APPENDIX M

AGENCY AND PUBLIC ENGAGEMENT

Runway 14R-32L Rehabilitation and Taxiway B Relocation Environmental Assessment (EA) Engagement Report

Engagement Overview

King County International Airport-Boeing Field (KCIA), through the King County Department of Executive Services (Airport Sponsor), and in coordination with the Federal Aviation Administration (FAA), intends to improve specific airport facilities to meet current FAA safety and design standards. The project components (collectively, the Proposed Action) includes but is not limited to:

- Relocating Taxiway B approximately 50 to 75 feet to the west
- Rehabilitating Runway 14R/32L
- Demolishing and/or removal of pavement
- Demolishing and relocating the Air Traffic Control Tower (ATCT) and Aircraft Rescue and Firefighting (ARFF) buildings
- Land acquisition
- Other support project components, such as stormwater facilities and fence construction.

KCIA is preparing an Environmental Assessment (EA) to comply with the requirements of the National Environmental Policy Act (NEPA) and FAA Order 1050.1G. The EA will describe the proposed project and the impacts associated with the implementation of the proposed project on environmental resource categories outlined in FAA Order 1050.1G.

The following report summarizes public engagement for the EA, including a scoping open house in April 2026, and a public meeting for the Draft EA publication in October 2026.

EA Scoping Engagement

Engagement Overview

KCIA hosted an in-person meeting for the scoping phase of the King County International Airport Runway 14R-32L Rehabilitation and Taxiway B Relocation Project on Wednesday, April 15, 2026 from 5:30-7:30 p.m. Pacific Daylight Time (PDT). The meeting was located at the KCIA Flight Service Station (6526 Ellis Avenue S. Seattle, WA 98108) featuring an open house where community members could arrive and depart at their own convenience. The open house provided attendees with an opportunity to learn about the Proposed Action, review the scope of the environmental document, and provide comments on the scope of the EA.

The open house featured display boards with project information, and comment cards for attendees to provide feedback. Display boards outlined the Proposed Action, the purpose and need for the Proposed Action, preliminary alternatives, and identified the environmental resource categories to be analyzed in the Draft EA. Members of the project team were stationed around the display boards, providing subject matter expertise. The project team collected written comments and provided a stenographer to record verbal comments during the meeting.

Following the scoping open house, the project team invited the public to submit comments between April 15 and May 15, 2026. KCIA extended the public comment period through May 29, 2026 at the request of a commenter. Comments were accepted in the following ways:

- By email to KCIACommunityOutreach@kingcounty.gov
- By mail to Eric Miller, Capital Project Manager, King County International Airport, 7277 Perimeter Road South, Suite 200, Seattle, WA 98108.

Outreach and Promotion

KCIA promoted the scoping open house and comment period through email and website updates, a news release, an Airport Roundtable Committee presentation, and postcards mailed to households and businesses within half a mile of KCIA.

Email Outreach

- March 6, 2026: KCIA sent the Plane Talk e-newsletter mentioning the public comment period, open house, and link to the project website.
- March 15, 2026: KCIA sent an email notice of public scoping open house and a link to the project website.
- April 3, 2026: KCIA sent the Plane Talk e-newsletter mentioning the public comment period, open house, and provided a link to the previous Plane Talk e-newsletter with all of the open house information, including a link to the project website.
- April 6, 2026: The project team drafted a community-based organization (CBO) toolkit email that KCIA staff sent out.
- May 4, 2026: KCIA sent the Plane Talk e-newsletter mentioning the public comment period.
- May 7, 2026: KCIA sent notice of the public comment period extension.

Direct Mail

- March 19, 2026: The project team mailed postcards within a half-mile radius of the airport area to residences and businesses advertising the public scoping open house and comment period.

News Release and Presentations

- March 20, 2026: The project team drafted a factsheet, and KCIA staff posted it to the website.
- April 6, 2026: The project team drafted a news release that KCIA staff released the week before the event.
- April 13, 2026: The project team made a presentation at an Airport Roundtable meeting. The Airport Roundtable is an advisory committee is made up of 18 members that make recommendations to the Airport Sponsor regarding Airport issues. These meetings are open to the public and public comments are welcome.

Open House Attendees

Attendees included representatives from neighborhoods, airport tenants, and other interested and affected parties. A total of 56 people attended.

The Runway 14R-32L Rehabilitation and Taxiway B Relocation EA team members in attendance included:

- John Parrott, Airport Director (KCIA)
- David Decoteau, Airport Deputy Director (KCIA)
- Matt Sykora, Airport Business Manager (KCIA)
- Eric Miller, Capital Project Manager, Project Representative (KCIA)
- Troy Chen, Community Engagement Coordinator (KCIA)
- Nada Ramadan, Community Engagement Fellow (KCIA)
- Juile Barrow, Project Team (RS&H)
- Dave Full, Project Team (RS&H)
- Alex Philipson, Project Team (RS&H)
- Lauren Penning, Community Outreach (PRR)
- Gabe Smedes, Community Outreach (PRR)
- Emily Aoki Yamashita, Community Outreach (PRR)
- An Duong, Tiếng Việt Interpreter (PRR)
- Yingwen Robertson, (粵語，普通話）Interpreter (PRR)
- Vannara S. Lim, (ខ្មែរ) Interpreter
- Grace Pino, (Tagalog) Interpreter
- Daniel Ruiz, (Spanish)Interpreter (PRR)
- Kameron Williams, (American Sign Language) Interpreter

Accessibility

KCIA made the meeting and comment period more accessible by offering a variety of methods for providing comment and offering language interpretation services during the meeting. Attendees were invited to provide comments on the environmental resource categories with members of the project team and write comments on comment cards. A stenographer was available during the meeting to capture any verbal comments. Interpreters were available in the room during the meeting and available to members of the public to translate information in American Sign Language Cantonese, Khmer, Mandarin, Spanish, Tagalog and Vietnamese. Additionally, comments were accepted during the comment period via U.S. Mail to the Airport Sponsor as well as through a dedicated email address.

All materials used high contrast graphics and plain language and were compliant with Section 508 of the Rehabilitation Act. The project website is available in English and translatable into all languages identified within the project scope, including Khmer, Simplified Chinese, Spanish, Tagalog, Traditional Chinese, and Vietnamese.

Engagement Analysis

Hosting the scoping open house and engagement during the comment period helped to increase community participation in the Runway 14R-32L Rehabilitation and Taxiway B Relocation EA and build community understanding of the process. KCIA successfully informed the community in

multiple languages and through multiple channels to assist the community in understanding the Proposed Action, engage interested and affected parties, and obtain public feedback on the scope of the analysis. Additionally, KCIA successfully met their named goals of engagement:

Demonstrate that KCIA is working to earn trust, build relationships, and establish clear and reliable channels for ongoing community engagement.

KCIA explained how input would shape the environmental assessment and provided information about future opportunities for engagement. KCIA provided information on who the decision makers were and the scope of the EA.

Ensure community members, tenants, and interested and affected parties are aware of the EA process, opportunities to provide input, and how decision makers will use their input.

KCIA created a community engagement process that informed community members about opportunities to be involved during the scoping process. Attendance at the open house included 56 community members, and KCIA received 23 comments, supporting that audiences were aware of the EA process and opportunities to provide input.

Demonstrate KCIA's commitment to prioritizing community voices, including the voices of community members who have historically been left out of planning processes by making information about the Proposed Action accessible and easy to understand.

KCIA used information from demographic research to develop materials and engagement opportunities accessible to all community members. Interpreters attended the event to be available if translation services were requested. Project materials met accessibility standards, including the use of alt text on digital images and plain language on the website, display boards and handouts. KCIA offered a variety of ways to provide feedback through written comment cards at the scoping open house, through a stenographer at the scoping open house, through an online comment form, and through mail. A mix of both tenants and community members from multiple nearby communities attended.

