ mile	Not considered

- **No action**
  - Community input/concerns
  - Tenant concerns
  - Benefits did not justify costs

# Hot spot mitigation

Alternative	Description	Status
1	Remove A7 and B5	Not selected
2	Remove A7, add 14L run-up area	<b>Keep 14L run up Do not close A7</b>

- Hot spot 1 resolved in Taxiway B Safety Improvements project
- No action on closing the Taxiway A7/B5 crossing
  - Hot spot 2 and Hot spot 3 to be addressed with the FAA Runway Safety Action Team review requested by KCIA
- Advance small aircraft runup area north of Runway 14L

# Multimodal

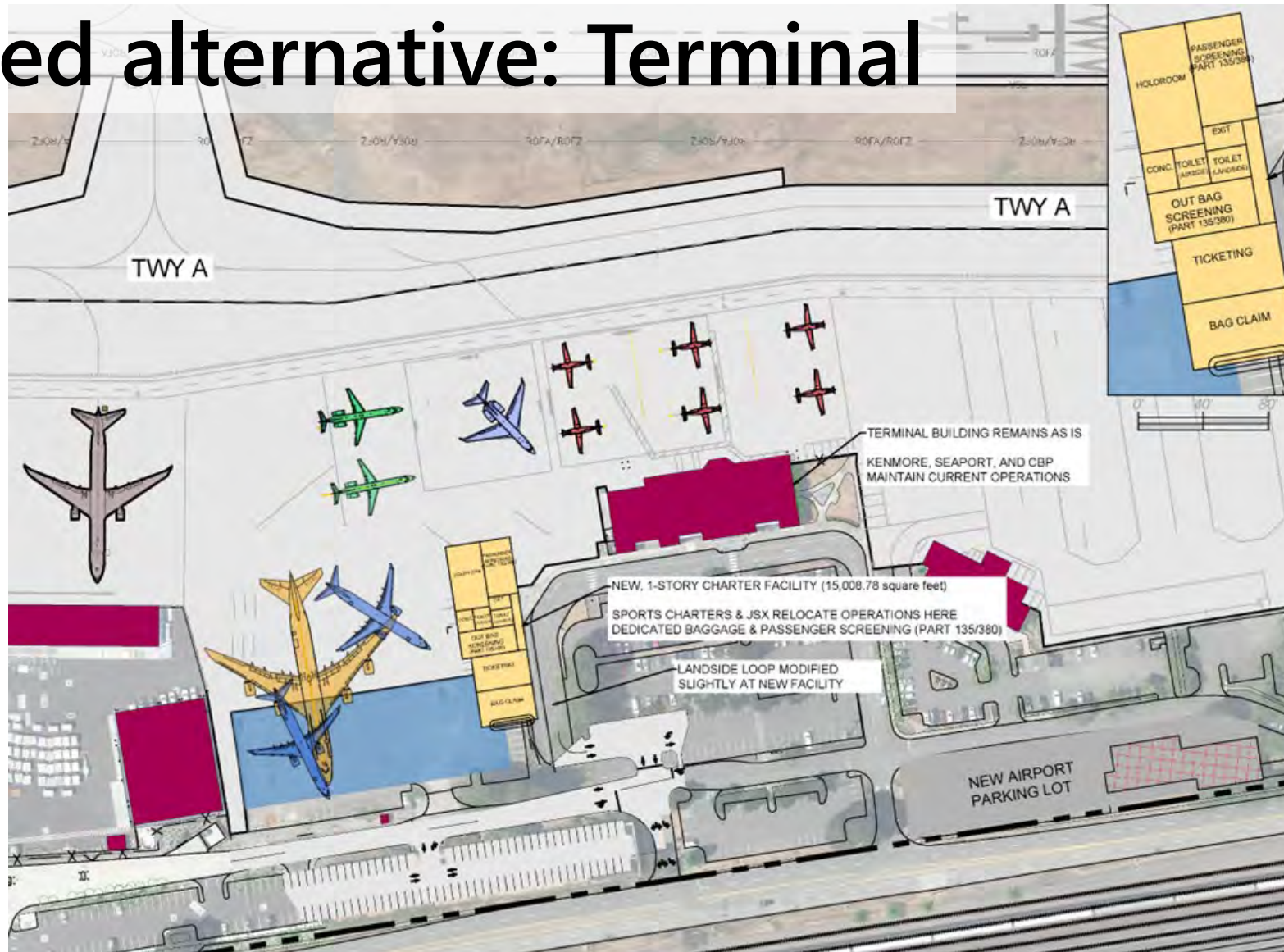
- Airport to communicate with proper jurisdictions to:
  - Complete sidewalk access on south Airport Way S
  - Expand bicycle lane connectivity along Airport Way S, Norfolk St, and Marginal Way S
  - Additional bus and light rail stops will continue to add capacity around the Airport

# Terminal

Alternative	Description	Status
1	New Regional/Charter Processor	<b>Selected</b>
2	New Niche Carrier Processor	Not selected

- Alternative 1 selected for mid- to long-term scenario
  - Most similar to existing operations / reduced reconfiguration of aircraft parking
  - Customs remains in place as is
- Near-term (Day 1) scenario still to be determined

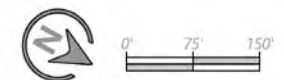
# Preferred alternative: Terminal



## Legend

- Existing Airport Property Boundary
- Existing Pavement Marking
- Future Pavement Marking
- Future Taxilane Object Free Area
- Existing Airfield Pavement
- Future Airfield Pavement
- Existing Building On-Airport
- Future Building Demolition
- Future Building
- Existing Roadway/Parking

- Pilatus - 12
- Boeing 737 MAX 10
- Boeing 747-800
- Gulfstream 650
- Embraer 145
- Boeing 767-400ER

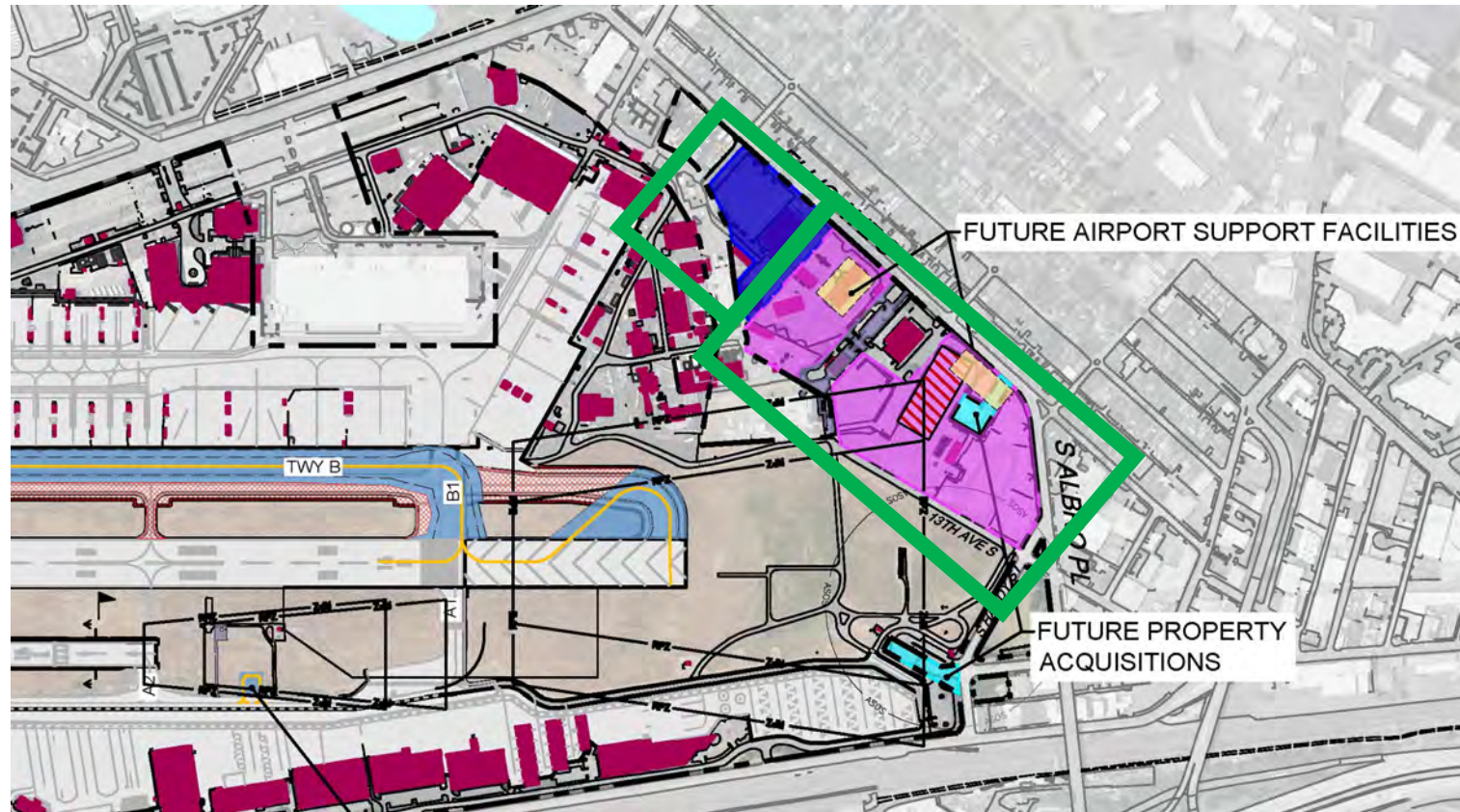


# Land use / airside

Alternative	Description	Status
1	NW Quadrant – Option 1	<b>Modify</b>
2	NW Quadrant – Option 2	<b>Modify</b>
3	SW Quadrant – Cargo	Not selected
4	Vertiports	FBO/Terminal

- Northwest quadrant used for aviation support and non-aeronautical uses only
  - No hangars or aircraft access
- Southwest quadrant maintained as general aviation use
- Vertiports
  - FBO driven on their leaseholds
  - Electric charger at terminal for aircraft

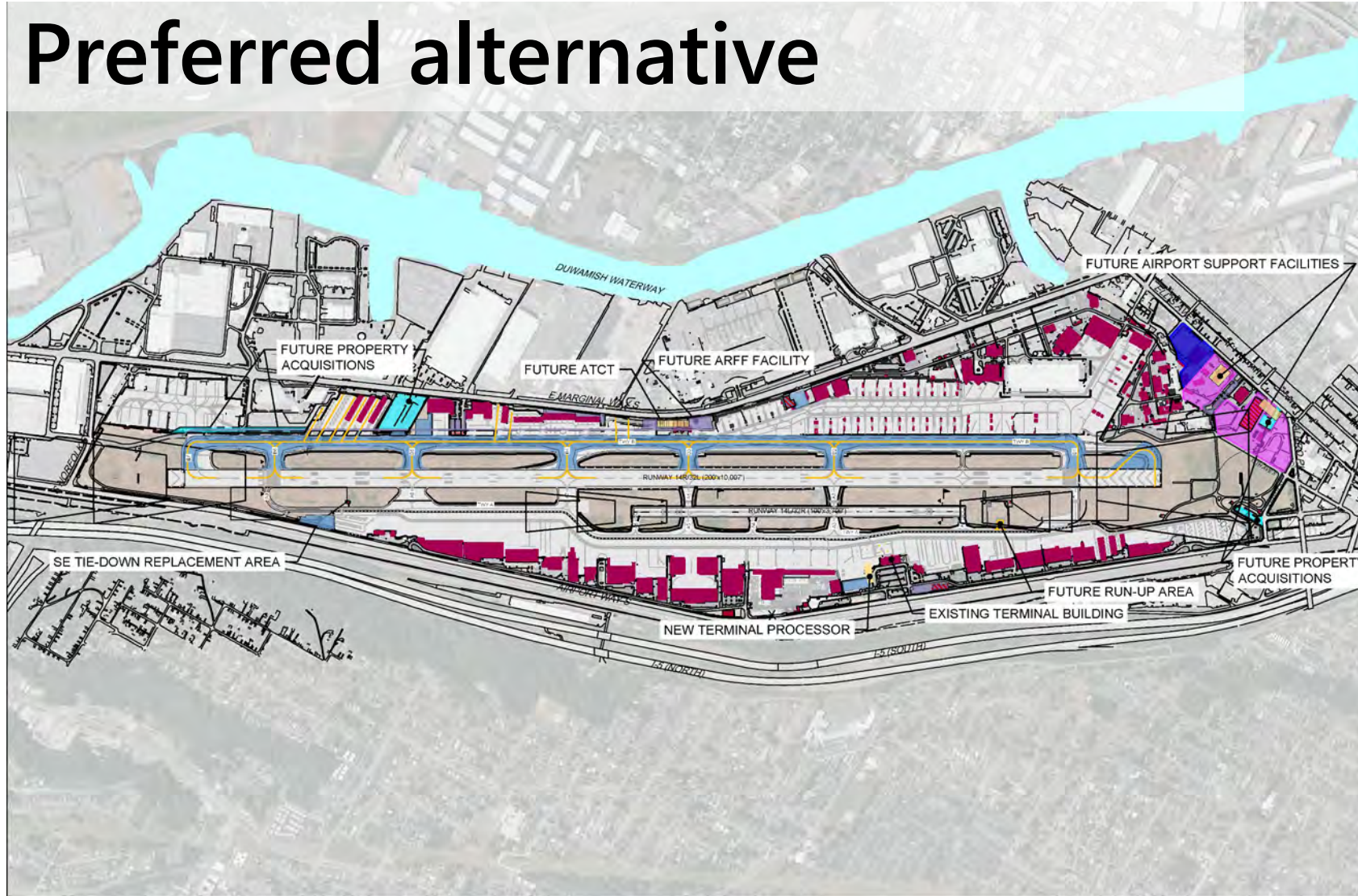
# Preferred alternative: Land use / airside



## Legend

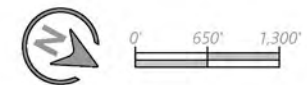
- Existing Airport Property Boundary
- Future Airport Property Boundary
- Runway Protection Zone (RPZ)
- Existing Pavement Marking
- Future Pavement Marking
- Existing Airfield Pavement
- Future Airfield Pavement
- Airfield Pavement to be Demolished
- Existing Building On-Airport
- Future Building
- Existing Building Demolition
- Existing Roadway/Parking
- Future Roadway/Parking
- Future Commercial Area
- Future Aviation Support and Related Area
- Future/Ultimate Airport Area

# Preferred alternative



## Legend

- Existing Airport Property Boundary
- Future Airport Property Boundary
- Existing Pavement Marking
- Future Pavement Marking
- Existing Airfield Pavement
- Future Airfield Pavement
- Airfield Pavement to be Demolished
- Existing Building On-Airport
- Future Building
- Existing Building Demolition
- Existing Roadway/Parking
- Future Roadway/Parking
- Future Commercial Development
- Future Aviation Support and Related Development
- Future/Ultimate Airport Development





# Vision 2045

AIRPORT PLAN UPDATE

## Next steps

# Up next



May 14, 2026: Open House #7, Vision 2045 Preferred Alternative



National Environmental Policy Act (NEPA) & State Environmental Policy Act (SEPA)



Capital Improvement Plan (CIP) and Financial Information



2026 TBD: PAC #12 and Open House #8, Vision 2045 Final Plan



King County Council and FAA review on the Vision 2045 Airport Plan

# Questions?



# Share input with the study team



**Visit the project study website**

[KCIAPlanning.com](http://KCIAPlanning.com)

**Email the KCIA project team**

[KCIACommunityOutreach@kingcounty.gov](mailto:KCIACommunityOutreach@kingcounty.gov)



**King County**

**International Airport**

Boeing Field

# **Runway 14R-32L Rehabilitation and Taxiway B Relocation Environmental Assessment Airport Roundtable Presentation**

April 13, 2026

# Introduction



King County International Airport showing Runway 14R-32L and Taxiway B  
Credit: King County

- Project needs FAA approval.
- EA is prepared in compliance with the National Environmental Policy Act of 1969 (NEPA) as part of the FAA approval process.
- Public is provided opportunities to comment on the EA.
- First opportunity is the Scoping Public Open House on April 15, 2026 from 5:30pm to 7:30pm at the KCIA Flight Service Station

