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Title: Amended King County International Airport Supplemental Rules and Regulations

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Authorities: K.C.C. 2.98 and 15.12.010

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Sponsoring Agency: Department of Executive Services

Signature: _____

Date Signed: _____

I. Findings and Purpose

The Director of King County's Department of Executive Services ("DES"), acting under the authority of King County Code ("K.C.C.") section 2.98 and section 15.12.010, proposes adopting an amendment to the King County International Airport Supplemental Rules and Regulations PFC-7-2-PR, dated May 2, 2025 ("Rules"), providing standards for motor vehicle and aircraft operations at King County International Airport ("KCIA").

The Director finds that adopting the amendment to the Rules ("Amended Rule") is necessary to preserve and promote public safety and operational efficiency of KCIA and its users.

Recently, DES has learned of certain motor vehicle and aircraft operational practices occurring at the Airport that pose a threat to the safe and efficient operation of the Airport. The purpose of the Amended Rule is to address and mitigate the risk of injury to persons and damage to property by amending certain specified Rules. A brief summary of the amended Rules, along with the proposed text, is provided below.

II. Definitions.

Capitalized and abbreviated terms have the meaning provided in the Rules unless specifically defined herein as provided.

III. Policy

A. Motor Vehicle Operations and Lead-In Lines

The proposed Amended Rule amends Section 7 Vehicle and Traffic Regulations and Section 9 Aircraft Operational and Safety Requirements of the Rules. Changes to existing text appear underlined and deletions in ~~striketrough~~. The Amended Rule requires markings on motor vehicles and towed equipment, prohibit vehicles from obstructing security cameras, and require aircraft to be towed and parked on designated lead-in lines. Further, the Amended Rule requires Fixed Base Operators ("FBO") to escort large vehicles and groups of vehicles that transport passengers within the Air Operations Area ("AOA") to and from flights serviced by the FBO to ensure that those vehicles do not park too close to aircraft and leave room for first responders to access the aircraft in case of an emergency. Taken together, the Amended Rule preserves the safety and security of the Airport by ensuring that vehicles and towed GSE (e.g., stairs, GPU's, lav carts, etc.) entering the AOA are identified, by preventing vehicles and aircraft from blocking the view

of security cameras, and by reducing collision hazards from inexperienced drivers. Capitalized and abbreviated terms have the meaning provided in the Rules unless specifically defined herein below.

(1) Vehicle Radio Equipment and Marking Requirements. Section 7.5 of the Rules is hereby amended as follows:

No person shall operate a vehicle or equipment in the Movement Area unless it is equipped with a permanently affixed or mobile two-way radio, or escorted by a vehicle equipped with a two-way radio, for communication with ATC on the approved published frequencies. Vehicles and towed Ground Service Equipment ("GSE") shall have displayed either an amber beacon or an orange and white-checkered flag during the day or amber beacon during nighttime when operating on the AOA. Vehicles and towed equipment ~~should~~ be operating within the AOA must be marked at all times with a placard or decal visible to County personnel from a reasonable distance and indicating the organization or company with which the vehicle or towed GSE is associated and equipped in accordance with the most current version of Advisory Circular 150/5210-5 series, Painting, Marking, and Lighting of Vehicles Used on an Airport.

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

(2) Operations. Section 7.6 of the Rules is hereby amended as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- (3) Air Operations Area.** Section 7.8 of the Rules is hereby amended as follows:

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

Vehicle Operators using the AOA ~~on an irregular basis~~ without a proper and current Airport ID Badge, driver's license, and successful completion of access specific driver training must be escorted by an authorized Vehicle Operator and shall proceed directly to an approved destination(s) on the Airport ("Approved Destination(s)") without entering the Movement Area. The County ~~may~~ will restrict vehicles to a certain area(s) of the AOA. Such restrictions shall prohibit vehicle operations outside the designated area(s).

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

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

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

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

Use of motorhomes, mini-bikes, dirt bikes, all-terrain vehicles, go-carts, golf carts, roller blades, skateboards, tricycles, unicycles, or other similar devices is not

permitted on the AOA without the prior written permission from the Airport Director and must meet the same standards as all other vehicles driven in the AOA. However, use of golf carts and bicycles by Tenants for non-recreational use is permitted for transportation in the Non-Movement Areas.

- (4) Taxiing and Towing Operations.** Section 9.4 of the Rules is hereby amended as follows:

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

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

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

- (5) Parking of Aircraft.** Section 9.6 of the Rules is hereby amended as follows:

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

B. Hot Boarding and Hot Fueling

The proposed Amended Rule amends Section 6 Passenger Terminal Building, Section 9 Aircraft Operational and Safety Requirements, and Section 11 Aviation Fueling of the Rules. Changes to existing text appear underlined and deletions in ~~striethrough~~. To safeguard public health and safety, the Amended Rule prohibits aircraft engines from running while passengers are loading and unloading, and while the aircraft is refueling. Capitalized and abbreviated terms have the meaning provided in the Rules unless specifically defined herein below.

- (1) Aircraft Engine Operation.** Section 6.8 of the Rules is hereby amended as follows:

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

Engines shall not run during passenger loading or unloading.

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

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

(2) Loading/Unloading of Passengers. Section 9.8 of the Rules is hereby amended as follows:

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

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

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

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

(3) Fuel Handling. Section 11.4 of the Rules is hereby amended as follows:

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

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

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

the Airport.

Unless engaging in Rotorcraft Rapid (Hot) Refueling as provided in Section 11.5, Fuel Handling shall not occur while passengers are on board the aircraft unless a ~~passenger loading ramp is in place at the aircraft's cabin door, the door is in the open position, and a qualified attendant is present at the door.~~ the flight is for a military operation or emergency medical transport of a patient. Passenger loading or unloading shall not occur during Fuel Handling unless the flight is for a military operation or emergency medical transport of a patient. No person shall operate any cellphone, radio transmitter, or receiver or switch the transmitter or receiver on or off during Fuel Handling unless said radio transmitter or receiver is designed specifically for such environment.

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

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

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

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

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

Hold down or hold open devices on Refueling Vehicle nozzles are prohibited. For single point fueling, deadman controls or mechanisms shall be utilized and shall remain in safe operating condition and good working order. No person shall deactivate or bypass a deadman control or mechanism at any time. During Fuel Handling, no person shall use any material or equipment which is likely to cause a spark or ignition within 50 feet.

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

- IV. **Scope.** All other Rules shall remain in full force and effect except as specifically amended herein.
- V. **Effective Date.** This rule becomes effective for the Department of Executive Services on 30 days after filing with ARMMS and will replace emergency rule PFC-7-2-1-PR. The King County International Airport is responsible for implementation of this Amended Rule.