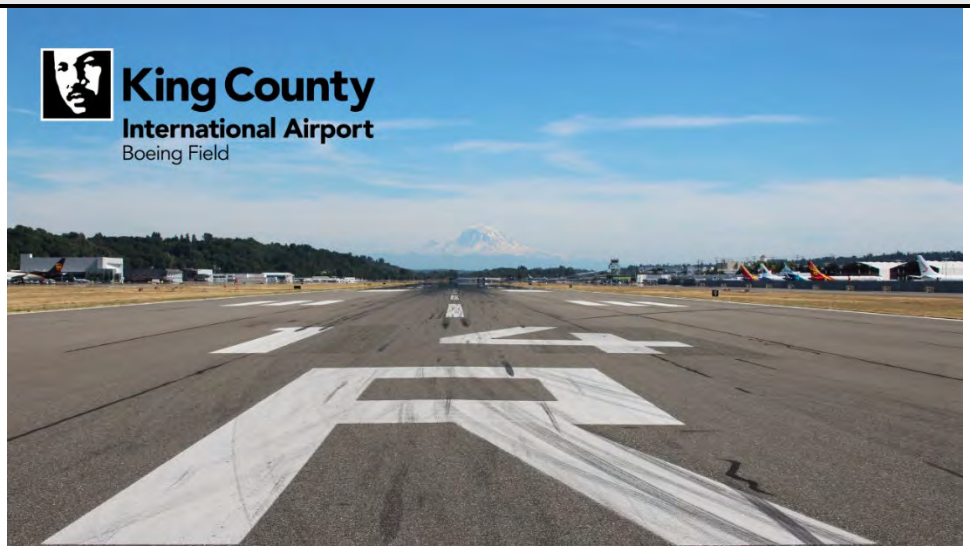
Appendix A – Scoping Open House and Public Comment Period Materials

Platform	Content
Plane Talk article (March 6, 2026)	**Public invited to open house for Taxiway Bravo Project** King County International Airport-Boeing Field (KCIA) invites the community to an open house for the Taxiway Bravo Project on Wednesday, April 15 from 5:30 – 7:30 p.m. at the former Flight Service Station, 6562 Ellis Ave. S. KCIA is working with the Federal Aviation Administration (FAA) to address a long-standing safety issue that will improve the runway-to-taxiway separation between Runway 14R/32L and Taxiway B. The project will: • Rehabilitate Runway 14R/32L • Relocate the taxiway approximately 50 to 75 feet to the west, away from Runway 14R/32L • Relocate and replace the obsolete Air Traffic Control Tower (ATCT) • Relocate and replace the current Aircraft Rescue and Firefighting (ARFF) Station • Assist airport tenants who may lose operational capacity on their leasehold due to this project through multiple means, including land acquisition. Attendees at the open house can learn more about the proposed improvements. They also will have an opportunity to provide input on the issues to be addressed in the Draft Environmental Assessment (EA). The National Environmental Policy Act (NEPA) and FAA Order 1050.1G outline the requirements that must be considered in the preparation of a draft EA. Get more information about the Taxiway Bravo Project.

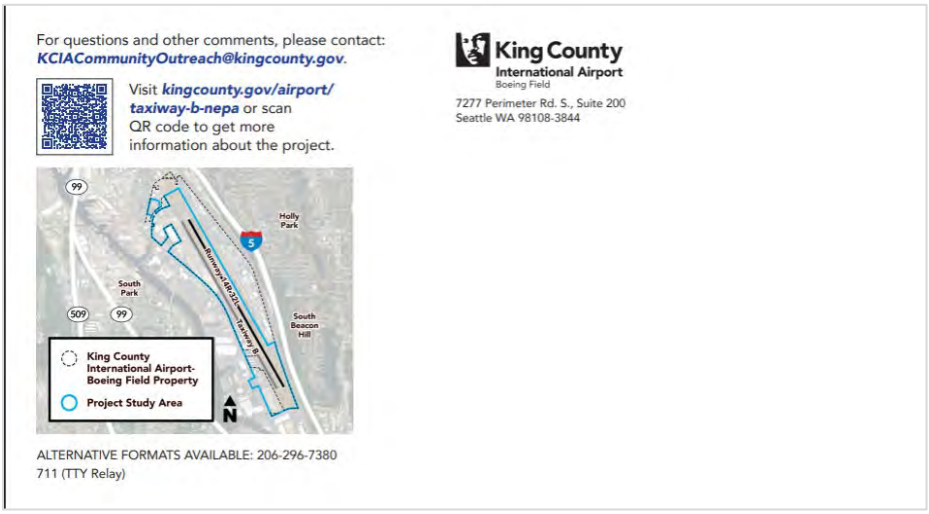
Platform	Content
Notice of scoping open house (GovDelivery, March 15, 2026)	 **King County International Airport / Boeing Field** King County International Airport-Boeing Field (KCIA or Airport), through the King County Department of Executive Services (Airport Sponsor), and in coordination with the Federal Aviation Administration (FAA), intends to undertake a variety of project improvements to meet current FAA safety and design standards at the Airport. Project improvements include rehabilitating Runway 14R/32L and relocating Taxiway B approximately 50 to 75 feet to the west. Other project components include, but are not limited to: • Demolition and removal of pavement • Demolition and relocation of the air traffic control tower (ATCT) and aircraft rescue and firefighting (ARFF) buildings • Land acquisition • Other support project components, such as stormwater facilities and fence construction Pursuant to the requirements of the National Environmental Policy Act (NEPA) and FAA Order 1050.1G, a Draft Environmental Assessment (EA) will be prepared for these project improvements. The Draft EA will describe the project improvements and the impacts associated with the implementation of the project improvements on environmental resource categories outlined in FAA Order 1050.1G. The Airport Sponsor is holding a scoping open house for the public and agencies to provide input regarding the issues to be addressed in the Draft EA. This open house will describe the general characteristics of the project improvements and identify the environmental resource categories to be analyzed in the Draft EA. This meeting, along with the 30-day comment period, will constitute the scoping process for the Draft EA. If an Environmental Impact Statement (EIS) is required by the FAA, this meeting will serve as the scoping session for the EIS. **Meeting details** **Scoping Open House** Wednesday, April 15, 2026 5:30 - 7:30 p.m. KCIA Flight Service Station 6526 Ellis Ave. S. Seattle, WA 98108 Parking is available at the FSS. King County Metro routes 60 and 124 serve the nearest bus stop at Ellis Avenue South and South Warsaw Street.

Platform	Content
	Comments Emailed comments on the scope for the EA may be sent to KCIACommunityOutreach@kingcounty.gov. Comments may also be submitted via U.S. mail to: King County International Airport-Boeing Field ATTN: Eric Miller, Capital Project Manager 7277 Perimeter Rd. S., Suite 200 Seattle, WA 98108 All comments on the Draft EA must be received by **5 p.m. Pacific time on Friday, May 15, 2026**. For more information about the Taxiway B Relocation Project, visit the airport website. To learn more about the EA in detail, visit kingcounty.gov/airport/taxiway-b-nepa.
Plane Talk article (April 3)	**April 15** **Public invited to open house for Taxiway Bravo Project** King County International Airport-Boeing Field (KCIA) invites the community to an open house for the Taxiway Bravo Project on Wednesday, April 15 from 5:30 – 7:30 p.m. at the former Flight Service Station, 6526 Ellis Ave. S. Attendees at the open house can learn more about the proposed improvements. They also will have an opportunity to provide input on the issues to be addressed in the Draft Environmental Assessment (EA). The National Environmental Policy Act (NEPA) and FAA Order 1050.1G outline the requirements that must be considered in the preparation of a draft EA. See last month's Plane Talk for more details.
CBO Toolkit email (April 6)	Community-Based Organization Social Media Toolkit **Purpose:** Provide community-based organizations (CBOs) with tools they can share with members they serve and broader community networks. These materials are intended to help CBOs invite their audiences to participate in an in-person open house for the Runway 14R-32L Rehabilitation and Taxiway B Relocation EA. These toolkits will be shared with community members identified in the Community Engagement Plan. **Suggested email request to community-based organization** *Send March 30, 2026* **Subject line:** KCIA seeks your input: Environmental Assessment for runway rehabilitation and taxiway relocation project Hello [CBO CONTACT], I'm reaching out on behalf of the King County International Airport (KCIA) about a project to rehabilitate Runway 14R-32L and relocate Taxiway B. 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