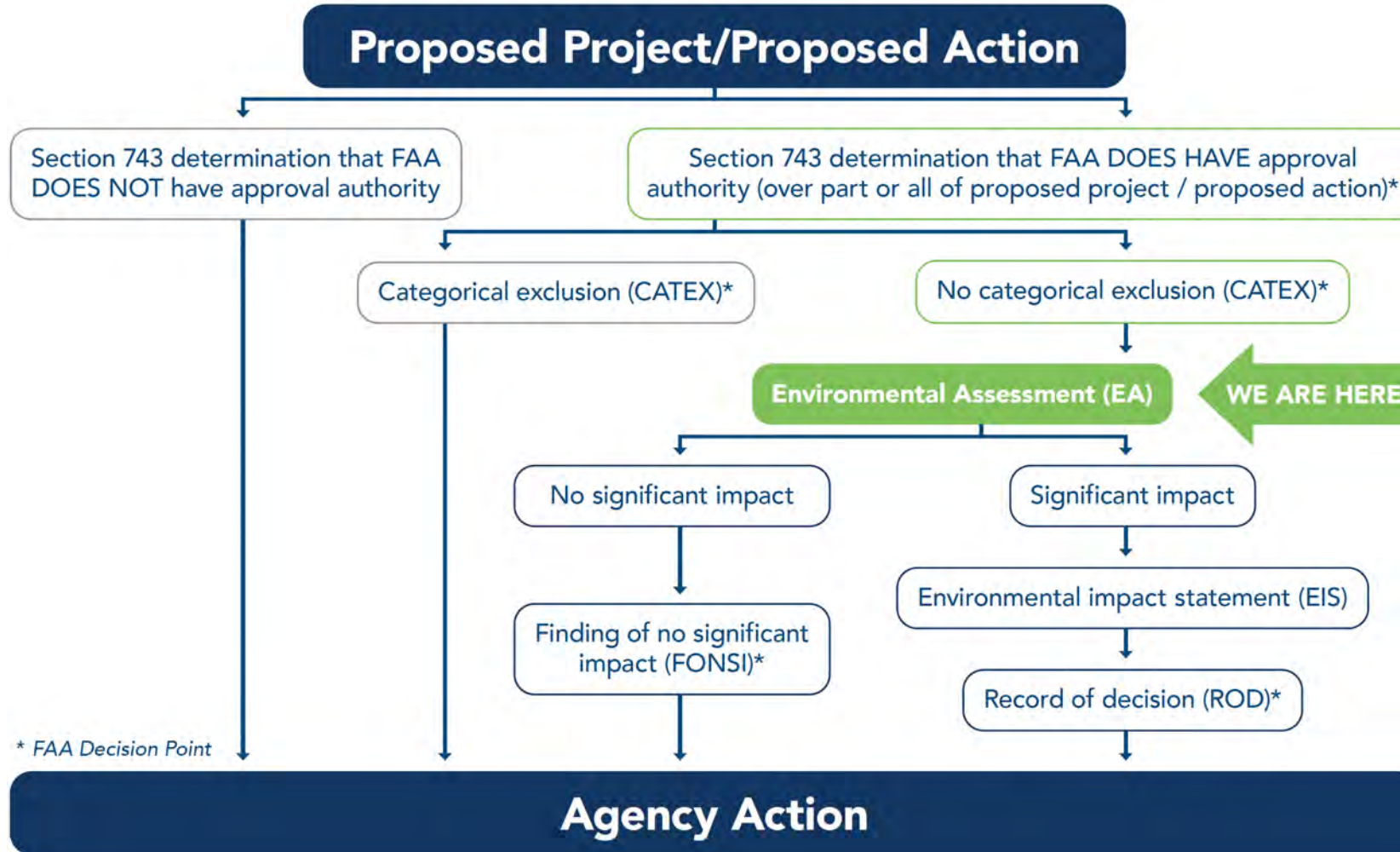
# What is NEPA?



King County International Airport showing Runway 14R-32L and Taxiway B  
Credit: King County

- NEPA is the National Environmental Policy Act of 1969.
- The Federal Aviation Administration (FAA) is the lead agency for aviation-related NEPA documentation.
- NEPA is a statute that requires federal agencies to consider the environmental effects of their actions in the decision-making process.
- All NEPA documentation follows guidance provided in:
  - Section 102(2)(c) of NEPA
  - U.S. Department of Transportation (USDOT) Order 5610.1D, DOT's Procedures for Considering Environmental Impacts
  - FAA Order 1050.1G, FAA National Environmental Policy Act Implementing Procedures

# The NEPA Process



\* FAA Decision Point

# Scoping and its Benefits



- Scoping provides an opportunity for public involvement in the Environmental Assessment (EA) process from the start.
  - Federal, state, and local agencies and the public can provide information regarding environmental conditions and concerns.
- Information received during scoping helps the project team identify areas of concern.
  - Issues that people bring up during the scoping process can help the project team determine the level of analysis to do for each environmental resource in the EA.

# Purpose and Need

The “Purpose” and “Need” describe the problem and proposed solution.

**Purpose:** To enhance the safety of aircraft operations at King County International Airport–Boeing Field by:

- Extending the structural life of Runway 14R-32L
- Providing a 400-foot separation between Runway 14R-32L and Taxiway B
- Establishing a 259-foot-wide Taxiway Object Free Area (TOFA) to meet current FAA standards and ensure reliable pavement surfaces and clear, unobstructed aircraft movement areas



# Purpose and Need

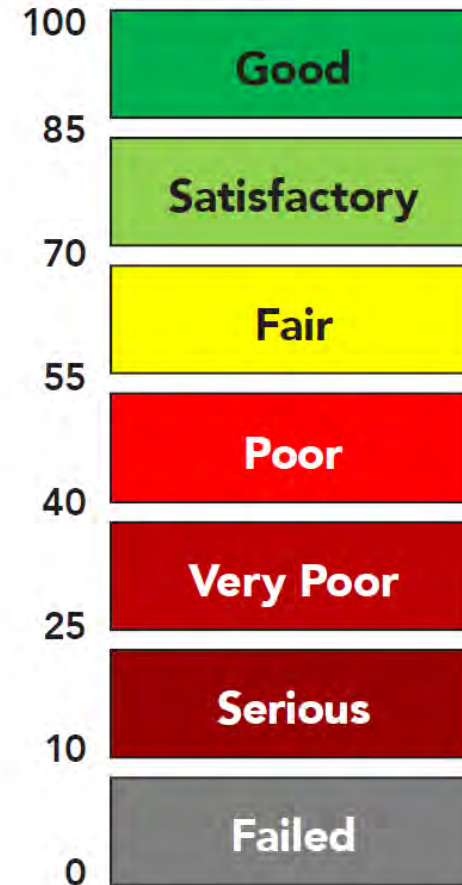
The "Purpose" and "Need" describe the problem and proposed solution.

## Need for Runway 14R-32L rehabilitation:

Runway 14R-32L was last rehabilitated in 2006 and is approaching its 20-year life expectancy.

Based on a 2024 Pavement Condition Index (PCI) evaluation, the pavement conditions for Runway 14R-32L range from "poor" (51) to "satisfactory" (75). The FAA considers PCI values less than 65 "critical" for pavement repair. Deteriorated pavement could pose hazards to aircraft operations and disrupt operations.

## PCI Ratings



Source: FAA PaveAir

# Purpose and Need

The “Purpose” and “Need” describe the problem and proposed solution.

## Need for Taxiway B and TOFA relocation:

The existing runway-to-taxiway separation distance between Runway 14R-32L and Taxiway B does not meet current FAA standards of 400 feet for the Airplane Design Group (ADG) IV. The FAA requires 400-foot separation to ensure a safe distance when more than one ADG IV aircraft operate on Runway 14R-32L and Taxiway B. This will minimize the risk of incidents or incursions.

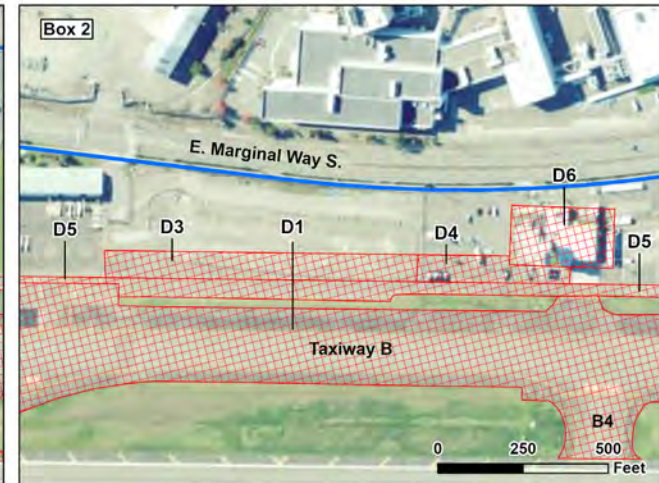
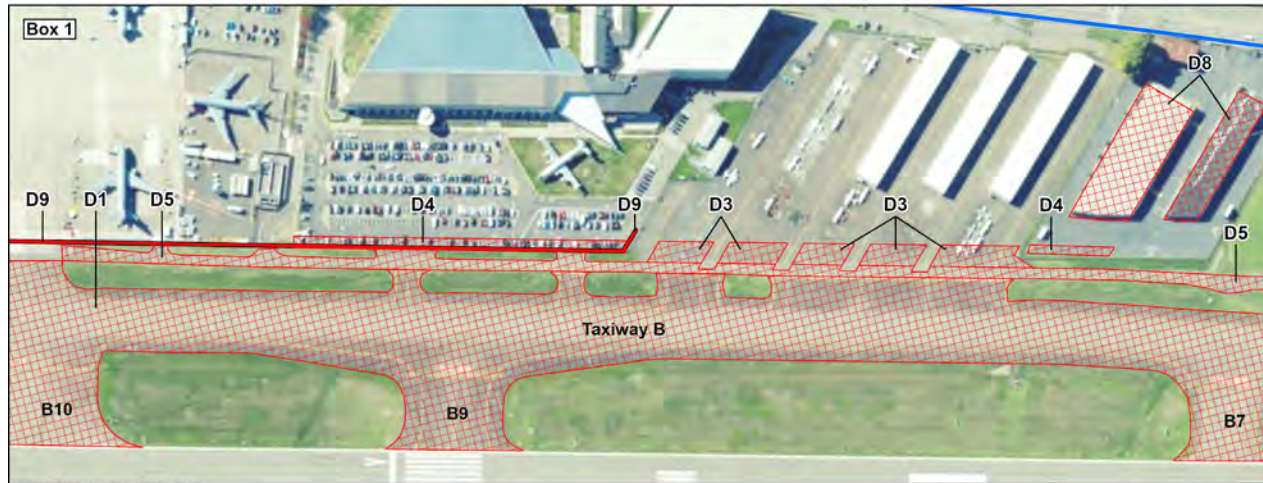
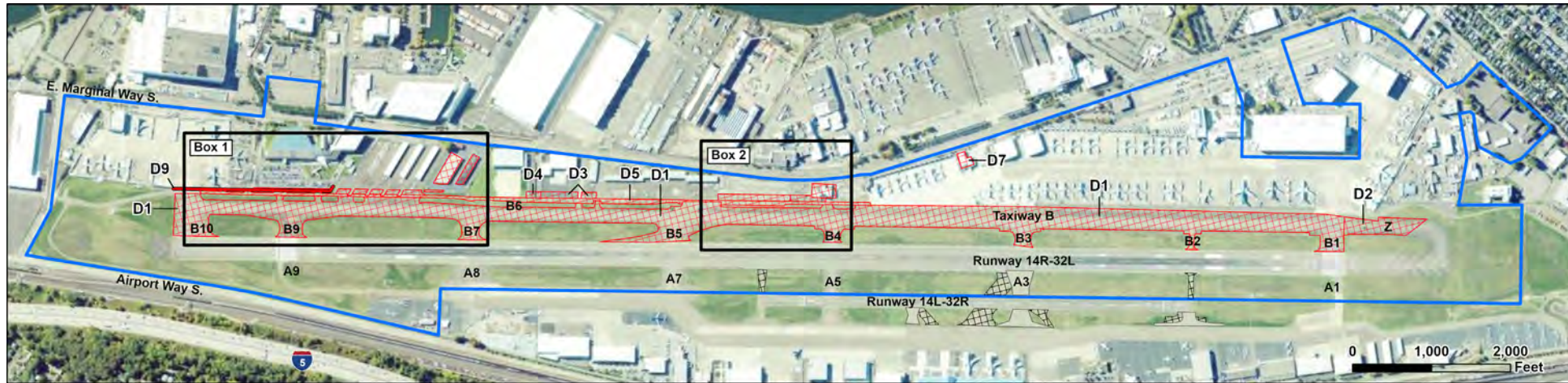
The current runway-to-taxiway separation distance ranges from 325 feet to 350 feet, which is deficient by 50 to 75 feet. To meet the FAA’s current separation standard, Taxiway B and its TOFA would need to be shifted to the west by 50 to 75 feet. The existing landside infrastructure would also need to be relocated.



Sources: Esri, 2026; RS&H, 2026

- Standard ADG IV Runway-Taxiway Centerline Separation
- Area of 350ft Runway-Taxiway Centerline Separation
- Area of 325ft Runway-Taxiway Centerline Separation
- Taxiway B (Existing)
- Taxiway B (Proposed)
- BFI Property Line

# Proposed Action - Demolition



Source: RS&H, 2026; ESRI, 2026.

## LEGEND

Project Study Area

Previously Completed Projects

Taxiways Removed under Previous Project

Taxiways Constructed under Previous Project

## Demolition Projects

D1: Taxiway B and Connectors Demolition

D2: Taxiway Z Demolition

D3: Aircraft Apron Demolition

D4: Parking Lot Demolition

D5: Vehicle Service Road Demolition

D6: ATCT and ARFF Building Demolition (FAA)

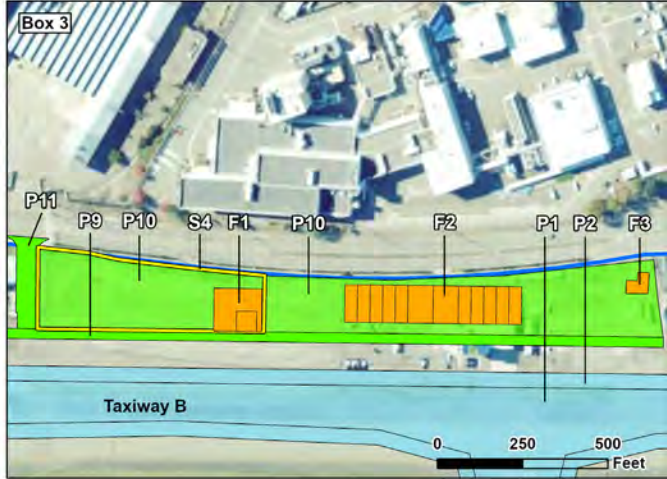
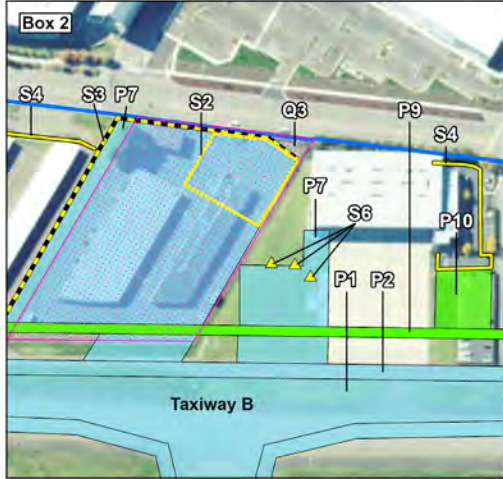
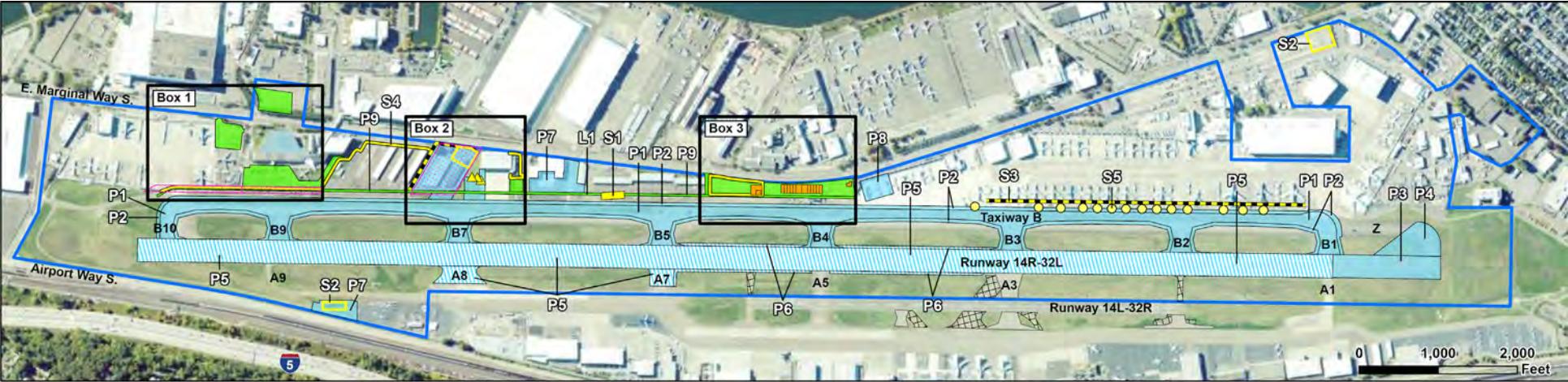
D7: ARFF Building Demolition (Boeing)

D8: Parcel 4 Buildings Demolition

D9: Security Fence Demolition



# Proposed Action - Construction



Source: RS&H, 2026; ESRI, 2026.