Platform	Content
	current FAA standards. To meet today's standards, the taxiway must be relocated 50 to 75 feet west of the runway. KCIA will host one opportunity for community members to learn about the project and provide input. Below is a request to share this information with your community. Help us spread the word about an upcoming scoping open house with your networks, newsletters, and social media so people know about the opportunity to weigh in. We hope you will use the ready-to-use language drafted below to share with your networks. To make this easy, we've included a social media post you can copy and share. Posts are available in Khmer, Simplified Chinese, Spanish, Tagalog, Traditional Chinese, and Vietnamese languages. Below are social media posts and attached is a project fact sheet. Please share them with your community through your networks, newsletters, and social media channels. Thank you for helping to share this information with your community. Please let me know if you have any questions or suggestions to make this information easier to access. Warmly, <signature> **Suggested social media post** King County International Airport (KCIA) wants to hear from you! Share input on the scope of the Environmental Assessment for a runway rehabilitation and taxiway relocation at KCIA. 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 Environmental Assessment. Comments will help shape the scope of the Environmental Assessment. • **In-Person Open House:** Wednesday, April 15, 2026, 5:30 to 7:30 p.m. (PDT) KCIA Flight Service Station, 6526 Ellis Ave S., Seattle, WA We encourage you to attend and share your input!

Platform	Content
	

Platform	Content
Plane Talk article (May 4)	**Public comments due by May 15 for Taxiway Bravo project** King County International Airport-Boeing Field (KCIA) is working with the Federal Aviation Administration (FAA) on a project to improve the runway-to-taxiway separation between Runway 14R/32L and Taxiway B, also known as Taxiway Bravo. A Draft Environmental Assessment (EA) will be prepared for the project improvements. The public is invited to comment on the scope of the EA. All comments must be received by 5 p.m. Pacific time on Friday, May 15. **Send emailed comments to:** KCIACommunityOutreach@kingcounty.gov **Send written comments via U.S. mail to:** King County International Airport ATTN: Eric Miller, Capital Project Manager 7277 Perimeter Rd. S., Suite 200 Seattle, WA 98108 The airport hosted a National Environmental Policy Act (NEPA) scoping open house on the project last month. More than 50 people attended. See an overview of the Taxiway B project. Get details on the project environmental assessment, including the presentation (PDF) from the open house. Photo: *Dave Decoteau, deputy director of the airport, talks with attendees of the Public Scoping Open House last month.*
Notice of comment period extension (GovDelivery, May 7, 2026)	 **King County International Airport / Boeing Field** King County International Airport, in coordination with the FAA, has extended the public comment period by two weeks. **Original deadline:** Friday, May 15, 2026 at 5 p.m. Pacific **New deadline:** Friday, May 29, 2026 at 5 p.m. Pacific Materials from the project scoping meeting open house can be found on the airport's website at https://kingcounty.gov/en/dept/executive-services/transit-transportation-roads/airport/projects/taxiway-b-relocation/nepa. **Comments** Emailed comments on the scope for the EA may be sent to: KCIACommunityOutreach@kingcounty.gov Comments may also be submitted via U.S. mail to: **King County International Airport-Boeing Field** ATTN: Eric Miller, Capital Project Manager 7277 Perimeter Rd. S., Suite 200, Seattle, WA 98108

Platform	Content
Postcard (front)	Postcard print dimensions: 11 inches by 6 inches 
Postcard (back)	

Factsheet

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.

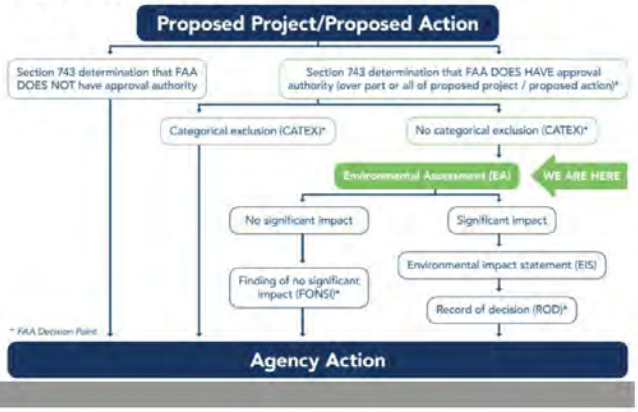
King County International Airport (KCIA) is preparing to rehabilitate its primary runway, Runway 14R-32L, and to relocate Taxiway B 50 to 75 feet west of Runway 14R-32L to meet current FAA standards. KCIA, with the Federal Aviation Administration (FAA), is preparing an Environmental Assessment (EA) in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

Platform	Content

	King County International Airport Boeing Field
	
	## 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
	  • Acquire nearby land needed for the project
	
	## 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 event?
	
	Scoping open house materials will be available for review online following the scoping open house at: ***kingcounty.gov/airport/taxiway-b-nepa***
	
	Submit comments by email to:
	
	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)

News release, March 20, 2026	**Notice of Public Scoping Open House** **King County International Airport – Boeing Field** **Runway 14R-32L Rehabilitation and Taxiway B Relocation** **Environmental Assessment** **Seattle, Washington** King County International Airport – Boeing Field (Airport), through the King County Department of Executive Services (Airport Sponsor), and in coordination with the Federal Aviation Administration (FAA), intends to undertake a variety of project improvements to meet current FAA safety and design standards at the Airport. Project improvements include rehabilitating Runway 14R-32L and relocating Taxiway B 50 to 75 feet to the west. Other project components include, but are not limited to, demolition/removal of pavement; demolition and relocation of the airport traffic control tower (ATCT) and aircraft rescue and fire fighting (ARFF) buildings; land acquisition; and other support project components, such as stormwater facilities and fence construction. Pursuant to the requirements of the National Environmental Policy Act (NEPA) and FAA Order 1050.1G, a Draft Environmental Assessment (EA) will be prepared for these project improvements. The Draft EA will describe the project improvements and the impacts associated with the implementation of the project improvements on environmental resource categories outlined in FAA Order 1050.1G. The Airport Sponsor is holding a scoping open house for the public and agencies to provide input regarding the issues to be addressed in the Draft EA. This scoping open house will describe the general characteristics of the project improvements and identify the environmental resource categories to be analyzed in the Draft EA (the next step in the EA process). This meeting, along with the 30-day comment period, will constitute the scoping process for the Draft EA. If an Environmental Impact Statement (EIS) is required by the FAA, this scoping meeting will serve as the scoping session for the EIS. The scoping open house will be held at the following time and place: Wednesday, April 15, 2026, 5:30 PM – 7:30 PM Pacific Daylight Time (PDT) KCIA Flight Service Station 6526 Ellis Avenue S. Seattle, WA 98108 Emailed comments on the scope for the EA may be sent to the Attention of Eric Miller at: KCIACommunityOutreach@kingcounty.gov Handwritten comments may also be submitted via U.S. mail at: 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 To learn more about the EA, please visit: kingcounty.gov/airport/taxiway-b-nepa Handwritten and emailed written comments must be received by 5:00 PM PDT on Friday, May 15, 2026.

Platform	Content

Airport Roundtable Presentation	King County International Airport Boeing Field
	
	Runway 14R-32L Rehabilitation and Taxiway B Relocation Environmental Assessment Airport Roundtable Presentation
	April 13, 2026
	
	What is NEPA?
	