**LEGEND**

- |  |   |  |  |  |
|--|---|--|--|--|
| <p><b>Project Study Area</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid blue; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Project Study Area</li> </ul> <p><b>Land Acquisition</b></p> <ul style="list-style-type: none"> <li><span style="background-color: #f8d7da; border: 1px solid #f5c6cb; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Q1: Parcel F2 Acquisition</li> <li><span style="background-color: #f8d7da; border: 1px solid #f5c6cb; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Q2: Parcel F3 Acquisition</li> <li><span style="background-color: #f8d7da; border: 1px solid #f5c6cb; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Q3: Parcel F4 Acquisition</li> </ul> | <p><b>Pavement Projects, Airfield</b></p> <ul style="list-style-type: none"> <li><span style="background-color: #cce5ff; border: 1px solid #b3d9ff; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> P1: Taxiway B and Connectors Construction</li> <li><span style="background-color: #cce5ff; border: 1px solid #b3d9ff; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> P2: Taxiway B and Connectors Shoulder Construction</li> <li><span style="background-color: #cce5ff; border: 1px solid #b3d9ff; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> P3: Runway Blast Pad Reconstruction</li> <li><span style="background-color: #cce5ff; border: 1px solid #b3d9ff; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> P4: Runway Blast Pad Turnaround Construction</li> <li><span style="background-color: #cce5ff; border: 1px solid #b3d9ff; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> P5: Runway and Connectors Rehabilitation</li> <li><span style="background-color: #cce5ff; border: 1px solid #b3d9ff; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> P6: Runway and Connectors Shoulder Rehabilitation</li> <li><span style="background-color: #cce5ff; border: 1px solid #b3d9ff; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> P7: Aircraft Apron Construction</li> <li><span style="background-color: #cce5ff; border: 1px solid #b3d9ff; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> P8: GSE Storage Area Construction</li> </ul> | <p><b>Pavement Projects, Landside</b></p> <ul style="list-style-type: none"> <li><span style="background-color: #d4edda; border: 1px solid #c3e6cb; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> P9: Vehicle Service Road Construction</li> <li><span style="background-color: #d4edda; border: 1px solid #c3e6cb; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> P10: Parking Lot Construction</li> <li><span style="background-color: #d4edda; border: 1px solid #c3e6cb; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> P11: Vehicle Access Road Construction</li> </ul> <p><b>Building Facility Projects</b></p> <ul style="list-style-type: none"> <li><span style="background-color: #fff3cd; border: 1px solid #ffeeba; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> F1: ATCT Building Construction</li> <li><span style="background-color: #fff3cd; border: 1px solid #ffeeba; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> F2: ARFF Building Construction</li> <li><span style="background-color: #fff3cd; border: 1px solid #ffeeba; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> F3: Electrical Vault Construction</li> </ul> | <p><b>Support Projects</b></p> <ul style="list-style-type: none"> <li><span style="background-color: #fff9c4; border: 1px solid #fff176; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> S1: Underground Stormwater Vault Expansion</li> <li><span style="background-color: #fff9c4; border: 1px solid #fff176; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> S2: Underground Stormwater Vault Construction</li> <li><span style="border-bottom: 2px dashed black; width: 15px; display: inline-block; margin-right: 5px;"></span> S3: Blast Fence Construction</li> <li><span style="border-bottom: 2px solid black; width: 15px; display: inline-block; margin-right: 5px;"></span> S4: Security Fence Construction</li> <li><span style="color: yellow; font-size: 10px; margin-right: 5px;">●</span> S5: Underground Transformer Installation</li> <li><span style="color: yellow; font-size: 10px; margin-right: 5px;">▲</span> S6: Hydrant Fueling Installation</li> </ul> | <p><b>Previously Completed Projects</b></p> <ul style="list-style-type: none"> <li><span style="background-color: #d3d3d3; border: 1px solid #a9a9a9; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Taxiways Removed under Previous Project</li> <li><span style="background-color: #d3d3d3; border: 1px solid #a9a9a9; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Taxiways Constructed under Previous Project</li> </ul> |
|--|---|--|--|--|



# Preliminary Alternatives

## Alternative 1 (Proposed Action):

- Rehabilitate Runway 14R-32L
- Shift Taxiway B and the taxiway object free area (TOFA) 50–75 feet west to meet 400-foot separation requirements
- Demolish/reconstruct airside and landside infrastructure (i.e., aprons, parking, fencing, hangars, vehicle service road (VSR), aircraft control tower (ATCT) and aircraft rescue and fire fighting (ARFF) facilities)
- Expand and construct stormwater vaults, underground transformers, hydrant fueling, blast fencing and security fencing

## Alternative 2:


- Relocate Runway 14R-32L 50–75 ft east of Taxiway B
- Relocate/reconstruct Runway 14L-32R, Taxiway A, and landside facilities further east to maintain FAA separations
- This alternative may require relocation/reconstruction of at least 12 buildings and hangars on the east side of the airport


## No Action Alternative

- No physical changes


# Environmental Resource Categories to be Analyzed in the EA

During the EA process, the project team will evaluate a broad range of environmental, community, and regulatory resource categories to understand potential project impacts.


 Aviation emissions and air quality


 Biological resources

 Coastal resources


 Department of Transportation Act, Section 4(f) and Land and Water Conservation Fund, Section 6(f)


 Farmlands


 Hazardous materials, solid waste, and pollution prevention


 Historical, architectural, archaeological, and cultural resources


 Land use

 Natural resources and energy supply

 Noise and noise-compatible land use

 Socioeconomics and children's environmental health and safety risks

 Visual effects

 Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

# Preliminary Project Study Area



# Environmental Assessment – Next Steps



# How to Provide Scoping Comments



Comment period opens April 15, 2026

- Attend the Scoping Open House Meeting on April 15, 2026 from 5:30pm-7:30pm PDT
  - Fill out a comment card
  - Provide oral comment to stenographer
- Send written comments via U.S. Mail to:  
Eric Miller, C.M., PMP, ENV SP  
Capital Project Manager  
King County International Airport  
Department of Executive Services  
7277 Perimeter Road South, Suite 200  
Seattle, WA 98108
- Send electronic comments via email to:  
[KCIACommunityOutreach@kingcounty.gov](mailto:KCIACommunityOutreach@kingcounty.gov)

All mail and email comments must be received by 5:00pm PDT on Friday, May 15, 2026

# Comments and questions?



# External Relations Monthly Report

## April 2026

### Meetings & Events Attended

1. Beacon Hill Council Meeting - March 3<sup>rd</sup>, 2026
2. KCIACC Airport Tour - March 19<sup>th</sup>, 2026
3. Duwamish Valley Strategic Plan Open House - March 17<sup>th</sup>, 2026
4. Embry-Riddle KCIA Tour - March 28<sup>th</sup>, 2026

### Upcoming Meetings & Events

1. Museum of Flight First Thursday Tabling – April 2<sup>nd</sup>, 2026
2. Beacon Hill Council Meeting - April 7<sup>th</sup>, 2026
3. South Park Neighborhood Association Meeting – April 14<sup>th</sup>, 2026
4. Airport Way Cleanup – April 15<sup>th</sup>, 2026
5. Taxiway Bravo Environmental Assessment Scoping Public Meeting – April 15<sup>th</sup>, 2026
6. Georgetown Community Council Meeting – April 20<sup>th</sup>, 2026
7. Airport Consortium on Transformation Innovation Event – April 21<sup>st</sup>, 2026
8. Raisbeck High School Airport Tour – April 29<sup>th</sup>, 2026

### Resources

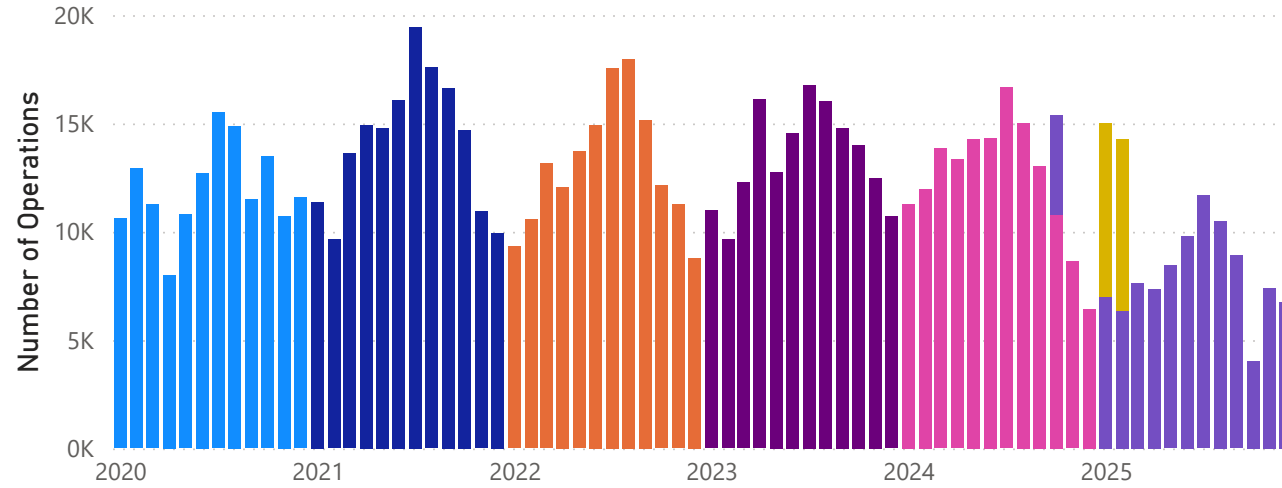
- Taxiway Bravo Environmental Assessment: <https://kingcounty.gov/en/dept/executive-services/transit-transportation-roads/airport/projects/taxiway-b-relocation/nepa>.
- Vision 2045 / Part 150 Website: [kciaplanning.com](http://kciaplanning.com)
- KCIA Construction Projects: <https://kingcounty.gov/en/dept/executive-services/transit-transportation-roads/airport/projects>
- Sign up for Plane talk: <https://public.govdelivery.com/accounts/WAKING/signup/40499>



**King County**  
**International Airport**  
Boeing Field

### Total Flight Operations 2020 - Present

● 2020 ● 2021 ● 2022 ● 2023 ● 2024 ● 2025 ● 2026

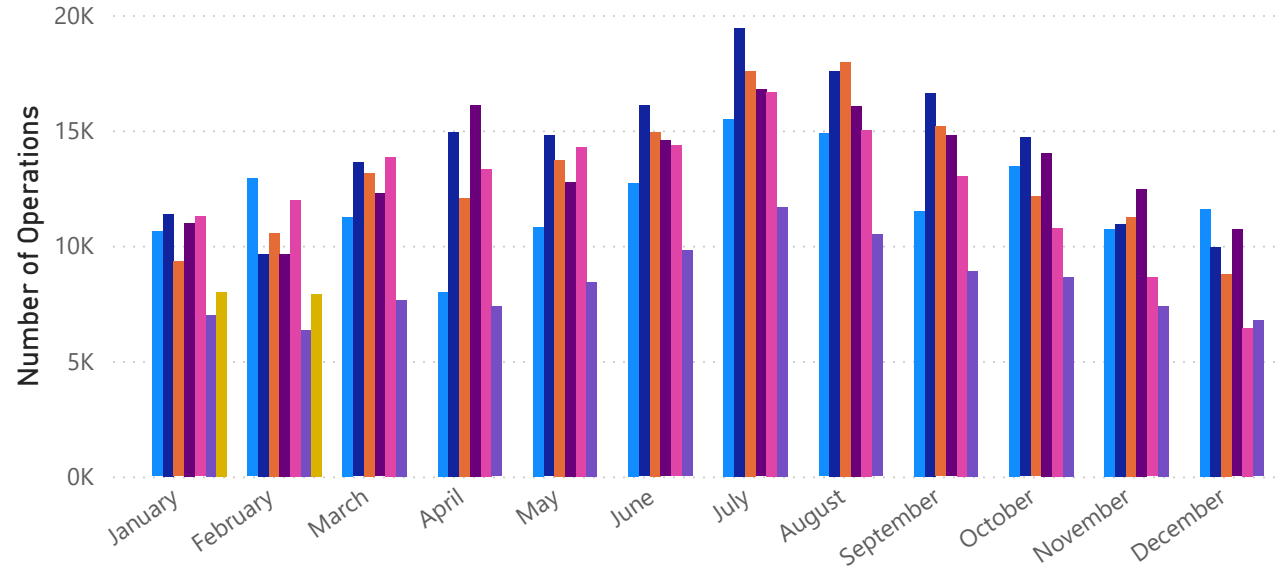


### Total Flight Operations 2020 - Present

Month	2020	2021	2022	2023	2024	2025	2026
January	10,614	11,362	9,309	10,971	11,262	6,995	8000
February	12,908	9,635	10,556	9,634	11,981	6,344	7905
March	11,254	13,612	13,142	12,268	13,846	7,634	
April	7,996	14,925	12,067	16,106	13,334	7,362	
May	10,797	14,774	13,700	12,760	14,283	8,432	
June	12,715	16,072	14,919	14,562	14,338	9,789	
July	15,497	19,449	17,567	16,763	16,657	11,671	
August	14,869	17,575	17,955	16,045	15,017	10,489	
September	11,489	16,625	15,160	14,780	13,029	8,893	
October	13,467	14,686	12,126	14,003	10,763	8,636	
November	10,729	10,925	11,251	12,463	8,625	7,397	
December	11,581	9,929	8,770	10,698	6,424	6,757	
<b>Total</b>	<b>143,916</b>	<b>169,569</b>	<b>156,522</b>	<b>161,053</b>	<b>149,559</b>	<b>100,399</b>	<b>15905</b>

### Total Flight Operations Comparison

● 2020 ● 2021 ● 2022 ● 2023 ● 2024 ● 2025 ● 2026



Year

All

Quarter

All

Month

All

# Count of REQUESTID by CUSTFIELDNAME and CUSTFIELDVALUE

INITIATEDBY  CATEGORY  CUSTFIELDNAME

DATETIMEINIT

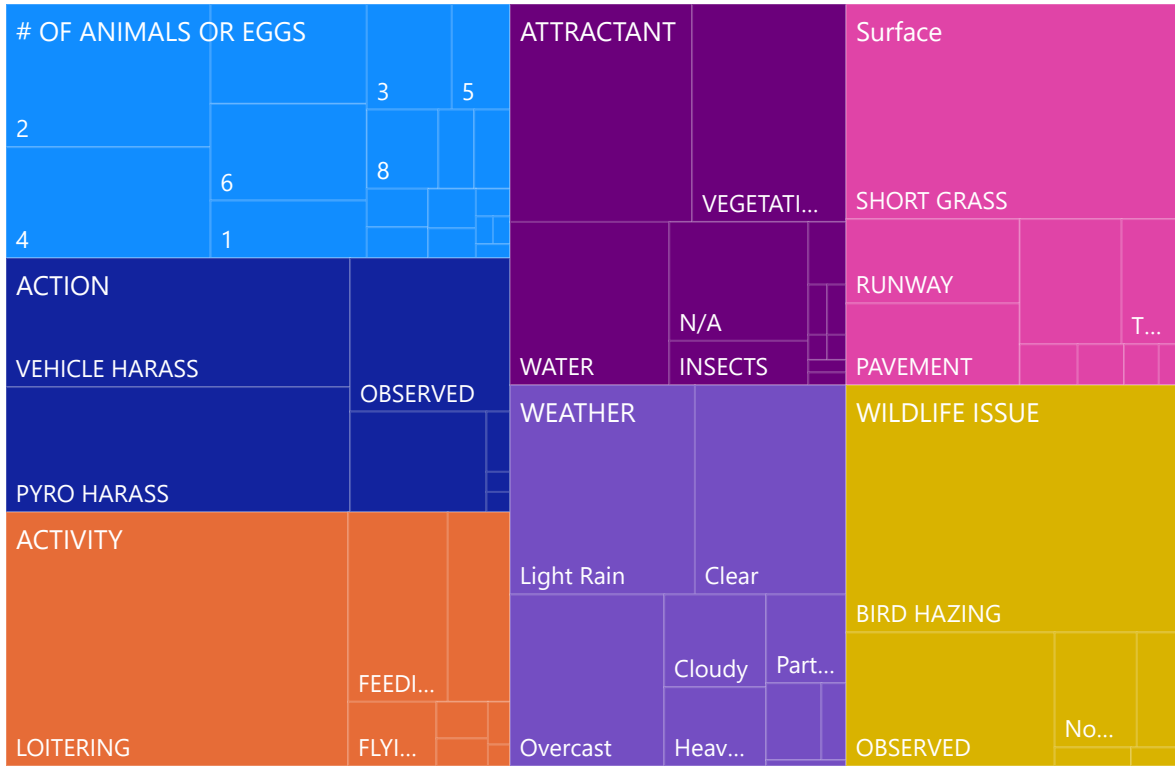
📅 9/26/2025 - 3/25/2026

# 271

Count of REQUESTID

## Number of Logbook Entries Created Over Time

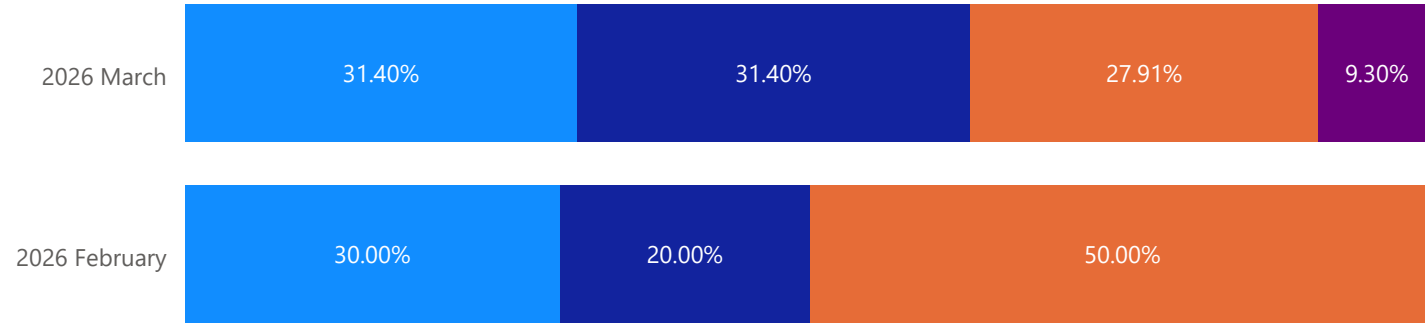
Number of Logbook Entries



REQUESTID	# OF ANIMALS OR EGGS	ACTION	ACTIVITY	ATTRACTANT	Surface	WEATHER	WILDLIFE ISSUE
14916	2	PYRO HARASS	LOITERING	N/A	SHORT GRASS	Overcast	BIRD HAZING
14915	2	PYRO HARASS	LOITERING	N/A	SHORT GRASS	Overcast	BIRD HAZING
14912	5	PYRO HARASS	LOITERING	WORMS	TAXIWAY	Light Rain	BIRD HAZING
14911	6	PYRO HARASS	FLYING LOCAL	WORMS	TAXIWAY	Heavy Rain	BIRD HAZING
14910						Light Rain	BIRD HAZING
14909	2	PYRO HARASS	LOITERING	VEGETATION	SHORT GRASS	Light Rain	BIRD HAZING
14907						Clear	None observed
14905	2	PYRO HARASS	LOITERING	VEGETATION	SHORT GRASS	Clear	BIRD HAZING
14904	2	VEHICLE HARASS	LOITERING	VEGETATION	TAXIWAY	Clear	BIRD HAZING
14903	4	PYRO HARASS	LOITERING	N/A	SHORT GRASS	Clear	BIRD HAZING