	King County International Airport Boeing Field with Runway 14R-32L and Taxiway B Overlay. 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
	King County International Airport Boeing Field
	2
	
	The NEPA Process
	 
	
	King County International Airport Boeing Field
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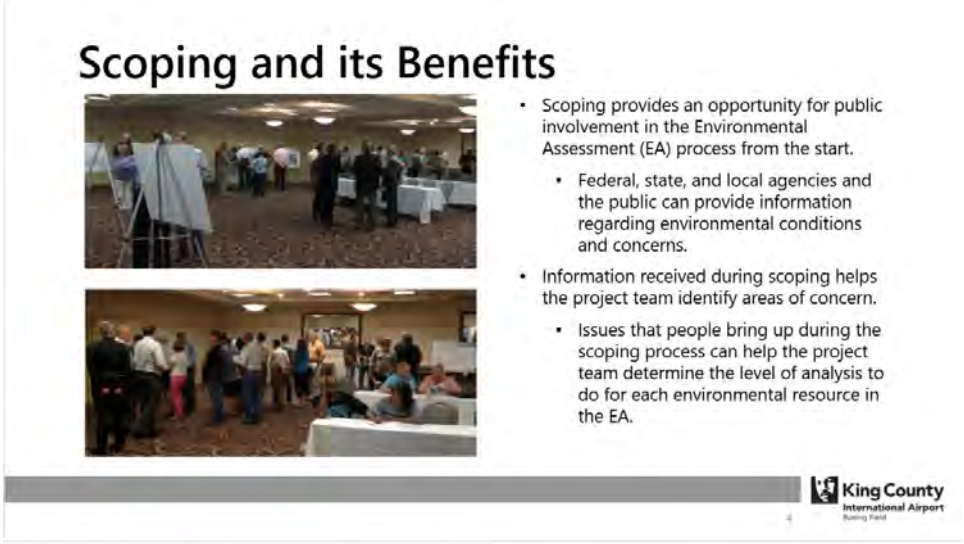
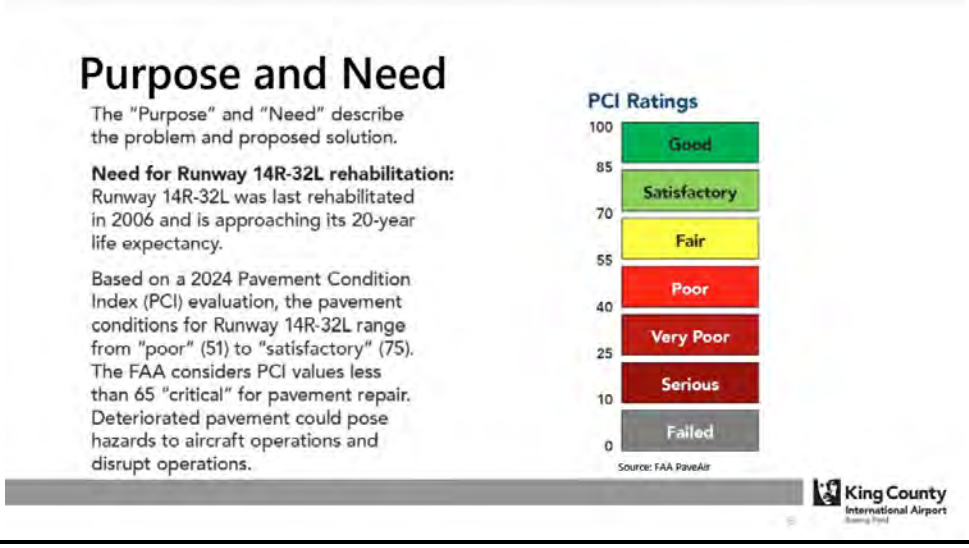
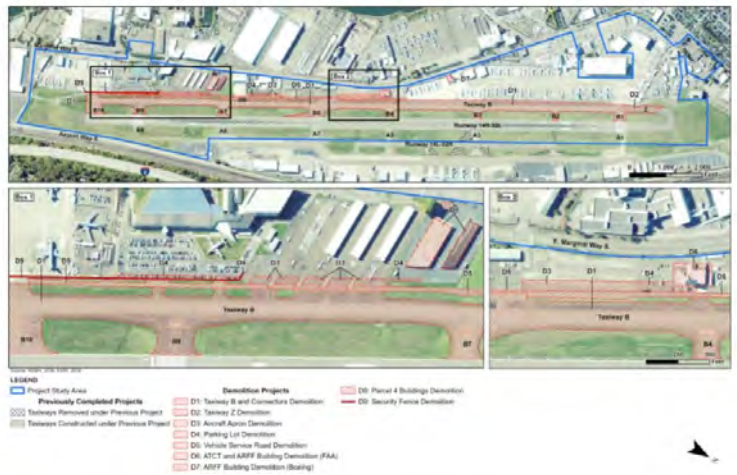
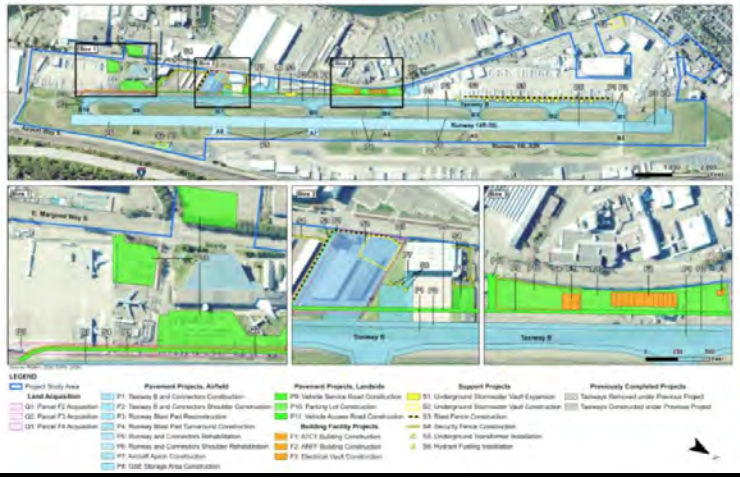
Platform	Content
	 

Platform	Content
	# 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. ## Proposed Action - Demolition  ## Proposed Action - Construction 

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	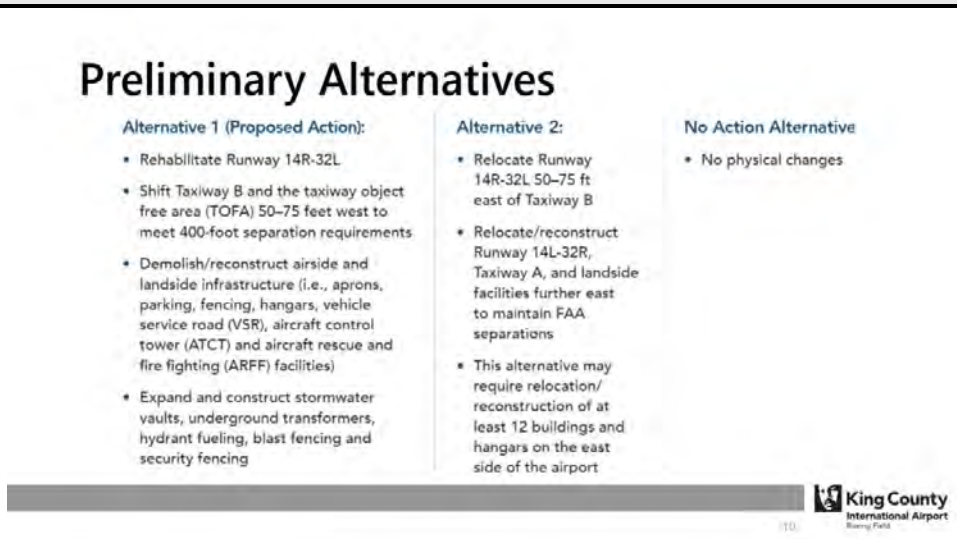 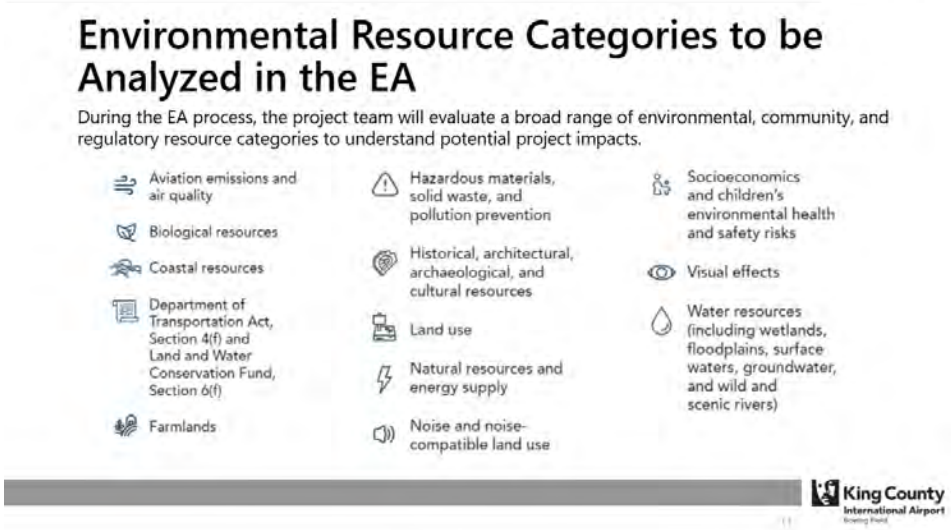