## Inspection Types by Month as a Percentage

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



INITIATEDDATE

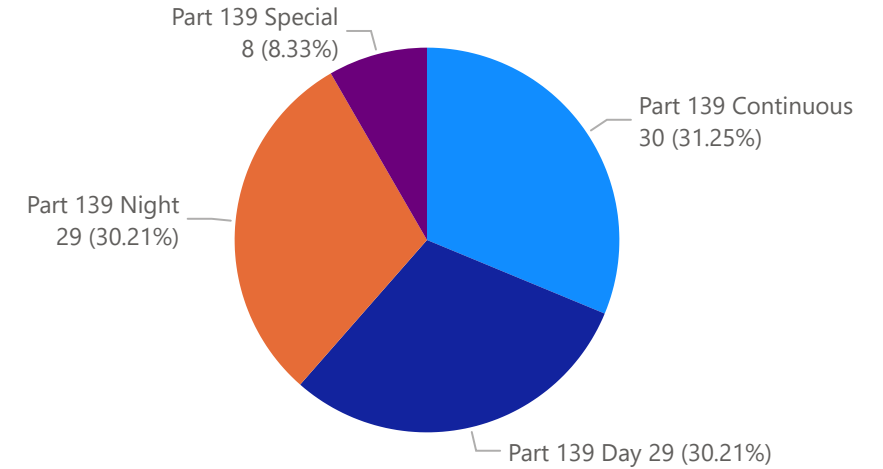
Last  Months

2/26/2026 - 3/25/2026

96

INSPECTIONID

## Part 139 Inspections by Type

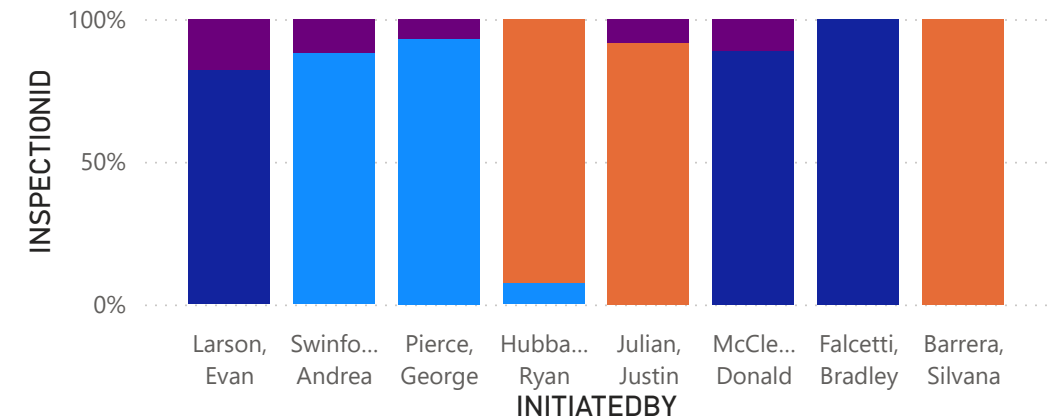


INSPECTIONID	INITIATEDDATE	INSPTEMPLATENAME	INITIATEDBY	INSPECTEDBY	CLOSEDBY	STATUS
<a href="#">8783</a>	03/25/2026	Part 139 Day	Larson, Evan	Larson, Evan	Larson, Evan	CLOSE
<a href="#">8782</a>	03/25/2026	Part 139 Continuous	Pierce, George	Pierce, George	Pierce, George	CLOSE
<a href="#">8781</a>	03/24/2026	Part 139 Night	Hubbard, Ryan	Hubbard, Ryan	Hubbard, Ryan	CLOSE
<a href="#">8780</a>	03/24/2026	Part 139 Day	Larson, Evan	Larson, Evan	Larson, Evan	CLOSE
<a href="#">8779</a>	03/24/2026	Part 139 Continuous	Pierce, George	Pierce, George	Pierce, George	CLOSE
<a href="#">8778</a>	03/24/2026	Part 139 Special	Pierce, George	Pierce, George	Pierce, George	CLOSE
<a href="#">8777</a>	03/23/2026	Part 139 Night	Hubbard, Ryan	Hubbard, Ryan	Hubbard, Ryan	CLOSE
<a href="#">8776</a>	03/23/2026	Part 139 Day	Larson, Evan	Larson, Evan	Larson, Evan	CLOSE
<a href="#">8775</a>	03/23/2026	Part 139 Continuous	Pierce, George	Pierce, George	Pierce, George	CLOSE
<a href="#">8774</a>	03/22/2026	Part 139 Night	Julian, Justin	Julian, Justin	Julian, Justin	CLOSE
<a href="#">8773</a>	03/22/2026	Part 139 Day	Larson, Evan	Larson, Evan	Larson, Evan	CLOSE

Total

## Inspection Types by Employee as a Percentage

Inspection Type ● Part 139 Conti... ● Part 139 Day ● Part 139 Night ● Part 139 Sp...



# All Logbook Entries



## How To Use This Report:

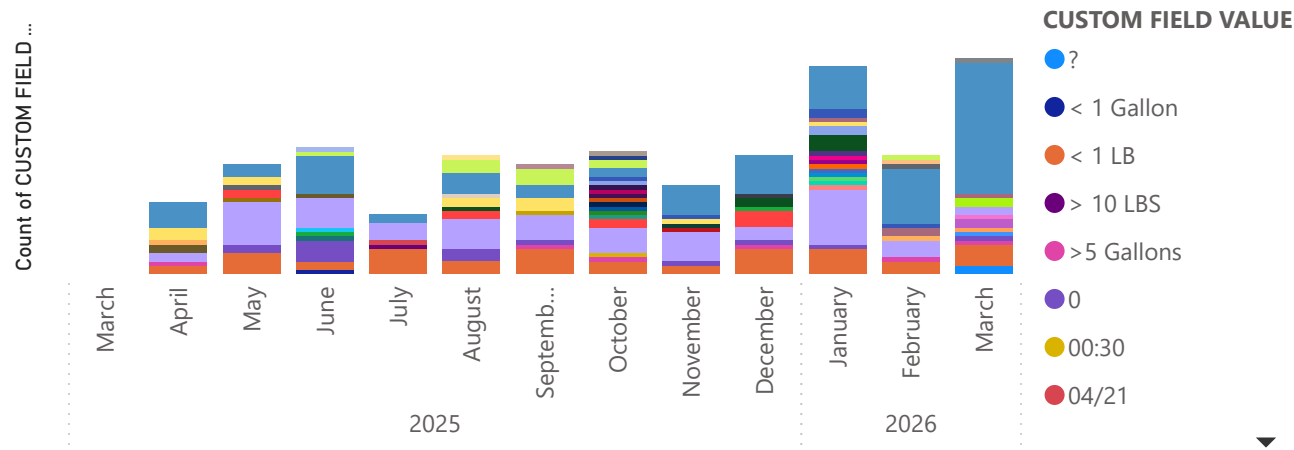
1. Set the Date Range Below.
2. Use the Logbook Drill Down arrows ( V ) to refine the visuals.
3. Use Ctrl+ to select multiple values.
4. Click on the 'Reset Slicers' button above to clear all filters.

Date

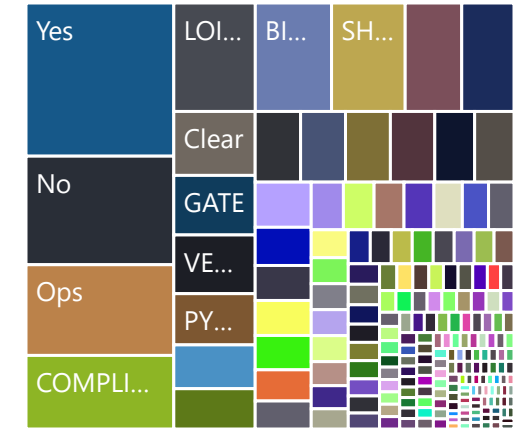
## Logbook Drill Down Slicer

- Aircraft Alert
- Aircraft Incident / Accident / D...
- Engine Run-Up
- Escort
- Fire Alarm - Landside
- FOD
- Fuel Spill
- Gate Usage
- Generator Run
- Hazardous Material Spill

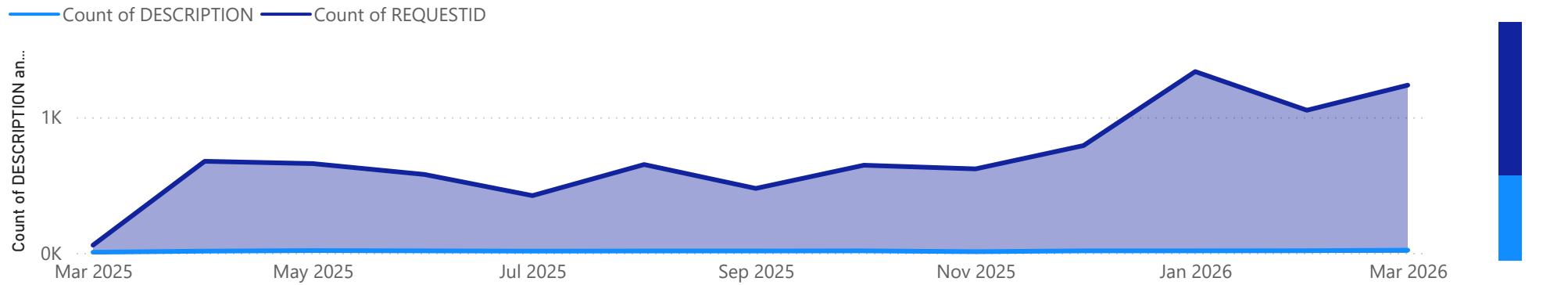
## Count of Custom Field Name and Custom Field Values Over Time



## Count of Custom Field Value and Logbook Entry



## Count of Logbook Description and Logbook Entries Over Time



## Logbook 'Custom Fields' Details

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

Count of Logbook Entries with CF values: **1022**

REQUESTID	# Birds Seen	# Birds Struck	# OF ANIMALS OR EGGS	# of Crew	# of Crew (archived)
14916			2		
14915			2		
14914					
14913					

## General Details Based on 'Description'

(this table will not update based on 'Custom Field' selections)

Count of Logbook Entries based on Description: **1122**

REQUESTID	DATETIMEINIT	DESCRIPTION	STATUS	DETAILS
14916	03/25/2026	Wildlife Issue	OPEN	Hazed geese with pyros
14915	03/25/2026	Wildlife Issue	OPEN	Discovered and hazed t
14914	03/25/2026	Security Inspection	OPEN	Patrolled inspecting all ; doors. Nothing found

**Total**

## Monthly Totals & Trends

**32**

Distinct Households

**59**

Comments

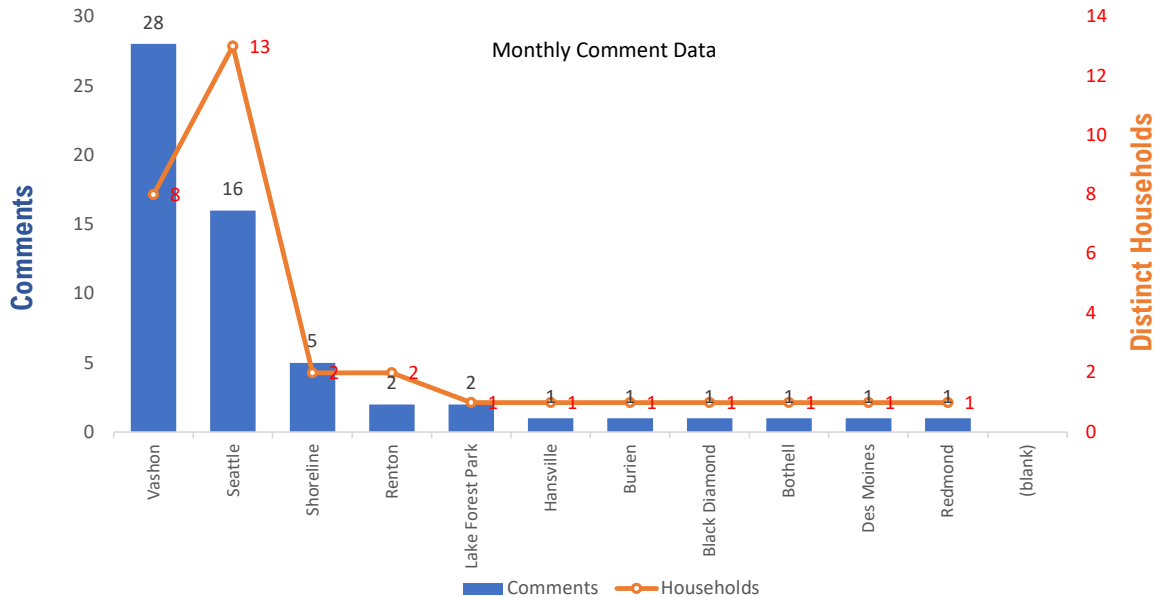
**138**

Comments YTD

**53**

Distinct Households YTD

## Monthly Totals & Trends: By City



CITY	COMMENTS	DISTINCT HOUSEHOLDS	AVG COMMENTS/ HOUSEHOLD
Vashon	28	8	3.5
Seattle	16	13	1.2
Shoreline	5	2	2.5
Renton	2	2	1.0
Lake Forest Park	2	1	2.0
Bothell	1	1	1.0
Hansville	1	1	1.0
Black Diamond	1	1	1.0
Burien	1	1	1.0
Des Moines	1	1	1.0
Redmond	1	1	1.0
<b>Totals</b>	<b>59</b>	<b>32</b>	<b>1.8</b>

## Monthly Totals & Trends

**32**

Distinct Households

**59**

Comments

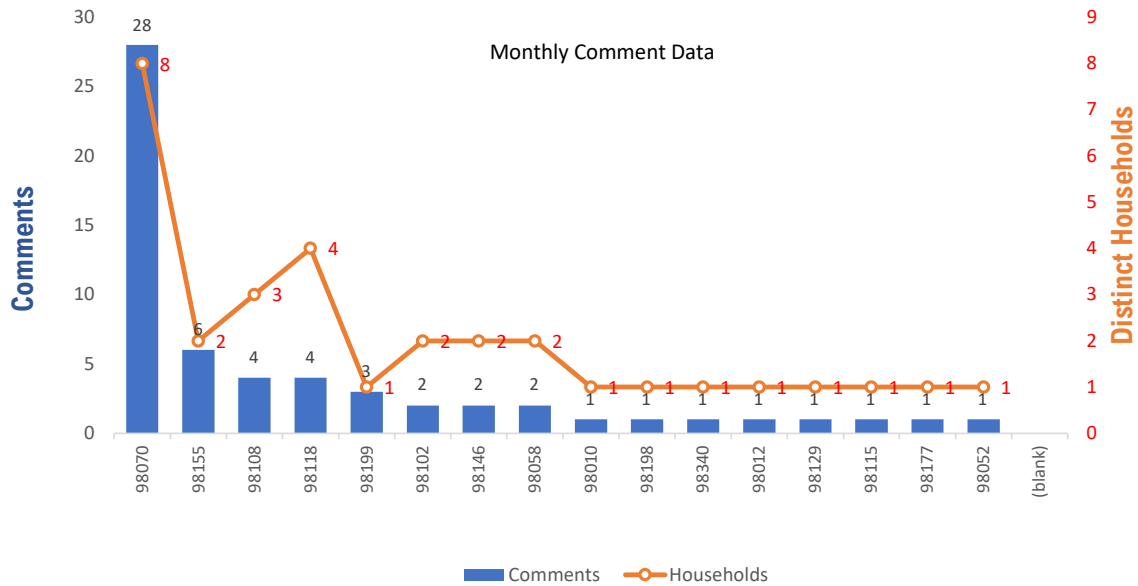
**138**

Comments YTD

**53**

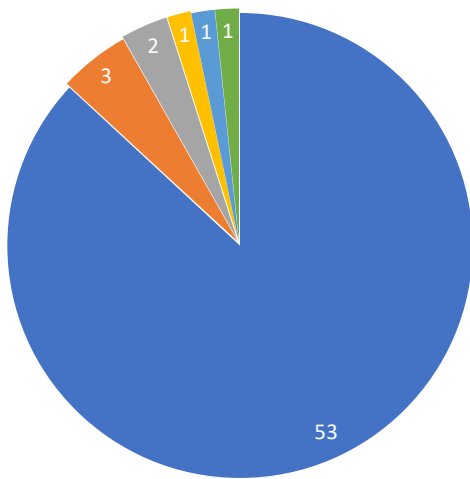
Distinct Households YTD

## Monthly Totals & Trends: By Zip Code



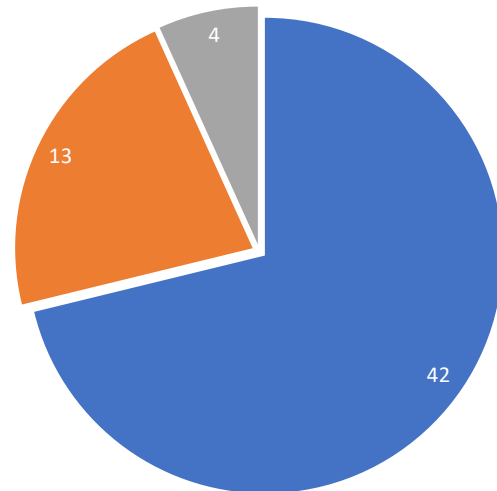
ZIP CODE	COMMENTS	DISTINCT HOUSEHOLDS	AVG COMMENTS/ HOUSEHOLD
98070	28	8	3.5
98155	6	2	3.0
98118	4	4	1.0
98108	4	3	1.3
98199	3	1	3.0
98146	2	2	1.0
98102	2	2	1.0
98058	2	2	1.0
98052	1	1	1.0
98129	1	1	1.0
98010	1	1	1.0
98012	1	1	1.0
98115	1	1	1.0
98198	1	1	1.0
98340	1	1	1.0
98177	1	1	1.0
<b>Totals</b>	<b>59</b>	<b>32</b>	<b>1.8</b>

## Comment Breakdown: Types & Filing Method



■ Loud ■ Unspecified ■ Low ■ Overflights ■ Runups ■ Helicopter

COMMENT TYPE	COMMENTS
Loud	53
Unspecified	3
Low	2
Overflights	1
Runups	1
Helicopter	1



■ Web App ■ Webform ■ Hotline

METHOD RECEIVED	COUNT
Web App	42
Webform	13
Hotline	4

**32**

Distinct Households

**59**

Comments

**138**

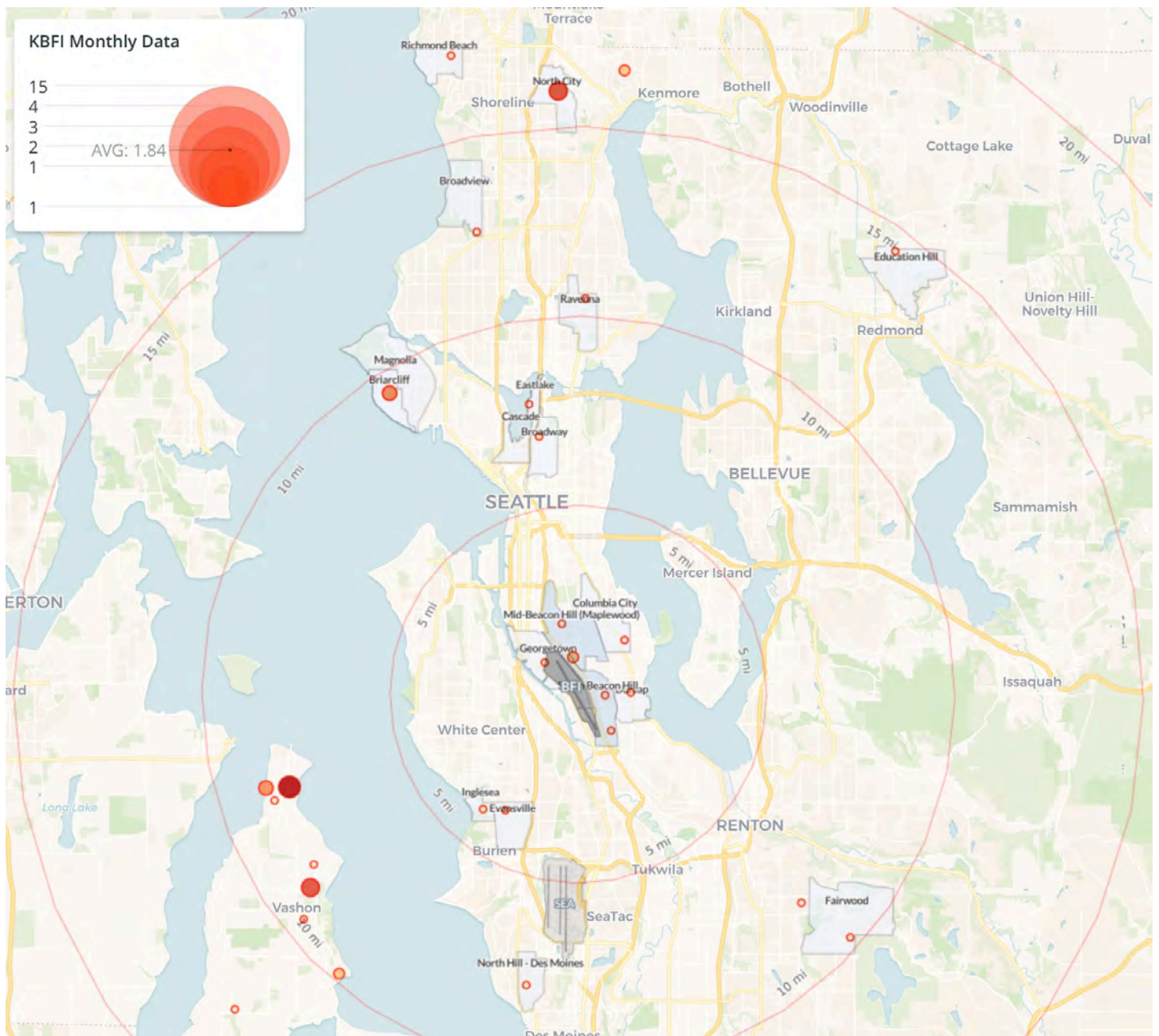
Comments YTD

**53**

Distinct Households YTD

## Noise Comment Map: By City

NOTES: Noise comments from households submitted without valid address information are not depicted on the map.





Number	Name	PM	YTD Actuals	\$ Annual Variance	Annual Forecast KPI %	Key Activities - Current Quarter	Key Activities - Next Quarter	Closely Monitored Issues and Key Risks
1028654	LOOP BLDG REMEDIATION	Cracknell	\$366,826	\$30,000		Final MTCA report will be created this quarter.	Finalization of MTCA report, if not finished in current quarter.	GLY slow to deliver final manifests for waste profiles.
1028662	NORTH BOEING FIELD MTCA	Dumaliang	\$158		0%	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	\$9,695			Ongoing projects. Quarterly Activities managed through sub projects		Ongoing projects. Quarterly Activities managed through sub projects
1120731	AIRPORT FLEET	Fotheringill	\$8,343		0%	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	\$7,616,767		0%	Continue to work on punchlist and warranty items with the contractor.	Complete punchlist, complete final inspections and issue final acceptance. Proceed with the closeout processes for the construction contract and project	Delays with record/as-built drawings
1137242	AIRFIELD ELECTRICAL UPGRADES	Dumaliang	\$110,309			See project details.		Ongoing program. Risks managed through sub projects.
1139512	TAXIWAY B RELOCATION	Miller	\$54,194		0%	Finalize planning report updates, and continue negotiations with selected consultant. Partner with the FAA on funding updates based on the updated planning report.	Continue negotiations for the new ATCT and ARFF station design contract.	FAA Coordination & Funding P&P: Procurement with P&P could result in delays. Permitting: This program will require extensive coordination with KC Permitting which could result in delays if not properly
1139547	WATER AND SEWER MGT SYSTEM	Khalili	\$0			Ongoing program to support the maintenance team	Ongoing program.	Ongoing program. Risks managed through sub projects
1141114	A11 CONNECTOR RECONST	Miller	\$36,223		0%	Continue to work on punchlist and warranty items with the contractor.	Complete punchlist, complete final inspections and issue final acceptance. Proceed with the closeout processes for the construction contract and project	Delays with record drawings and weather delays
1143915	RUNWAY 14R-32L REHAB	Miller	\$192,414		0%	Continue to refine the design alternatives, stormwater system design, and ROM cost estimates. We will also continue to develop and support the NEPA process.	Continue with the NEPA process and begin preparing for an anticipated open house for the NEPA Scoping meeting.	FAA funding and coordination King County Permitting KC P&P
1143948	VISION 2045/PART 150 STUDY	Bartley	\$516,370		0%	V 2045 PAC 11 Final Plan: Feb->April date TBD POH 7 Final Alternatives: Feb->April date TBD  P 150 POH 6 NCP Public Hearing: 01/22	Start or Complete SEPA and NEPA work Start or continue finance summary and other documentation steps  Coordinate with FAA and Council for final approvals	
1143950	AIRPORT PLANNING/SUPPORT	Bartley	\$0		0%	This is a program Scope/Schedule/Cost are managed at sub project level.	This is a program Scope/Schedule/Cost are managed at sub project level.	Most of the budget is contingency for "pop-up" projects so project spend is unknown.
1146188	FSS HVAC SYS REPL & SOLAR	Sanchez Yubero	\$1,000			- 100% Design - 7460 Approval - Permit Approval - Procurement initiation	- ITB - Construction project award	
1150069	ELEVATOR UPGRADES 2025	Bartley	\$179		0%	Work has been delayed due to supplier constraints  Due to start in March but may be delayed more.  Work is scheduled to take 5-7 weeks to complete and will start when fabrication ends and all materials are available.		The service provider will need a laydown area. Currently Gate 3 has been suggested.
1151054	TEMPORARY ARFF BAY	Bartley	-\$15,367		0%	Continue Permit application and SCL application application  Prepare for SCL "shore power" connection, buy materials for in house labor OR contract out.	Move to fully operating steady state of the work.	This is a temporary structure, but because the FAA is requiring this for several years it will exceed time requirements for permitting as a temporary structure. As such, it will be permitted as a permanent structure.  This will be like fitting a square peg into a round hole and comes with a number of risks. Particularly for Permitting (SCL/Civil/Fire)  Current plan is to use as much rental electrical components as possible. This may need to change if they do not meet SCL standard.

**LEASING OPPORTUNITY  
KING COUNTY INTERNATIONAL  
AIRPORT (BOEING FIELD)  
REQUEST FOR INFORMATION**

King County is soliciting information from interested parties for a lease of approximately **160,437 square feet of airside property** at King County International Airport (KCIA), located at **8201 Perimeter Rd. S, Seattle, WA 98108**.

The leasehold includes a cargo warehouse of approximately **36,072 square feet**, two small corporate-size hangars of approximately **5,056 square feet each**, and a small office and storage area of approximately **5,158 square feet**.

The leasehold is exclusively available for **commercial aeronautical and non-commercial aeronautical use**. In addition to continued occupancy and use of the existing improvements, **King County welcomes information on potential redevelopment opportunities**, including redevelopment concepts that enhance the long-term utility and value of the site consistent with airport requirements and applicable regulations.

Interested parties should submit a **statement of interest**, a **description of the proposed commercial aeronautical or non-commercial aeronautical use**, any **redevelopment concept or vision for the site that benefits the airport and surrounding community and how the proposed use supports King County's 2025 Strategic Climate Action Plan**, and qualifications no later than **5:00 p.m. PDT on May 15, 2026** to:

King County Facilities Management Division  
Real Estate Services  
Attn: Gil White  
Gil.White@kingcounty.gov

**Late submissions will not be accepted.**

**LEASING OPPORTUNITY  
KING COUNTY INTERNATIONAL  
AIRPORT (BOEING FIELD)  
REQUEST FOR INFORMATION**

King County is soliciting information from interested parties for a lease of approximately **19,258 square feet of landside property** at King County International Airport (KCiA), located at **7676 Perimeter Rd. S, Seattle, WA 98108**.

The leasehold currently includes an approximately **8,300-square-foot warehouse**.

The leasehold is exclusively available for **non-aeronautical use**. In addition to continued use of the existing improvements, **King County welcomes information on potential redevelopment opportunities** for the site, including concepts that may improve the functionality and long-term value of the property in a manner compatible with airport operations and applicable requirements.

Interested parties should submit a **statement of interest**, a **description of the proposed non-aeronautical commercial use**, any **redevelopment concept or vision for the site that benefits the airport and surrounding community and how the proposed use supports King County's 2025 Strategic Climate Action Plan**, and qualifications no later than **5:00 p.m. PDT on May 15, 2026** to:

King County Facilities Management Division  
Real Estate Services  
Attn: Gil White  
Gil.White@kingcounty.gov

**Late submissions will not be accepted.**

# Runway 14R-32L Rehabilitation and Taxiway B Relocation Environmental Assessment



**King County**  
International Airport  
Boeing Field

**Share input on the scope of the Environmental Assessment (EA) for the runway rehabilitation and taxiway relocation at KCIA**



1 The runway shown in black on the map above, called Runway 14R-32L, is reaching the end of its useful life. The pavement on the runway needs to be rehabilitated to allow for the continued safe operation of aircraft. The taxiway shown in gray on the map, Taxiway B, must be relocated to meet current FAA standards. Some of the project study area is outside of existing KCIA boundaries.

King County International Airport (KCIA) is preparing to rehabilitate its primary runway, Runway 14R-32L, and to relocate Taxiway B 50 to 75 feet west of Runway 14R-32L to meet current FAA standards. KCIA, with the Federal Aviation Administration (FAA), is preparing an Environmental Assessment (EA) in compliance with

the National Environmental Policy Act (NEPA), which will analyze potential environmental impacts from the project. Community members, airport tenants, agencies, and interested parties are invited to attend an upcoming scoping open house meeting to learn more and share input on the scope of the EA.

# Why this project is needed

KCIA last rehabilitated Runway 14R–32L in 2006 and it is reaching the end of its useful life. In addition, Taxiway B is too close to Runway 14R-32L under current FAA standards. To meet today's standards, the taxiway must be relocated 50 to 75 feet west of Runway 14R-32L.

## Project

KCIA proposes to:

- Rehabilitate Runway 14R–32L
- Relocate Taxiway B about 50 to 75 feet to the west
- Complete related improvements, such as:
  - Remove and relocate the airport traffic control tower (ATCT) and aircraft rescue and firefighting (ARFF) building
  - Construct stormwater facilities
  - Relocate a portion of the perimeter fence
  - Tenant and landside mitigation

## Happening now: Environmental Assessment (EA)

The National Environmental Policy Act (NEPA) is a federal law that requires federal agencies to consider environment impacts and disclose those impacts to the public. KCIA will work with the FAA, agencies, local communities, and interested parties to share information and collect input as part of the EA process.

KCIA will consider the input collected during this scoping phase while it develops the EA. Next:

- The project team analyzes potential environmental impacts.
- The project team prepares a Draft EA.
- KCIA and the FAA publish the Draft EA for agency and public review and comment. KCIA will host a second open house at this time.
- The project team responds to comments on the Draft EA and prepares the Final EA.
- KCIA and the FAA publish the Final EA.
- The FAA will issue a Finding of No Significant Impact (FONSI) or the FAA will prepare an Environmental Impact Statement (EIS).

## How to get involved

Join us at the scoping open house. Community members, airport tenants, agencies, and interested parties are invited to learn about the project, ask questions, and share what issues they think the project team should analyze in the EA.

Comments will help shape the scope of the EA.