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	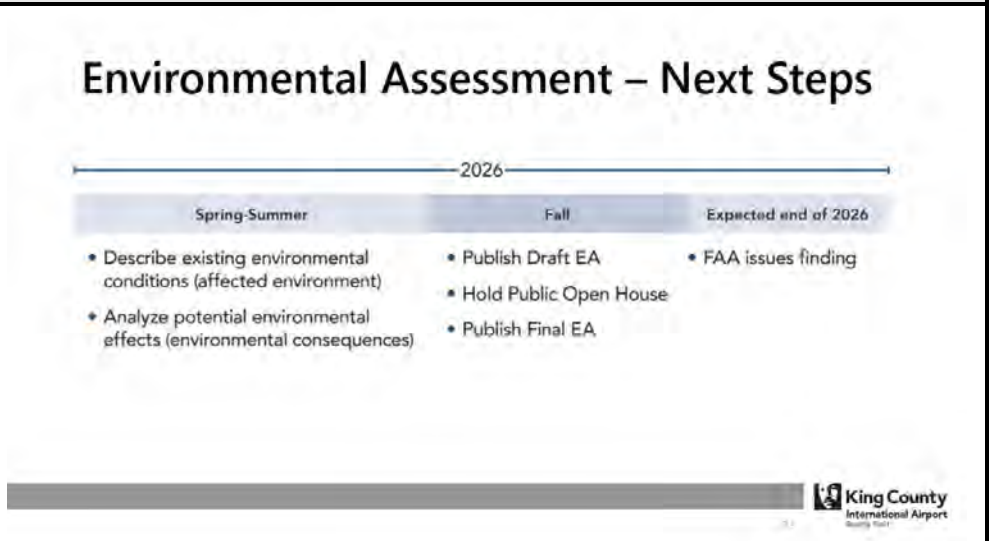

Appendix B – Comments Received During Scoping Comment Period via In-person, via Mail and via Email

Scoping comments received during the scoping period are shown in the table below. Comments that contained attachments can be viewed in Appendix C. Each comment was reviewed and categorized based on whether it pertains to the scope of the EA or falls outside the scope of the EA (identified as "Other"). Analysis of the scoping comments determined to be within the scope of the EA is provided in the following EA sections:

- Purpose and Need (includes FAA Standards / Regulatory) – Section 1.2
- Proposed Action – Section 1.3
- Alternatives – Chapter 2
- Aviation Emissions and Air Quality – Section 3.3.1
- Hazardous materials, Solid Waste, and Pollution Prevention – Section 3.3.5
- Historical, Architectural, Archaeological, and Cultural resources – Section 3.3.6
- Land Use – Section 3.3.7
- Natural Resources and Energy Supply – Section 3.3.8
- Noise and Noise-Compatible Land Use – Section 3.2.2
- Socioeconomics and Children's Environmental Health and Safety Risks – Section 3.3.9
- Visual Effects – Section 3.3.10
- Water Resources (including Wetlands, Floodplains, Surface Waters, Groundwater, and Wild and Scenic Rivers) – Section 3.2.3 for Floodplains, Section 3.2.4 for Wild and Scenic Rivers, Section 3.3.11 for Wetlands, Surface Waters, and Groundwater

Comment		
1	Good evening, My name is Sofia. The airport confirmed in writing that materials from this meeting will only be made available after the meeting. At the same time, the airport's own report shows that this project will have a ripple effect affecting multiple facilities and include planning for tenant relocation. This means the public is being asked to comment on a project with broad and potentially significant impact without having had the opportunity to review the information in advance. The airport also did not provide Zoom or telephone participation, even though those options are used in Airport Roundtable meetings. For a project of this scale and complexity, meaningful participation requires both access to information and access to the process. The issue is not whether information exists, but whether the public had a meaningful opportunity to review and understand it before being asked to comment. I request that this comment be	• Other – Meeting accessibility

Comment		
	included in the official administration record for the NEPA process and any FAA compliance review. Thank You	
2	Thank you for this opportunity to learn about this program and the process. My primary concerns that this KING COUNTY AIRPORT ALLOWS DHS-ICE to use the runways to transport illegally detained immigrants + refugees who have been detained without due process. This cannot be LEGAL!! It is certainly immoral. Shame on the hands-off attitude of KC Airport Admin.	• Other – ICE activity
3	1. The Open House Material + Availability of staff helpful 2. Link to website material helpful. 3. My primary recommendation is to follow the protocol of let EA results drive need for EIS. If EA recommends EIS, create a dedicated scoping document based on public comments & of the EA. Thank you for the open material. Matthew Thomas, Chief Pilot Lakeside Industries, inc (206)612-6969 matthew.thomas@lakesideindustries.com	• Other - Meeting accessibility • Other - NEPA process
4	1. Please have a town hall style meeting the next time you do this. This decentralized structure does not allow the community to hear the questions + concerns of their peers. 2. It would be nice if KCIA focused on being a good neighbor + becoming a model for airports. Using the metrics of FAA + hiding behind their standards has become tedious. You have used this as a shield for 28 years rather than doing the right thing. 3. At a meeting where people are concerned for their homes, have watched their neighbors die due to plane related pollution, and can't even hold a conversation in their backyard due to noise, please be more respectful. Laughing, joking and generally being comfortable or indifferent to the suffering you are causing is a bad look for government entity.	• Aviation emissions and air quality • FAA Standards / Regulatory • Noise and noise-compatible land use • Other - Meeting accessibility
5	Hello. My name is Bob Rinker. Participation in this meeting is limited to those who can attend in person. However, remote participation options such as Zoom and telephone access are routinely provided	• Other - Meeting accessibility

Comment		
	at airport roundtable meetings. For a project involving systemwide impacts and significant planning considerations, participation should be as accessible as possible. I respectfully request that future meetings include remote participation options. Thank you.	
6	My name is Jason. I understand the stated purpose of this project is to meet updated FAA separation standards and enhance safety; however, Boeing Field has safely operated for decades, including regular wide-body aircraft operations, under existing conditions, likely within an FAA approved waiver. Renewing or continuing that approval is reasonable and a proven path. This proposal would shift Taxiway Bravo, relocate infrastructure, displace tenants with a total cost that could approach a billion dollars with -- when fully implemented. That is an extraordinary investment. There has been no clear, data-driven evidence presented showing that the current configuration creates a meaningful or recurring safety risk. A gap between existing conditions and updated design standards alone does not justify this level of disruption and cost before pursuing such a large-scale project, the airport and FAA should prioritize less disruptive alternatives, including operational mitigations or continuation of existing approvals. In short, this is a costly solution without a clearly demonstrated problem. I request that this comment be included in the official administrative record. Thank you.	• FAA Standards / Regulatory • Socioeconomics and children's environmental health and safety risks • Alternatives • Proposed Action • Purpose and Need
7	MELISSA STOREY I respectfully request that the FAA and King County conduct a NEPA review as a two-step process: EA scoping and separate EIS scoping if required, and provide additional public engagement opportunities, including multiple public meetings, advance publication of materials, and remote participation, zoom and teleconference, ensure adequate and structured comment periods, and full transparency regarding project scope, impacts, and funding. My comment is the -- the project will have long-term impacts on general aviation, airport access, and a broader King County airport community. The neighbors I talked to are very concerned about airport noise, if there will be additional higher decibel levels, will there be additional air pollution. And I understand that's all in the environmental impact statement, but I would like to emphasize that the process needs to be followed. You can't combine steps into a single meeting because	• Aviation emissions and air quality • FAA Standards / Regulatory • Noise and noise-compatible land use • Socioeconomics and children's environmental health and safety risks • Alternatives • Other - Meeting accessibility • Other - NEPA process

Comment		
	that's perceived as steamrolling it through. It eliminates the procedural distinction between EA and EIS, and it limits meaningful public participation. And my concern is that it gives inadequate opportunity for public review because I've only met one person who was in the neighborhood here, and I'm a former Boeing employee, and I worked at all these -- the North Boeing Field and the military delivery center, and I can see where expanding the taxiway impacts both those airfields. So, I would like to address a formal request for oversight and council response. So, I'm calling for greater transparency. So -- and having a regular meeting where people can stand up and you testify. This is -- this is a different format I've never seen before, and that's fine. I welcome the opportunity for my voice to be heard, but it's nice in a roomful of people to hear pros and cons in a group setting, so I would like to see that next time. Is there anything you'd like to add? I mean, you have a whole different range of topics. We can give him -- have his comment completely different than mine, so bye-bye.	
8	So, my name's John La Porta, and I'm an airport user and stakeholder. The airport has described this as a safety project, and safety clearly important; however, the airport's own planning report states that relocating Taxiway B will have a ripple effect impacting multiple facilities across the airport requiring relocation or modification of tenant operations. The report outlined a phased capital improvement program including tenant relocation strategies and long-term planning.· This demonstrates that the project is not a simple adjustment, but a broader redevelopment effort with systemwide impacts. Despite this, the airport confirmed that materials for this meeting would only be made available after the meeting today, and participation was limited to those attending in person.· As a result, the public is being asked to comment without the opportunity to review and understand the full scope and implications of the project in advance.· Adequate opportunity for informed public comment is a core component of the NEPA process.· For a project of this scale and complexity, meaningful participation requires advanced access to information.· The issue is not whether information exists, but whether the public had a meaningful opportunity to review and understand it before	• FAA Standards / Regulatory • Land use • Alternatives • Proposed Action • Purpose and Need • Socioeconomics and children's environmental health and safety risks • Other - Funding

Comment		
	being asked to comment. And I request that this comment be included in the official administrative record for the NEPA process and any FAA compliance review. The project is stated as a safety project, but it's a half a million dollar project.· And there's nothing in here saying where King county's going to come up with the money.· And it's actually a billion dollar project according to Erik Utter, so that means that King County needs to come up with a hundred million dollars.· So how are they going to fund this? There's nothing in here that shows how they're going to do it.· Even if the FAA is supplying 90 percent of the billion dollars, that's still a hundred billion dollars that King County's on the hook for.· So it should be itemized and detailed. We've got at least 27 tiedowns going away. Twelve at southwest, fifteen at midfield.· I don't see where they're going to be relocated.· So that's 27 that will virtually disappear.· Then you have 54 tiedowns at the south -- northeast parking that are a runway protection zone.· And John Parrot and Matt Sykora have known about this since 2021.· And since 2021 to 2026, with their permission, UPS has expanded.· Modern Aviation has expanded.· Sky Service has expanded.· And the FAA can take away that runway protection zone today, and instead of the airport managers moving the them down by Modern or Sky Service, that wasn't done. So they're putting them at risk because the FAA can change that designation anytime they want. I petitioned, e-mailed Boeing management to work with the FAA to grandfather the northeast parking where the runway protection zone is, and they told me no.· They're going to wait to see what kind of alternatives come up with Vision 2045.· That doesn't protect them, those people, if the FAA comes in tomorrow because they have a new person and they reinterpret the language and the FAA tells them they gotta go.· So that's 54, plus 12 and 15, 27.· So it's almost 84 tiedown spaces that are going to go away. And there is no plan to put them at the airport. As a matter of fact, when Erik Utter asked John Parrot in -- sometime after 2021 what about the 54 at northeast parking, John Parrot's reply was, "They can go up to Bayview or another airport." Bayview is up in Mount Vernon.· We live here in Seattle.· Just to drive to Auburn is 32 minutes. And that's when the	

Comment		
	traffic is good.· And that's one way.· If you have to drive to Bremerton, that's 54 minutes.· And that's one way when the traffic is good. It's 35 minutes to Everett/Snohomish Paine.· And the airports outside of that are somewhere in between the 35 minutes and 54, like Pierce County, like Tacoma industrial, like Snohomish. MELISSA STOREY:· One of our members have mentioned he would not fly anymore if he couldn't park at Boeing Field. JOHN LA PORTA:· Uh-huh.· So -- yeah, that's true. So Boeing Field, I've been at it since 1973, and I've never seen a management team so anti general aviation since I've been flying here.· They don't protect GA and want to make it freighters and airlines. And what they should actually be doing is making and modeling this airport after Orange County John Wayne Airport. John Wayne Airport has two runways.· They have airlines flying in and out all the time.· They have seven flight schools and three maintenance facilities. The runway -- they don't have a 10,000-foot runway, so instead of modeling it so that it's similar to John Wayne, they want to make it -- they have a bias towards freight and airlines.· That's not correct. Waivers for the Taxiway B could be continued. It's a new standard, so the waiver could still be obtained from the FAA, just like they're currently getting it for northeast parking with the runway protection zone.· So until we actually understand how they're going to finance it, where they're going to replace the people that are losing their tiedowns, it's -- to me, it's not a viable project.· It's not a complete project.· It's a plan for a plan, but it's not a defined plan so that people know where they're going to go when they get displaced from their current location. MELISSA STOREY:· Yeah.· No alternatives have been presented. JOHN LA PORTA:· Yes.· No alternatives have been presented.· And, quite frankly, looking around the airport, there -- Dave Decoteau told me at the aviation conference in February, the only place that there's any space for any more tiedowns is there's ten spaces south of southeast parking next to Sky Service.· So by them not placing those 54 out of northeast next to Sky Service and Modern, that's a disservice.· And it's -- it's against Grant 22. So I think we need hold up until we actually understand where King County's going to come up with the money and	

Comment		
	how it's going to be funded.· And we need it defined as to where people are going to be placed. And if they can't -- if it can't be done, then the project should be stopped unless FAA actually comes in and mandates it.· We should continue the waiver process.	
9	So this is my first meeting of this project.· And I live in Beacon Hill right above the Boeing Field.· So this expansion, whatever they're calling it, I believe is going to impact me and my neighbor.· And so my biggest concern is we've got -- I've got a lot of young neighbors with new families, young families.· And I -- I'm -- I think about the noise that's already exists with the way tings are now, and my concern is that with this new project that it'll -- it'll appeal to more commercial companies to come in, you know, for transportation like, right now UPS is going through there.· DHL is in there.· And so -- so the noise level is going to increase.· The pollution is going to increase.· And I'm wondering, you know, how are they going to measure that during their environment impact. And then, you know, I just think that for the families that have moved or that are living on South Beacon, they're -- they're not in the room, so there's -- I don't believe that there's any special consideration for making sure that they're informed about what's happening in their own neighborhood.· And so I did mention to one of the presenters my concern about that.· And I'm asking them, in the future, could they use Zoom or telephone or something like that so young families that may not be able to get to the meeting can at least be informed in that way. That's it.	• Aviation emissions and air quality • Noise and noise-compatible land use • Socioeconomics and children's environmental health and safety risks • Proposed Action • Other - Meeting accessibility • Other - NEPA process