### In-Person Open House

- **Wednesday, April 15, 2026**
- **5:30 – 7:30 p.m. (PDT)**
- **KCIA Flight Service Station**  
6526 Ellis Avenue S.  
Seattle, WA 98108

### Can't attend the scoping open house?



Scoping open house materials will be available for review online following the event at:  
[kingcounty.gov/airport/taxiway-b-nepa](https://kingcounty.gov/airport/taxiway-b-nepa)

### Submit comments by email to:

[KCIACommunityoutreach@kingcounty.gov](mailto:KCIACommunityoutreach@kingcounty.gov)  
Attn: Eric Miller

### Submit comments by mail to:

Eric Miller  
Capital Project Manager  
King County International Airport  
7277 Perimeter Road South, Suite 200  
Seattle, WA 98108

Submit comments by Friday, May 15, 2026,  
at 5:00 p.m. (PDT)

# Pagsusuri sa Epekto sa Kapaligiran para sa Rehabilitasyon ng Runway 14R-32L at Relokasyon ng Taxiway B



**King County**  
International Airport  
Boeing Field

Ibahagi ang mungkahi tungkol sa saklaw ng Pagsusuri sa Epekto sa Kapaligiran (Environmental Assessment, EA) para sa rehabilitasyon ng runway at relokasyon ng taxiway sa KCIA



1 Makikita sa mapa sa itaas ang runway na kulay itim, na tinatawag na Runway 14R-32L, at malapit na itong palitan dahil luma na ito. Kailangang kumpunihin o ayusin ang pavement ng runway upang patuloy na matiyak ang ligtas na operasyon ng mga sasakyang panghimpapawid. Makikita sa mapa ang taxiway na kulay gray, na tinatawag na Taxiway B, na kailangang ilipat para masunod ang kasalukuyang pamantayan ng FAA. May ilang bahagi ng lugar ng pag-aaral ng proyekto na nasa labas ng kasalukuyang hangganan ng KCIA.

Naghahanda ang King County International Airport (KCIA) na ayusin ang pangunahing runway nito—ang Runway 14R-32L—at ilipat ang Taxiway B nang 50 hanggang 75 talampakan pakanluran mula rito upang masunod ang kasalukuyang pamantayan ng FAA. Kasama ang Federal Aviation Administration (FAA), naghahanda ang KCIA ng Pagsusuri sa Epekto sa Kapaligiran (EA) alinsunod sa Batas sa Pambansang Patakarán sa Kapaligiran (National Environmental Policy

Act, NEPA), upang suriin ang mga posibleng epekto ng proyekto sa kapaligiran. Inaanyayahan ang mga miyembro ng komunidad, mga tenant ng paliparan, mga ahensya, at iba pang interesadong panig na dumalo sa nalalapit na scoping open house meeting (pampublikong pagpupulong para talakayin ang saklaw ng proyekto) upang malaman ang higit pa at magbigay ng kanilang mga komento tungkol sa saklaw ng EA.

# Kung bakit kailangan ang proyektong ito

Huling kinumpuni ng KCIA ang Runway 14R–32L noong 2006, at ngayon ay malapit na itong palitan dahil luma na ito. Bukod dito, masyadong malapit ang Taxiway B sa Runway 14R–32L ayon sa kasalukuyang mga pamantayan ng FAA. Upang matugunan ang mga pamantayan ngayon, kailangang ilipat ang taxiway nang 50 hanggang 75 talampakan pakanluran ng Runway 14R–32L.



## Proyekto

Iminumungkahi ng KCIA na:

- Ayusin ang Runway 14R–32L
- Ilipat ang Taxiway B nang humigit-kumulang 50 hanggang 75 talampakan pakanluran
- Isagawa ang mga kaugnay na pagpapabuti, tulad ng:
  - Alisin at ilipat ang Airport Traffic Control Tower
  - (ATCT) at ang gusali ng Aircraft Rescue and Firefighting (ARFF)
  - Magtayo ng mga pasilidad para sa stormwater
  - Ilipat ang isang bahagi ng perimeter fence
  - Mga hakbang sa pag-iwas sa pinsala para sa mga tenant at sa landside

## Kasalukuyang nagaganap: Pagsusuri sa Epekto sa Kapaligiran (EA)

Ang Batas sa Pambansang Patakarang sa Kapaligiran (NEPA) ay isang pederal na batas na nag-aatas sa mga pederal na ahensya na isaalang-alang ang mga epekto sa kapaligiran at ibunyag ang mga epektong ito sa publiko. Makikipagtulungan ang KCIA sa FAA, mga ahensya, mga lokal na komunidad, at iba pang interesadong panig upang magbahagi ng impormasyon at mangalap ng mga komento bilang bahagi ng proseso ng EA.

Isasaalang-alang ng KCIA ang mga komento na makakalap sa yugto ng scoping habang binubuo nito ang EA. Susunod:

- Susuriin ng project team ang mga posibleng epekto ng proyekto sa kapaligiran.
- Ihahanda ng project team ang Draft EA.
- Ilalathala ng KCIA at ng FAA ang Draft EA para sa pagsusuri at
- pagbibigay ng komento ng mga ahensya at ng publiko. Maghost ang KCIA ng ikalawang open house sa panahong ito.
- Tutugon ang project team sa mga komento tungkol sa Draft EA at ihahanda ang Final EA.
- Ilalathala ng KCIA at ng FAA ang Final EA.
- Maglalabas ang FAA ng Finding of No Significant Impact (Pasya na Walang Malaking Epekto sa Kapaligiran, FONSI) o maghahanda ang FAA ng Environmental Impact Statement (Pahayag ng Epekto sa Kapaligiran, EIS).

## Kung paano makikilahok

Samahan kami sa scoping open house.

Inaanyayahan ang mga miyembro ng komunidad, mga tenant ng paliparan, mga ahensya, at iba pang interesadong panig na alamin ang tungkol sa proyekto, magtanong, at ibahagi kung anong mga isyu ang sa tingin nila ay dapat suriin ng project team sa EA.

Makakatulong ang mga komento sa pagtukoy ng saklaw ng EA.

### Open House na Dadaluhan nang Personal

- **Miyerkules, Abril 15, 2026**
- **5:30 – 7:30 p.m. (PDT)**
- **KCIA Flight Service Station**  
6526 Ellis Avenue S.  
Seattle, WA 98108

## Hindi ka ba makakadalo sa scoping open house?



Magiging available online para sa pagsusuri ang mga materyal ng scoping open house pagkatapos ng event sa: [kingcounty.gov/airport/taxiway-b-nepa](https://kingcounty.gov/airport/taxiway-b-nepa)

## Magpadala ng mga komento sa pamamagitan ng email sa:

[KCIACommunityoutreach@kingcounty.gov](mailto:KCIACommunityoutreach@kingcounty.gov)

Attn: Eric Miller

## Magpadala ng mga komento sa pamamagitan ng koreo sa:

Eric Miller  
Capital Project Manager  
King County International Airport  
7277 Perimeter Road South, Suite 200  
Seattle, WA 98108

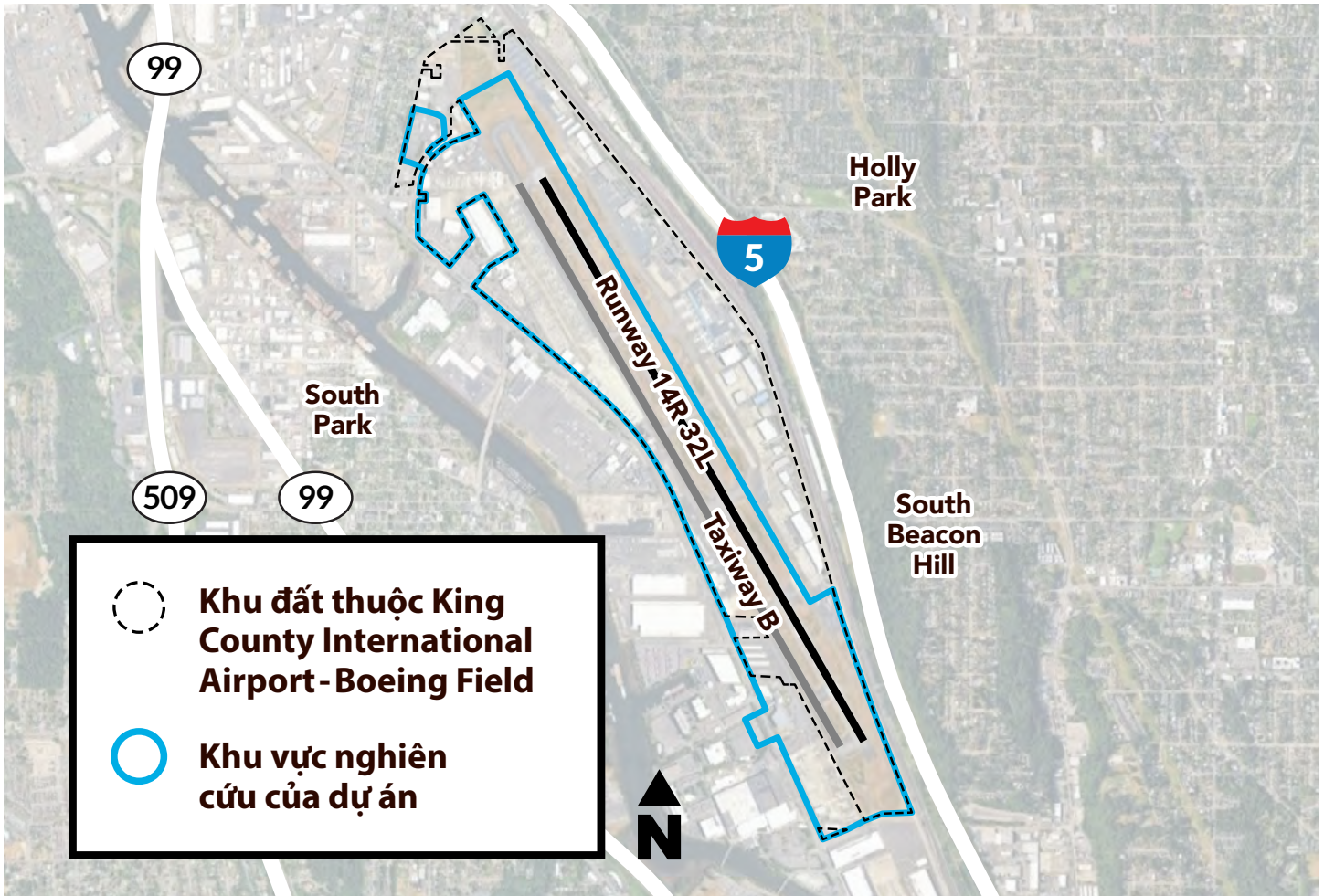
Isumite ang mga komento hanggang Biyernes, Mayo 15, 2026, sa ganap na 5:00 p.m. (PDT)

# Dự án cải tạo Runway 14R-32L và di dời Taxiway B Đánh giá tác động môi trường



**King County**  
International Airport  
Boeing Field

## Góp ý về phạm vi đánh giá tác động môi trường (EA) đối với dự án cải tạo runway và di dời taxiway tại KCIA



Runway 14R-32L, được thể hiện bằng màu đen ở bản đồ phía trên, đã gần đến giai đoạn cuối của vòng đời sử dụng. Bề mặt runway cần được cải tạo để đảm bảo việc vận hành máy bay được tiếp tục diễn ra an toàn. Taxiway B, được hiển thị bằng màu xám trên bản đồ, cần được di dời để đáp ứng các tiêu chuẩn hiện hành của FAA. Một vài phần trong khu vực nghiên cứu của dự án nằm ngoài ranh giới hiện tại của KCIA.

Sân bay Quốc tế quận King (KCIA) đang chuẩn bị cải tạo runway chính, Runway 14R-32L, và di dời Taxiway B sang phía tây của Runway 14R-32L một khoảng cách từ 50 đến 75 feet nhằm đáp ứng các tiêu chuẩn hiện hành của FAA. KCIA, phối hợp với Cục Hàng không Liên bang (FAA), đang chuẩn bị bản Đánh giá môi trường (EA) nhằm tuân thủ

Đạo luật Chính sách Môi trường Quốc gia (NEPA), để phân tích tác động tiềm ẩn đến môi trường của dự án. Trân trọng kính mời thành viên cộng đồng, các đơn vị thuê mặt bằng tại sân bay, các cơ quan và các bên quan tâm tham dự buổi họp sắp tới để tìm hiểu thêm thông tin và đưa ra ý kiến về phạm vi của Đánh giá môi trường (EA).

# Tầm quan trọng của dự án

KCIA tiến hành cải tạo Runway 14R-32L lần cuối vào năm 2006, và hiện runway này đã gần đến giai đoạn cuối của vòng đời sử dụng. Ngoài ra, Taxiway B nằm quá gần Runway 14R-32L theo các tiêu chuẩn hiện hành của FAA. Để đáp ứng các tiêu chuẩn hiện hành, taxiway phải được di dời sang phía tây của Runway 14R-32L một khoảng cách từ 50 đến 75 feet.



## Dự án

KCIA đề xuất:

- Cải tạo Runway 14R-32L
- Di dời taxiway B sang phía tây với khoảng cách 50 đến 75 feet
- Hoàn tất các cải thiện liên quan, chẳng hạn như:
  - Tháo dỡ và di dời đài kiểm soát không lưu sân bay (ATCT) và tòa nhà cứu hộ và chữa cháy máy bay (ARFF)
  - Xây dựng các công trình thoát nước mưa
  - Di dời một phần hàng rào bao quanh
  - Các biện pháp giảm thiểu rủi ro cho người thuê và phía mặt đất

## Các hoạt động đang diễn ra: Đánh giá môi trường (EA)

Đạo luật Chính sách Môi trường quốc gia (NEPA) là đạo luật liên bang yêu cầu các cơ quan liên bang xem xét tác động môi trường và công bố các tác động đó đến công chúng. KCIA sẽ phối hợp với FAA, các cơ quan, cộng đồng địa phương và các bên quan tâm để chia sẻ thông tin cũng như thu thập ý kiến, như một phần của quy trình Đánh giá môi trường (EA).

KCIA sẽ xem xét các ý kiến thu thập ở giai đoạn xác định phạm vi này trong quá trình phát triển bản Đánh giá môi trường (EA). Tiếp theo:

- Nhóm dự án sẽ phân tích tác động tiềm ẩn về môi trường.
- Nhóm dự án chuẩn bị bản dự thảo Đánh giá môi trường (EA).
- KCIA và FAA công bố bản dự thảo EA đến cơ quan để công chúng xem qua và góp ý. KCIA sẽ tổ chức buổi họp lần hai vào thời điểm này.
- Nhóm dự án phản hồi các góp ý về Dự thảo Đánh giá môi trường (EA) và chuẩn bị báo cáo Đánh giá môi trường cuối cùng.
- KCIA và FAA công bố Bản báo cáo đánh giá môi trường cuối cùng.
- FAA sẽ ban hành Kết luận về việc không có tác động đáng kể (FONSI) hoặc FAA sẽ lập Báo cáo đánh giá tác động môi trường (EIS).

## Cách thức tham gia

Hãy tham gia buổi họp về phạm vi dự án cùng chúng tôi. Thành viên cộng đồng, đơn vị thuê mặt bằng tại sân bay, các cơ quan và các bên quan tâm được mời đến tìm hiểu về dự án, đặt câu hỏi và chia sẻ những vấn đề mà nhóm dự án cần phân tích trong Báo cáo đánh giá môi trường (EA).

Các ý kiến đóng góp sẽ giúp định hình phạm vi của bản Đánh giá môi trường (EA).