Comment		
10	Thank you for being here.· So there's -- I have a couple of comments.· Right? I appreciate the timeline regarding the NEPA, and then I moved through this process.· I have some concerns about the -- the runway, the movement of the runway.· Right? If we're going to move it 75 feet to the west, I am concerned about the issue of the impact it would have on the Superfund site. I'm also worried about the fuel farm because apparently there's going to be an expansion of that fuel farm.· So how is it going to be impacted? And then the process of demolition and construction.· I'm worried about the air and the noise. Like, if you're going to demolish all those things, is there going to be some sort of cover or something to maintain the air, the air flow?· And then the traffic, the impact on the community regarding the traffic when the construction begins. Finally -- maybe it's not final -- but if any of the -- the work is going to get done, that they should also, number one, start training people from the communities around here, particularly communities of color, and they should also consider -- not consider, but they should make it kind of mandatory to hire the communities, the community people around that are trained.· So first you gotta train them -- right -- for some of the jobs, and then after they're trained, we'd like to be hired. What else?· But I appreciate this.· And if I have any more comments, I will -- I will write it on e-mail, I guess or whatever.· I will respond through the digital questions.	• Aviation emissions and air quality • Hazardous materials, solid waste, and pollution prevention • Noise and noise-compatible land use • Socioeconomics and children's environmental health and safety risks • Alternatives • Purpose and Need • Other – Job training/workforce opportunities
11	I have some questions and concerns now that I came to the meeting.· I'm not really sure how they will impact this, but I have three bullet points. I have questions about the change at the end of the taxiway.· I heard that it's -- the design of it's changing, and so it seems like there could be more noise if the planes are turning around, where the map shows, so I'm just curious about that change. I have a question about the light tower and where would the lights be visible once that's built. And the last one was around the environmental study.· I saw that there's different categories that are going to be studied.· And I'm curious to know about the impact of those during construction, but also what is the result after project implementation. So I feel like I need to look at the website further, but, initially, those are my questions.	• Noise and noise-compatible land use • Visual effects • Proposed Action

Comment		
12	Okay. So right now I'm referencing the slide that they showed us: FAA order 1050.1 G resource categories. These are around environmental community and regulatory categories that they will be monitoring. I want to advise that I would like them to use the environmental health disparities map as a source of data and to also reference the HEAL Act -- HEAL is spelled H-E-A-L, which is the Health Environment for All Act -- as part of their studies. I would like that to be referenced. Okay. The other thing, too, is I was looking at the map that they shared on the flyer. And in particular, it was a slide that they showed called "Preliminary Project Study Area," and I wanted to highlight some of the health disparities that these communities are facing on either one -- on either side of the runway. When we look to the right of the runway, we see Holly Park, South Beacon Hill, all of that area is covered in green. When you look on the left side, you see that there's less green and also more gray. So this is more industrial. There's more concrete, less green spaces, less tree canopies. What they're proposing is to move the taxiway closer to these communities, in particular, the communities of Georgetown and South Park are called frontline communities. These are communities that are highly impacted by health disparities. In particular, these two communities already face an 8- to 10-year difference in life span, meaning, these communities tend to live 8 to 10 years less than other communities in the city. Also, studies have shown that South Park historically has had -- has the least amount of green spaces than any other neighborhood in Seattle, yet, also, historically, has had the greatest number of children under the age of 12. Moving this runway or the -- excuse me -- taxiway over 75 feet is closer to already communities that are not -- are only -- that are not only facing these type of long-term health disparities, but it also continues to impact the quality of air, the noise pollution continuously face, and it also is moving that towards the Duwamish River, which is already considered a Superfund site by the EPA, the Environmental Protection Agency. And so I just want to note that when you look at those images here, you're seeing, through this visual, how this actually further impacts and gets closer to the communities that are already highly disproportionately	• Aviation emissions and air quality • Hazardous materials, solid waste, and pollution prevention • Noise and noise-compatible land use • Socioeconomics and children's environmental health and safety risks • Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

Comment		
	impacted by choices around that -- by choices that would create potentially more pollution. I also want to note that this Taxiway B is really serving airplanes that are within the -- I don't know how we would reference it, but like Type 4 airplanes of or aviation vehicles. I'm not sure what you call them. And so although this is out of compliance, truly, you know, it's out of compliance because we are severing these larger airplanes. And so when I think of the airplanes that are this type of airplane, I'm thinking of those that are flown by UPS, DHL. We have to think about not only the noise pollution, but also the rumblings that happen with these type of airplanes and how they impact the communities that are right next to them, especially when you think of homes that shake when these airplanes land or fly over or take off off of this runway. And so my consideration is how is this impacting not only the communities that live there, but also the land that it is close to. Thank you.	
13	Good evening, My name is Corentin, I understand that the Airport has indicated that a briefing was provided to the Airport Roundtable on April 13. Based on correspondence, this topic was discussed during agenda-setting meetings with Airport management in advance of that Roundtable meeting. However, the briefing was provided only two days before this public scoping meeting and was not broadly communicated to the public. For a project involving system-wide impacts and tenant relocation, providing information in a limited forum shortly before the public meeting does not provide sufficient time or access for meaningful public review. Meaningful participation requires earlier and broader disclosure so the public has the opportunity to understand the project before being asked to comment. I request that this comment be included in the official administrative record for the NEPA process and any FAA compliance review. Thank you. Corentin Lazarus	• Other - Meeting accessibility
14	It is essential that while executing this project to bring the airport into compliance with FAA standards that small GA parking capacity is not lost. Therefore, I am opposed to any changes which result in any net decrease in tiedowns or hangar space for small general aviation tenants.	• Proposed Action

Comment		
	Evan Nelson Tie-down tenant	
15	Dear KCIA: The Boeing Company ("Boeing") respectfully requests an extension of the public comment deadline for the scoping notice for the proposed Environmental Assessment ("EA"), under the National Environmental Policy Act ("NEPA"), for the Runway 14R-32L Rehabilitation and Taxiway B Relocation project at King County International Airport–Boeing Field ("KCIA"). KCIA published the scoping notice on April 15, 2026, with comments currently due by 5:00 p.m. PDT on May 15, 2026. We respectfully request KCIA extend the scoping comment deadline by 14 days, to 5:00 p.m. PDT on May 29, 2026. The proposed relocation of Taxiway B, the replacement and relocation of the ATCT and ARFF stations, the anticipated demolition and land acquisition work across approximately 423 acres, and the 32 identified project components require a coordinated review by multiple Boeing subject matter experts. An additional two weeks will allow our cross-disciplinary teams—including airfield operations, safety, environmental planning, engineering, facilities management, Seattle delivery operations, and Military Delivery Center operations—to complete a thorough, consolidated set of comments. Our objective is to provide comprehensive feedback that addresses leasehold impacts, interim operational constraints during phased construction, and highlights mitigation needed to preserve critical Boeing activities and services at KCIA. We appreciate KCIA's commitment to community engagement and recognize the need to align with the Federal Aviation Administration's funding and construction timelines. Granting this short extension will improve the quality of stakeholder input without jeopardizing program milestones. Please confirm acceptance of this extension at your earliest convenience. Thank you for your consideration. Sincerely, Brad Davis Moses Lake, NBF, Renton Preflight, Victorville BRM Global Real Estate & Facilities 206-465-0849	• Proposed Action • Other – NEPA process

Comment		
16	Sir/Ma'am -- Please consider these comments for the subject project: 1. The Taxiway Bravo project together with other KCIA plans must account for sufficient conservation – and hopefully expansion – of space for lightplane tiedowns. Future number of tiedown spaces should be no less than current. Exactly how this will be accomplished is not clear in the Taxiway Bravo project plans. Nonetheless, appropriate consideration must be paid to environmental effects of paved areas that will be required to situate such tiedowns. 2. 100LL avgas must be eliminated by 2030 per EPA ruling. KCIA must provide storage and dispensing facilities for currently unknown 100LL replacement fuel(s). Exactly what fuel will be suitable as a 100LL replacement is not clear at this time, and there could be more than one. Such facilities could be provided by the County or in cooperation with private business. KCIA Taxiway Bravo plans do not apparently account for this need. Nonetheless, appropriate consideration must be paid to the environmental effects of storage and dispensing facilities for high-octane avgas. Future plans must account for this need. 3. KCIA needs a self-service avgas facility. Taxiway Bravo planning documents do not identify such a facility. Regardless, the project must be planned to allow for such a facility. Likewise, appropriate consideration must be paid to the environmental effects of future self-service avgas facilities. Future plans must account for this need. -- John Sandvig Seattle	• Hazardous materials, solid waste, and pollution prevention • Alternatives • Proposed Action
17	Dear FAA Representatives, KCIA Management, Councilmembers, and Executive Office Representatives: Please accept the following supplemental comments for inclusion in the administrative record for the KCIA Taxiway B NEPA review process. Potential Displacement of 54 General Aviation Tiedowns A major issue that does not appear adequately analyzed in the current scoping materials is the potential displacement or removal of approximately 54 general aviation tiedowns	• Land use • Socioeconomics and children's environmental health and safety risks • Alternatives • Proposed Action • Purpose and Need • FAA Standards / Regulatory