### Buổi họp trực tiếp

- **Thứ Tư, 15 tháng 04 năm 2026**
- **17:30 - 19:30 giờ (PDT)**
- **KCIA Flight Service Station**  
6526 Ellis Avenue S.  
Seattle, WA 98108

### Quý vị không thể tham dự buổi họp?



Tài liệu trong buổi họp này sẽ được đăng tải trực tuyến để tham khảo sau buổi họp, tại địa chỉ: [kingcounty.gov/airport/taxiway-b-nepa](https://kingcounty.gov/airport/taxiway-b-nepa)

### Gửi góp ý qua email đến:

[KCIACommunityoutreach@kingcounty.gov](mailto:KCIACommunityoutreach@kingcounty.gov)  
Attn: Eric Miller

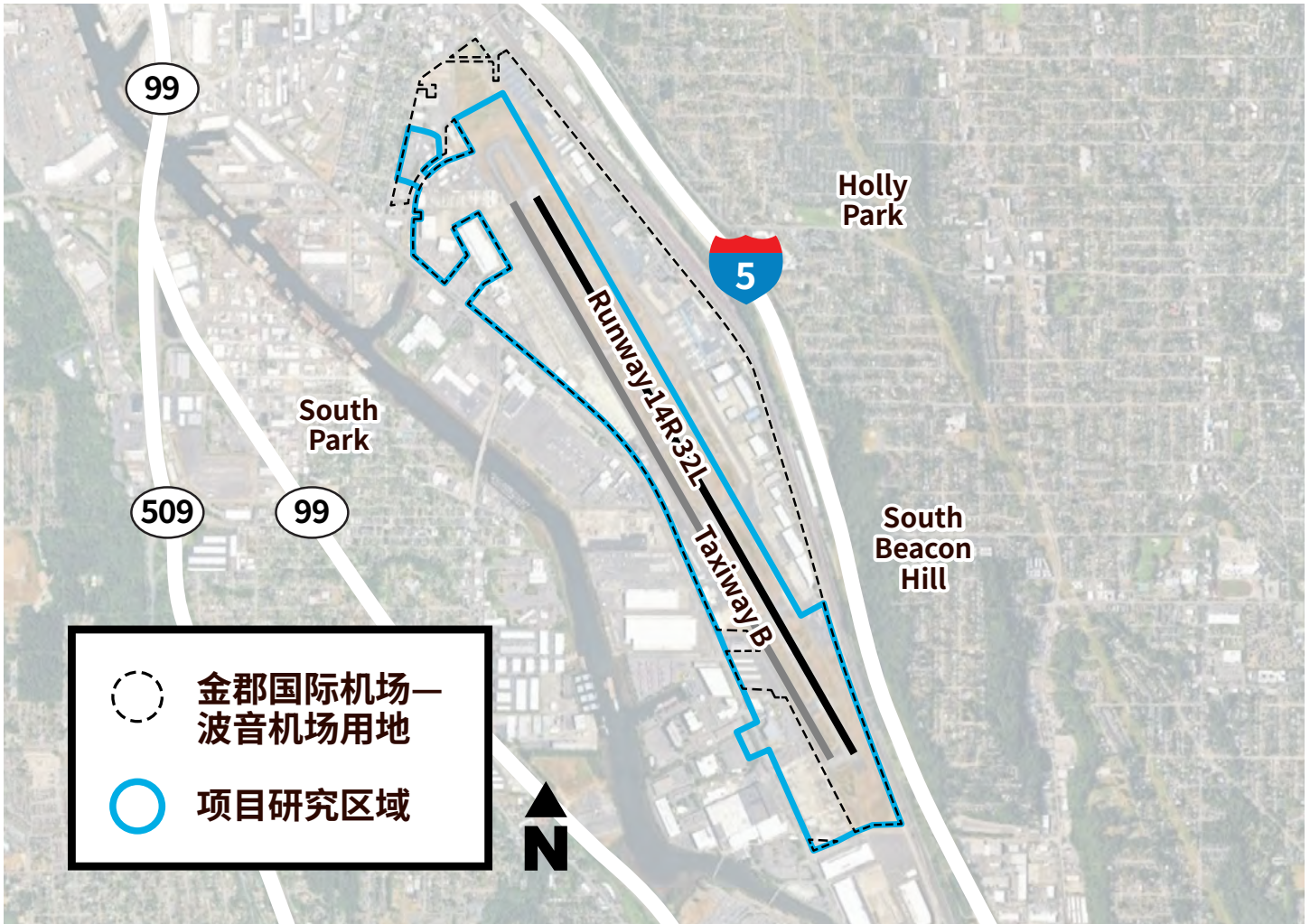
### Gửi góp ý qua đường bưu điện đến:

Eric Miller  
Capital Project Manager  
King County International Airport  
7277 Perimeter Road South, Suite 200  
Seattle, WA 98108

Góp ý vui lòng gửi trước thứ Sáu, ngày 15 tháng 05 năm 2026, lúc 17:00 (PDT)

# 14R-32L跑道修复 及B滑行道迁移工程 环境评估

## 就金郡国际机场 (KCIA) 跑道修复及滑行道迁移工程的环境评估 (EA) 范围分享您的意见



1上图中以黑色标示的跑道名为14R-32L跑道，目前已接近其使用寿命终点。跑道路面需要进行修复，以确保飞机能够持续安全运行。地图中以灰色标示的滑行道（B滑行道）必须进行迁移，以符合FAA的现行标准。本项目的部分研究区域位于KCIA现有边界之外。

金郡国际机场 (KCIA) 正准备对其主跑道——14R-32L跑道进行修复，并将B滑行道迁移至14R-32L跑道以西50至75英尺处，以符合FAA的现行标准。KCIA正与美国联邦航空管理局 (FAA) 合作，依据《国家环境政策法》(NEPA)

编制一份环境评估报告 (EA)，以分析该项目可能产生的环境影响。我们诚邀社区成员、机场租户、相关机构及各利益方参加即将举行的范围界定公开说明会，进一步了解项目情况并就环境评估的范围提出意见。

# 为什么需要这个项目

KCIA上一次对14R-32L跑道进行修复是在2006年，目前该跑道已接近其使用寿命终点。此外，根据FAA的现行标准，B滑行道与14R-32L跑道之间的距离过近。为符合现行标准，该滑行道必须迁移至14R-32L跑道以西50至75英尺处。



## 项目

KCIA拟实施以下措施：

- 修复14R-32L跑道
- 将B滑行道向西迁移约50至75英尺
- 实施相关配套改善工程，例如：
  - 拆除并迁建机场空中交通管制塔台 (ATCT) 以及飞机救援与消防 (ARFF) 大楼
  - 建设雨水管理设施
  - 迁建部分周界围栏
  - 租户及陆侧区域影响减缓措施

## 目前的进展情况： 环境评估 (EA)

《国家环境政策法》(NEPA) 是一项联邦法律，要求联邦机构评估环境影响，并向公众公开这些影响信息。KCIA将与FAA、相关机构、当地社区及相关利益方合作，在环境评估过程中共享信息并征集意见。

KCIA在环境评估过程中，将充分考虑在范围界定阶段征集到的意见。下一步：

- 项目团队将分析潜在的环境影响。
- 项目团队编制环境评估草案。
- KCIA与FAA将发布环境评估草案，供相关机构及公众审阅并提出意见。KCIA将在此期间举办第二场公开说明会。
- 项目团队将对环境评估草案征集的意见作出回应，并编制最终环境评估报告。
- KCIA与FAA将发布最终环境评估报告。
- FAA将发布《无重大影响认定》(FONSI)，或编制《环境影响报告书》(EIS)。

## 怎样参与其中

欢迎参加我们的范围界定公开说明会。我们诚邀社区成员、机场租户、相关机构及各利益方了解项目情况、提问交流，并就项目团队在环境评估中应分析哪些议题提出您的看法。

您的意见将有助于确定环境评估的范围。

### 现场公开说明会

- 2026年4月15日，星期三
- 晚上5:30-7:30 (太平洋夏令时间)
- KCIA飞行服务站  
6526 Ellis Avenue S.  
Seattle, WA 98108

## 无法参加范围界定公开说明会？



范围界定公开说明会的相关材料将在活动结束后提供在线查阅，网址如下：  
[kingcounty.gov/airport/taxiway-b-nepa](https://kingcounty.gov/airport/taxiway-b-nepa)

## 请通过电子邮件提交意见至：

[KCIACommunityoutreach@kingcounty.gov](mailto:KCIACommunityoutreach@kingcounty.gov)  
Attn: Eric Miller

## 请通过邮寄方式提交意见至：

Eric Miller  
Capital Project Manager  
King County International Airport  
7277 Perimeter Road South, Suite 200  
Seattle, WA 98108

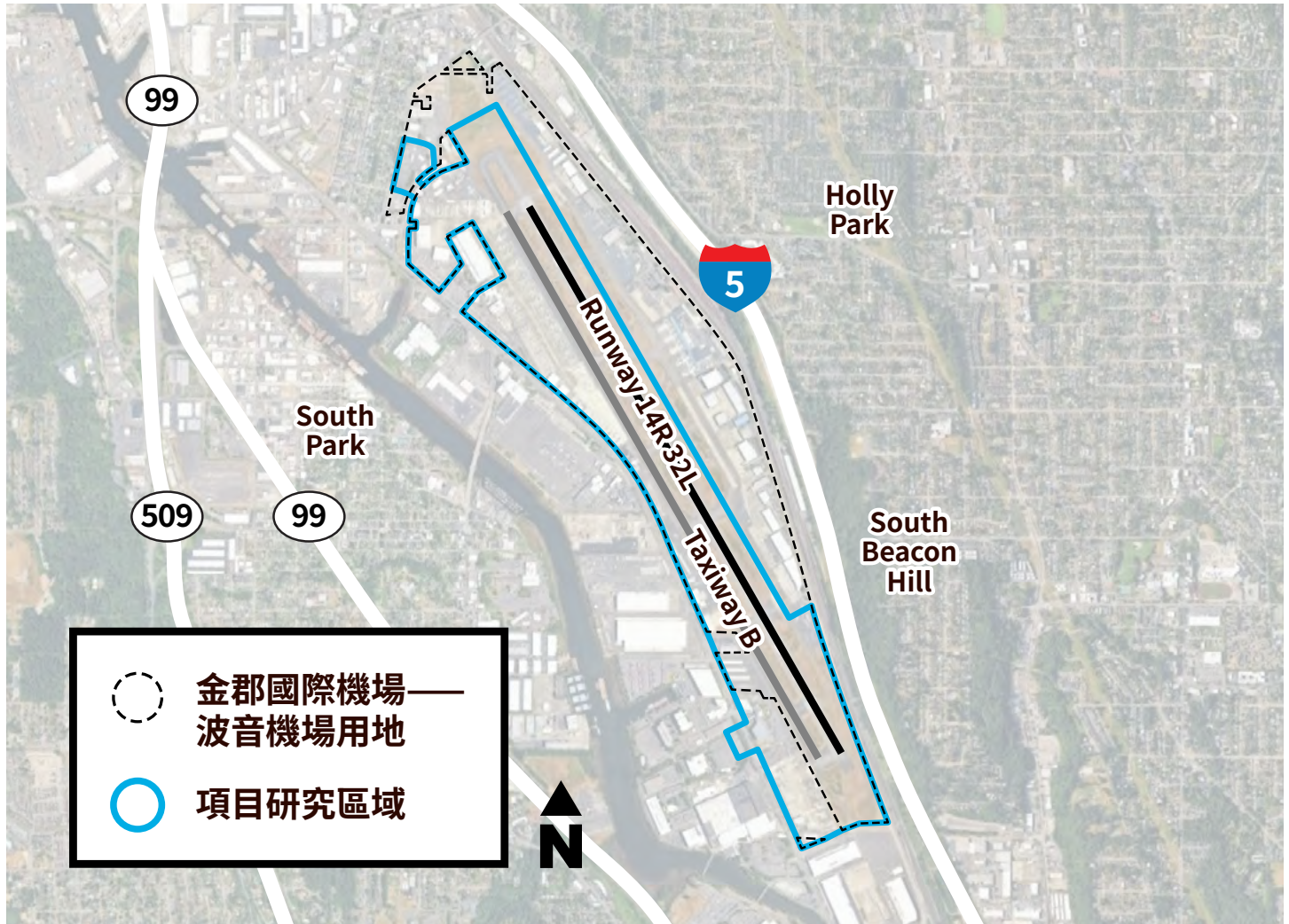
请于2026年5月15日星期五  
下午5:00 (太平洋夏令时间) 前提交意见。

# 14R-32L 跑道整修工程 及 B 滑行道遷移工程 環境評估



**King County**  
International Airport  
Boeing Field

## 就環境評估 (EA) 的範圍提供意見 針對 KCIA 跑道整修及滑行道遷移工程



1 地圖上以黑色顯示的跑道（稱為 14R-32L 跑道）已接近其使用壽命的終點。跑道的鋪面需要進行整修，以確保飛機能夠持續安全運行。地圖上以灰色顯示的滑行道（B 滑行道）必須進行遷移，以符合現行聯邦航空總署（FAA）的標準。本項目部分研究範圍位於 KCIA 現有邊界之外。

金郡國際機場（KCIA）正準備對其主要跑道——14R-32L 跑道進行整修，並將 B 滑行道向 14R-32L 跑道以西遷移 50 至 75 英尺，以符合現行聯邦航空總署（FAA）的標準。金郡國際機場（KCIA）正與聯邦航空總署（FAA）合作，依據《國家環境政策法》（NEPA）準備進行一項環境評估

（EA），以分析該項目可能帶來的環境影響。誠摯邀請社區居民、機場承租單位、政府機構及其他相關利害關係人參加即將舉行的範疇界定開放說明會，了解更多資訊並就環境評估（EA）的範圍提供意見。

# 為何需要此項目

KCIA 上一次對 14R-32L 跑道進行整修是在 2006 年，目前該跑道已接近其使用壽命的終點。此外，根據現行聯邦航空總署 (FAA) 的標準，B 滑行道與 14R-32L 跑道之間的距離過近。為符合現行標準，該滑行道必須向 14R-32L 跑道以西遷移 50 至 75 英尺。



## 項目

KCIA 擬進行以下措施：

- 修復 14R-32L 跑道
- 將 B 滑行道向西遷移約 50 至 75 英尺
- 完成相關配套改善措施，例如：
  - 拆除並遷移機場空中交通管制塔 (ATCT) 以及飛機救援與消防 (ARFF) 建築
  - 建設雨水管理設施
  - 遷移部分周界圍欄
  - 租戶及機場公共場所緩解

## 目前的進展情況：環境評估(EA)

《國家環境政策法》(NEPA) 是一項聯邦法律，要求聯邦機構在決策時考量環境影響，並向公眾公開這些影響資訊。KCIA 將與聯邦航空總署 (FAA)、相關機構、當地社區及其他利害關係人合作，在環境評估 (EA) 過程中分享資訊並蒐集意見。

KCIA 將在編制環境評估 (EA) 過程中，納入本次範疇界定階段所蒐集的意見。下一步：

- 項目團隊將分析潛在的環境影響。
- 項目團隊將準備環境評估草案 (Draft EA)。
- KCIA 與聯邦航空總署 (FAA) 將發布環境評估草案 (Draft EA)，供相關機構及公眾審閱並提出意見。KCIA 將在此期間舉辦第二場開放說明會。
- 項目團隊將回應對環境評估草案 (Draft EA) 的意見，並準備最終環境評估 (Final EA)。
- KCIA 與聯邦航空總署 (FAA) 將發布最終環境評估 (Final EA)。
- 聯邦航空總署 (FAA) 將發布《無重大影響結論》(FONSI)，或改為編製《環境影響聲明》(EIS)。

## 如何參與

歡迎參加範疇界定開放說明會。誠摯邀請社區居民、機場承租單位、政府機構及其他利害關係人參與，了解項目內容、提出問題，並分享他們認為項目團隊應在環境評估 (EA) 中分析的議題。

所提供的意見將有助於確定環境評估 (EA) 的範圍。

### 面對面開放說明會

- 2026年4月15日，星期三
- 傍晚5:30-7:30(PDT)
- KCIA飛行服務站  
6526 Ellis Avenue S.  
Seattle, WA 98108

### 無法參加範疇界定開放說明會？



範疇界定開放說明會的相關資料將於活動結束後上線，供線上查閱，網址如下：  
[kingcounty.gov/airport/taxiway-b-nepa](https://kingcounty.gov/airport/taxiway-b-nepa)

### 請透過電子郵件提交意見至：

[KCIACommunityoutreach@kingcounty.gov](mailto:KCIACommunityoutreach@kingcounty.gov)  
收件人：Eric Miller

### 請通過郵寄方式提交意見至：

Eric Miller  
Capital Project Manager  
King County International Airport  
7277 Perimeter Road South, Suite 200  
Seattle, WA 98108

請於2026年5月15日星期五  
下午5:00 (太平洋夏令時間) 前提交您的意見

# ការវាយតម្លៃផលប៉ះពាល់បរិស្ថានពី ការកែលម្អផ្លូវរត់ 14R-32L ការផ្លាស់ប្តូរទីតាំងផ្លូវតាក់ស៊ី B



## ចែករំលែកមតិយោបល់លើវិសាលភាពនៃការវាយតម្លៃផលប៉ះពាល់បរិស្ថាន (EA) សម្រាប់ការកែលម្អផ្លូវរត់ និងការផ្លាស់ប្តូរទីតាំងផ្លូវតាក់ស៊ីនៅ KCIA



1 ផ្លូវរត់ដែលបង្ហាញជាពណ៌ខ្មៅនៅលើផែនទីខាងលើ ដែលមានឈ្មោះថា ផ្លូវរត់ 14R-32L កំពុងតែឈានដល់ចុងបញ្ចប់នៃអាយុកាលប្រើប្រាស់របស់វាហើយ។ ផ្លូវនៅលើផ្លូវរត់ត្រូវការកែលម្អ ដើម្បីអនុញ្ញាតឱ្យយន្តហោះបន្តប្រតិបត្តិការប្រកបដោយសុវត្ថិភាព។ ផ្លូវតាក់ស៊ីដែលបង្ហាញជាពណ៌ប្រផេះនៅលើផែនទី គឺផ្លូវតាក់ស៊ី B ត្រូវតែផ្លាស់ប្តូរទីតាំងដើម្បីបំពេញតាមស្តង់ដារ FAA បច្ចុប្បន្ន។ តំបន់សិក្សាគម្រោងមួយចំនួនគឺនៅខាងក្រៅព្រំដែន KCIA ដែលមានស្រាប់។

អាកាសយានដ្ឋានអន្តរជាតិខោនធី King (KCIA) កំពុងរៀបចំធ្វើការកែលម្អផ្លូវរត់ចម្បងរបស់ខ្លួន គឺផ្លូវរត់ 14R-32L និងផ្លាស់ប្តូរទីតាំងផ្លូវតាក់ស៊ី B ចម្ងាយ 50 ទៅ 75 ហ្វីតភាគខាងលិចនៃផ្លូវរត់ 14R-32L ដើម្បីបំពេញតាមស្តង់ដារ FAA បច្ចុប្បន្ន។ ទីភ្នាក់ងារ KCIA រួមជាមួយរដ្ឋបាលអាកាសចរណ៍សហព័ន្ធ (FAA) កំពុងរៀបចំការវាយតម្លៃផលប៉ះពាល់បរិស្ថាន (EA) ស្របតាមច្បាប់គោលនយោបាយបរិស្ថានជាតិ

(NEPA) ដែលនឹងវិភាគផលប៉ះពាល់បរិស្ថានដែលអាចកើតមានពីគម្រោងនេះ។ សមាជិកសហគមន៍ អ្នកជួលអាកាសយានដ្ឋាន ទីភ្នាក់ងារ និងភាគីពាក់ព័ន្ធត្រូវបានអញ្ជើញឱ្យចូលរួមកិច្ចប្រជុំកម្មវិធីបើកចំហស្តីពីការកំណត់វិសាលភាពនាពេលខាងមុខ ដើម្បីស្វែងយល់បន្ថែម និងចែករំលែកមតិយោបល់លើវិសាលភាពនៃ EA។

# ហេតុអ្វីបានជាត្រូវការគម្រោងនេះ



KCIA បានកែលម្អផ្លូវរត់លេខ 14R-32L លើកចុងក្រោយក្នុងឆ្នាំ 2006 ហើយវាកំពុងឈានដល់ចុងបញ្ចប់នៃអាយុកាលប្រើប្រាស់របស់វាហើយ។ លើសពីនេះ ផ្លូវតាក់ស៊ី B គឺនៅជិតផ្លូវរត់ 14R-32L ពេក ក្រោមស្តង់ដារ FAA បច្ចុប្បន្ន។ ដើម្បីបំពេញតាមស្តង់ដារសព្វថ្ងៃនេះ ផ្លូវតាក់ស៊ីត្រូវតែផ្លាស់ប្តូរទីតាំងចម្ងាយ 50 ទៅ 75 ហ្វីតភាគខាងលិចនៃផ្លូវរត់ 14R-32L។

## គម្រោង

KCIA លើកសំណើរ៖

- កែលម្អផ្លូវរត់លេខ 14R-32L
- ផ្លាស់ទីផ្លូវតាក់ស៊ី B ប្រហែល 50 ទៅ 75 ហ្វីតទៅខាងលិច
- បញ្ចប់ការកែលម្អពាក់ព័ន្ធផ្សេងៗ ដូចជា៖
  - រុះរើ និងផ្លាស់ប្តូរទីតាំងប៉មត្រួតពិនិត្យចរាចរណ៍អាកាសយានដ្ឋាន (ATCT) និងអគារជួយសង្គ្រោះ និងពន្លត់អគ្គិភ័យយន្តហោះ (ARFF)
  - សាងសង់ប្រព័ន្ធរំដោះទឹកភ្លៀង
  - ផ្លាស់ទីផ្នែកមួយនៃរបងព័ទ្ធជុំវិញ
  - ការកាត់បន្ថយផលប៉ះពាល់សម្រាប់អ្នកជួល និង ផ្នែកខាងក្រៅ

## កំពុងកើតឡើងឥឡូវនេះ៖ ការវាយតម្លៃផលប៉ះពាល់បរិស្ថាន (EA)

ច្បាប់ស្តីពីគោលនយោបាយបរិស្ថានជាតិ (NEPA) គឺជាច្បាប់សហព័ន្ធដែលតម្រូវឱ្យភ្នាក់ងារសហព័ន្ធពិចារណាលើផលប៉ះពាល់បរិស្ថាន និងបង្ហាញផលប៉ះពាល់ទាំងនោះដល់សាធារណជន។ KCIA នឹងធ្វើការជាមួយ FAA ទីភ្នាក់ងារ សហគមន៍មូលដ្ឋាន និងភាគីពាក់ព័ន្ធ ដើម្បីចែករំលែកព័ត៌មាន និងប្រមូលមតិ ដែលជាផ្នែកមួយនៃដំណើរការ EA។

KCIA នឹងពិចារណាលើមតិដែលប្រមូលបានក្នុងដំណាក់កាលកំណត់វិសាលភាពនេះ ខណៈពេលដែលខ្លួនបង្កើត EA។ បន្ទាប់៖

- ក្រុមការងារគម្រោងវិភាគផលប៉ះពាល់បរិស្ថានដែលអាចកើតមាន។
- ក្រុមការងារគម្រោងរៀបចំសេចក្តីព្រាង EA។
- KCIA និង FAA បោះពុម្ពផ្សាយសេចក្តីព្រាង EA សម្រាប់ទីភ្នាក់ងារ និង
- ការពិនិត្យឡើងវិញ និងមតិយោបល់ជាសាធារណៈ។ KCIA នឹងរៀបចំកម្មវិធីផ្តល់មតិយោបល់បើកចំហជាសាធារណៈលើកទីពីរនៅពេលនេះ។
- ក្រុមការងារគម្រោងឆ្លើយតបទៅនឹងមតិយោបល់លើសេចក្តីព្រាង EA ហើយរៀបចំ EA ចុងក្រោយ។
- KCIA និង FAA បោះពុម្ពផ្សាយ EA ចុងក្រោយ។
- FAA នឹងចេញរបាយការណ៍ស្តីពីលទ្ធផលរកឃើញផលប៉ះពាល់មិនគួរឱ្យកត់សម្គាល់ (FONSI) ឬ FAA នឹងរៀបចំសេចក្តីច្រើងការណ៍ស្តីពីផលប៉ះពាល់បរិស្ថាន (EIS)។

## របៀបចូលរួម

ចូលរួមជាមួយយើងនៅក្នុងកម្មវិធីផ្តល់មតិយោបល់បើកចំហជាសាធារណៈ។ សមាជិកសហគមន៍ អ្នកជួលអាកាសយានដ្ឋាន ទីភ្នាក់ងារ និងភាគីពាក់ព័ន្ធត្រូវបានអញ្ជើញឱ្យស្វែងយល់អំពីគម្រោងនេះ សួរសំណួរ និងចែករំលែកបញ្ហាដែលពួកគេគិតថាក្រុមការងារគម្រោងគួរវិភាគនៅក្នុង EA នេះ។

មតិយោបល់នឹងជួយកំណត់វិសាលភាពនៃ EA។

### កម្មវិធីផ្តល់មតិយោបល់បើកចំហជាសាធារណៈដោយផ្ទាល់

- ថ្ងៃពុធ ទី 15 ខែមេសា ឆ្នាំ 2026
- ម៉ោង 5:30 - 7:30 ល្ងាច (PDT)
- ស្ថានីយសេវាកម្មជើងហោះហើរ KCIA  
6526 Ellis Avenue S.  
Seattle, WA 98108

### មិនអាចចូលរួមកម្មវិធីផ្តល់មតិយោបល់បើកចំហបានឬ?



ឯកសារអំពីកម្មវិធីផ្តល់មតិយោបល់បើកចំហនេះ នឹងមានសម្រាប់ពិនិត្យតាមអនឡាញ សូមតាមដានកម្មវិធីនេះនៅ៖ [kingcounty.gov/airport/taxiway-b-nepa](http://kingcounty.gov/airport/taxiway-b-nepa)

### សូមផ្ញើមតិយោបល់តាមអ៊ីមែលទៅកាន់៖

[KCIACommunityoutreach@kingcounty.gov](mailto:KCIACommunityoutreach@kingcounty.gov)  
ផ្ញើជូន៖ Eric Miller

### សូមផ្ញើមតិយោបល់តាមប្រៃសណីយ៍ទៅកាន់៖

Eric Miller  
Capital Project Manager  
King County International Airport  
7277 Perimeter Road South, Suite 200  
Seattle, WA 98108

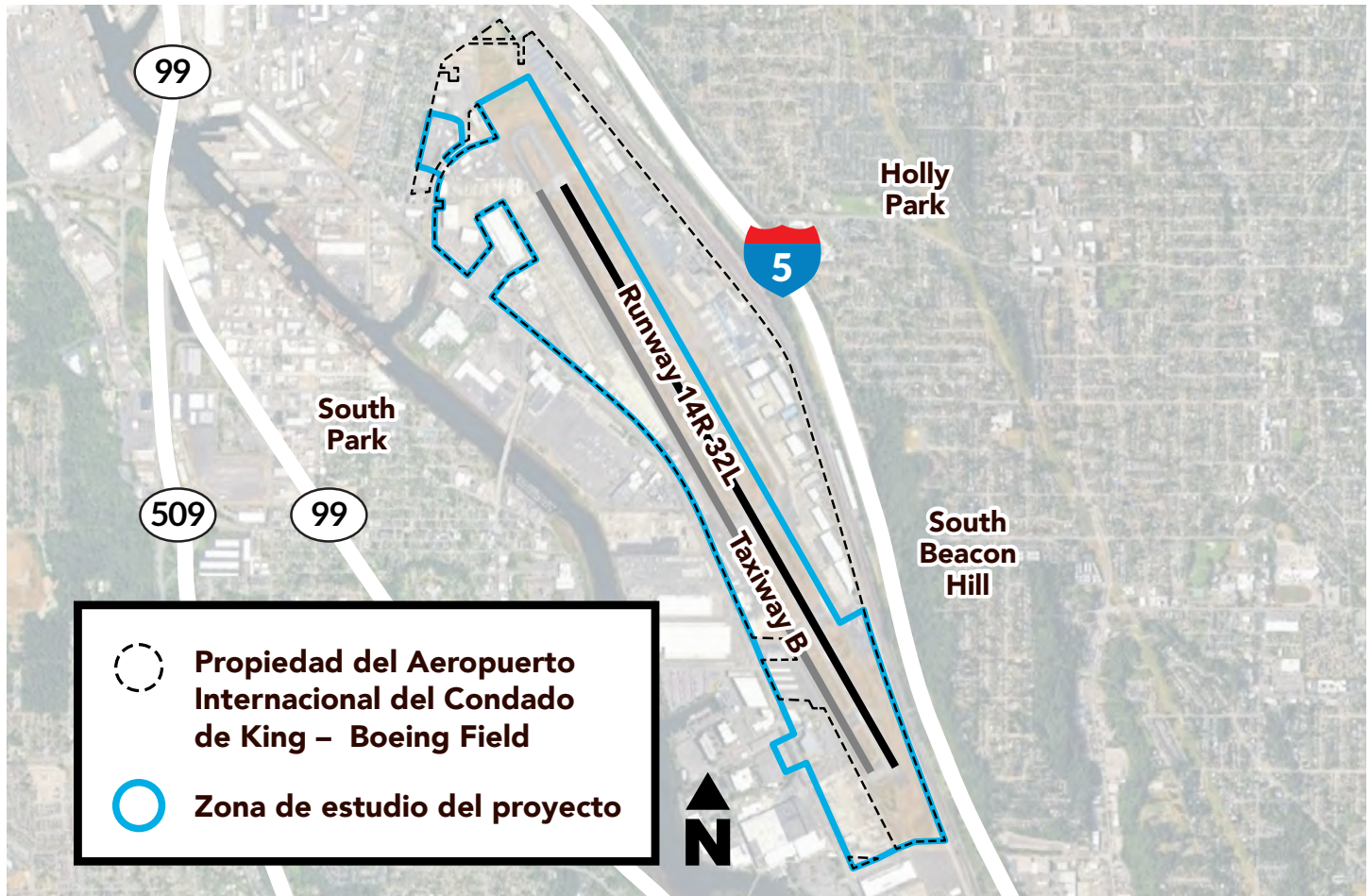
ដាក់ផ្ញើមតិយោបល់ត្រឹមថ្ងៃសុក្រ ទី 15 ខែឧសភា ឆ្នាំ 2026 វេលាម៉ោង 5:00 ល្ងាច (PDT)

# Evaluación Ambiental sobre la Rehabilitación de la Pista 14R-32L y la Reubicación de la Pista de Rodaje B



**King County**  
International Airport  
Boeing Field

## Díganos qué piensa sobre el alcance de la Evaluación Ambiental sobre la rehabilitación de la pista y la reubicación de la pista de rodaje en el KCIA



*1 La pista que aparece en negro en el mapa de arriba, llamada Pista 14R-32L (Runway 14-32L), está llegando al final de su vida útil. Es necesario rehabilitar el pavimento de la pista para que las aeronaves puedan seguir operando con seguridad. La pista de rodaje que aparece en gris en el mapa, Pista de Rodaje B (Taxiway B), debe reubicarse para cumplir con los estándares actuales de la FAA. Parte de la zona de estudio (en azul) se encuentra afuera de los límites actuales del KCIA.*

El Aeropuerto Internacional del Condado de King (KCIA) se está preparando para rehabilitar su pista principal (Pista 14R-32L), y reubicar la Pista de Rodaje B a unos 50-75 pies al oeste de la Pista 14R-32L para cumplir con los estándares actuales de la FAA. El KCIA, junto con la Administración Federal de Aviación (FAA, por sus siglas en inglés), está preparando una Evaluación Ambiental (EA) en cumplimiento de la

Ley de Política Ambiental Nacional (NEPA), la cual analizará los posibles impactos ambientales del proyecto. Se invita a los miembros de la comunidad, inquilinos del aeropuerto, agencias y partes interesadas a asistir a un próximo evento público para obtener más información y compartir sus comentarios sobre el alcance de la Evaluación Ambiental.

# Por qué es necesario este proyecto



El KCIA rehabilitó por última vez la Pista 14R-32L en 2006 y ahora está llegando al final de su vida útil. Además, la Pista de Rodaje B está demasiado cerca de la Pista 14R-32L según los estándares actuales de la FAA. Para cumplir con estos estándares actuales, la pista de rodaje debe trasladarse de 50 a 75 pies al oeste de la Pista 14R-32L.

## Proyecto

El KCIA propone lo siguiente:

- Rehabilitar la Pista 14R-32L
- Trasladar la Pista de Rodaje B de 50 a 75 pies hacia el oeste
- Realizar mejoras correspondientes, como:
  - Retirar y reubicar la torre de control de tráfico aéreo (ATCT) y el edificio de rescate y extinción de incendios de aeronaves (ARFF)
  - Construir instalaciones de gestión de aguas pluviales
  - Reubicar una parte de la cerca perimetral
  - Medidas de mitigación para inquilinos y propietarios

## Lo que está ocurriendo ahora: Evaluación Ambiental (EA)

La Ley Nacional de Política Ambiental (NEPA, por sus siglas en inglés) es una ley federal que requiere que las agencias federales tengan en cuenta los impactos ambientales y los den a conocer al público. El KCIA colaborará con la FAA, con agencias, comunidades locales y partes interesadas para compartir información y recabar opiniones como parte del proceso de la Evaluación Ambiental.

El KCIA tendrá en cuenta los comentarios recopilados durante esta fase de análisis preliminar cuando elabore la Evaluación Ambiental. Seguidamente:

- El equipo del proyecto analizará los posibles impactos ambientales.
- El equipo del proyecto elaborará un borrador de la Evaluación Ambiental.
- El KCIA y la FAA publicarán el borrador de la Evaluación Ambiental para que las agencias y el público lo revisen y hagan sus comentarios.
- En ese momento, KCIA organizará un segundo evento abierto al público.
- El equipo del proyecto responderá a los comentarios sobre el borrador y elaborará la versión final.
- El KCIA y la FAA publicarán la versión final de la Evaluación Ambiental.
- La FAA emitirá una Declaración de Impacto No Significativo (FONSI) o elaborará una Declaración de Impacto Ambiental (EIS).

## Cómo participar

Acompáñenos en el evento público. Se invita a los miembros de la comunidad, a los inquilinos del aeropuerto, a las agencias y a las partes interesadas a informarse sobre el proyecto, hacer preguntas y compartir qué cuestiones creen que el equipo del proyecto debería analizar en la Evaluación Ambiental.

Los comentarios ayudarán a definir el alcance de la Evaluación Ambiental.

### Evento presencial abierto al público

- **Miércoles, 15 de abril de 2026**
- **De 5:30 a 7:30 p.m. (PDT)**
- **Estación de Servicio de Vuelo (Flight Service Station) de KCIA**  
6526 Ellis Avenue S.  
Seattle, WA 98108

### ¿No puede asistir al evento?



Los materiales sobre el alcance del proyecto estarán disponibles por internet después del evento en: [kingcounty.gov/airport/taxiway-b-nepa](https://kingcounty.gov/airport/taxiway-b-nepa)

### Envíe sus comentarios por correo electrónico a:

[KCIACommunityoutreach@kingcounty.gov](mailto:KCIACommunityoutreach@kingcounty.gov)

Attn: Eric Miller

### Envíe sus comentarios por correo postal a:

Eric Miller  
Capital Project Manager  
King County International Airport  
7277 Perimeter Road South, Suite 200  
Seattle, WA 98108

Envíe sus comentarios antes de las 5.00 p.m. (hora del pacífico), el viernes 15 de mayo de 2026.