Comment		
	located within the Runway Protection Zone (RPZ) in the Northeast Parking area. Based on prior discussions with KCIA management, airport leadership has reportedly been aware since at least April 2021 that these tiedowns are located within an RPZ. KCIA reportedly had an opportunity to relocate these tiedowns to another area adjacent to Modern Aviation and Skyservice but did not do so. Additionally, KCIA representative Matthew Sykora reportedly stated there is a "new FAA policy nationally that allows tiedowns in all runway protection zones," but no documentation supporting such a policy has been provided despite requests. Because the Taxiway B Project may trigger or accelerate FAA review of RPZ compliance, the potential displacement of these tiedowns appears to constitute a reasonably foreseeable indirect and cumulative impact that should be analyzed in the NEPA review. Concerns Regarding Claimed Replacement Tiedown Capacity Additional concerns exist regarding the feasibility and accuracy of proposed replacement tiedown assumptions. At the Washington Aviation Conference in Puyallup in February 2026, KCIA Deputy Airport Director David Decoteau reportedly stated there was potential to add approximately 10 tiedowns in the Southeast Parking area south of Skyservice. However, at the April 15, 2026 Taxiway B scoping meeting, KCIA representatives stated the Southeast Parking area could potentially accommodate approximately 27 to 30 additional tiedowns. Written documentation supporting this substantial increase was reportedly going to be provided but has not been produced. Based on personal review of the referenced area, there are substantial questions regarding whether the Southeast Parking area can realistically accommodate even 10 additional tiedowns, let alone 27 to 30 additional tiedowns as later claimed. This raises significant concerns regarding: -the adequacy of the project analysis; -the accuracy of tiedown replacement assumptions; -future based-aircraft capacity; -operational impacts; -impacts to pilots and airport tenants; -and cumulative reductions in general aviation infrastructure.	• Other – NEPA process

Comment		
	Request for Full Analysis in EA and Any Future EIS Accordingly, I respectfully request that the FAA and KCIA analyze: -the current RPZ status of the 54 tiedowns; -whether Taxiway B may trigger FAA action affecting those tiedowns; -realistic tiedown replacement feasibility; -impacts to based aircraft capacity; -impacts to general aviation access; -operational and socioeconomic impacts; -cumulative impacts to airport functionality; -and reasonable alternatives preserving tiedown capacity and general aviation access. If the airport may lose approximately 54 tiedowns while replacement capacity remains uncertain, disputed, or potentially infeasible, substantial questions exist regarding whether the project may significantly affect airport operations and general aviation access, thereby supporting preparation of a full Environmental Impact Statement. Request for Disclosure I also respectfully request disclosure of: -any FAA determinations regarding RPZ tiedowns; -any FAA policy documents referenced regarding tiedowns in RPZs; -any engineering, layout, or planning analysis supporting the claimed addition of 27–30 tiedowns; -and any airport planning documents evaluating tiedown displacement or replacement. Please include these comments in the administrative record for the Taxiway B Project. Sincerely, John R. La Porta Owner/Flight Instructor Alki Air LLC Sent from my iPhone	

Comment		
18	Dear FAA Representatives, KCIA Management, Executive Office Representatives, Councilmembers, and Airport Stakeholders: Please accept the following additional supplemental comments for inclusion in the administrative record for the KCIA Taxiway B NEPA review process. These comments are submitted in follow-up to my prior supplemental comments dated May 10, 2026, and subsequent developments concerning publicly stated tiedown replacement assumptions discussed after the April 15, 2026 Taxiway B scoping meeting. Since the April 15, 2026 scoping meeting, additional publicly reported statements regarding proposed replacement tiedown capacity in the Southeast Parking area appear to materially conflict with prior statements made by KCIA representatives. Because these changing statements directly affect the analysis of tiedown displacement, replacement feasibility, cumulative impacts, based-aircraft capacity, and general aviation access, I respectfully request that the following additional comments also be included in the administrative record. Concerns Regarding Inconsistent Replacement Tiedown Statements At the Washington Aviation Conference in February 2026, KCIA Deputy Airport Director David Decoteau reportedly stated that approximately 10 additional tiedowns might potentially be created in the Southeast Parking area south of Skyservice. At the April 15, 2026 Taxiway B scoping meeting, KCIA representatives reportedly stated that approximately 27 tiedowns displaced by the Taxiway B Project could be replaced in the Southeast Parking area, with statements indicating the area could potentially accommodate up to 30 tiedowns. However, during a discussion at the May 9, 2026 BFI Tenant BBQ and Meeting, it was reportedly stated by Mr. Decoteau that the Southeast Parking area may now only accommodate approximately 17 tiedowns. These varying public statements raise substantial concerns regarding the reliability and completeness of the	• Land use • Alternatives • Proposed Action • FAA Standards / Regulatory • Other - Meeting accessibility

Comment		listed
	current project assumptions concerning tiedown replacement capacity. The reduction from: -approximately 27–30 claimed replacement tiedowns; to: - approximately 17 tiedowns; and previously: -approximately 10 tiedowns; suggests that the actual replacement feasibility analysis may remain unresolved and uncertain. If approximately 27 tiedowns are displaced by the Taxiway B Project while only 17 replacement tiedowns can realistically be created, this would represent a net loss of approximately 10 general aviation tiedowns. If the Southeast Parking area can only realistically accommodate approximately 10 replacement tiedowns, or potentially fewer, the net tiedown loss could increase substantially. Potential Cumulative Impact to General Aviation Access These concerns become significantly more important when considered together with the approximately 54 general aviation tiedowns located within the Northeast Parking Runway Protection Zone (RPZ). As previously submitted, KCIA management has reportedly been aware since at least April 2021 that these tiedowns are located within the RPZ. Accordingly, unresolved uncertainty now appears to exist regarding: -approximately 27 tiedowns potentially displaced by the Taxiway B Project; -approximately 54 tiedowns potentially affected by future RPZ determinations; -and the overall ability of KCIA to preserve existing based-aircraft capacity. Collectively, these issues may represent the potential loss of up to approximately 81 general aviation tiedowns at KCIA if feasible replacement capacity does not exist. Need for Additional FAA Review and Analysis Given the substantial uncertainty surrounding tiedown replacement feasibility, cumulative impacts, and based aircraft capacity, I respectfully request that the FAA carefully evaluate whether the current Environmental	

Comment number	Comment	Category: Multiple, listed
	Assessment process provides sufficient analysis for the scope of impacts potentially involved. The continuing changes in publicly stated tiedown replacement numbers appear to demonstrate that key project assumptions may not yet be fully established or supported by finalized engineering or operational analysis. Accordingly, I respectfully request that the FAA: 1. Require full disclosure of any engineering, layout, operational, or planning analysis supporting claimed replacement tiedown capacity in the Southeast Parking area; 2. Analyze cumulative impacts associated with: -Taxiway B tiedown displacement; -RPZ-related tiedown exposure; -impacts to based-aircraft capacity; -impacts to general aviation access; -and operational impacts to airport tenants and users; 3. Evaluate whether preparation of a full Environmental Impact Statement (EIS) is warranted due to the scale and uncertainty of potential cumulative impacts; 4. Ensure that FAA personnel are physically present at future public meetings associated with the Taxiway B Project, Vision 2045 planning, and other FAA-related grant assurance or NEPA matters at KCIA so that members of the public may directly ask questions and receive responses from both FAA and KCIA representatives simultaneously; 5. Conduct an additional public scoping meeting with FAA personnel present; 6. Extend the current public comment period until after that additional meeting occurs; and 7. Provide an additional public comment period following the supplemental meeting to allow informed public review and participation based upon clarified and complete information. Public Participation and Administrative Transparency Meaningful public participation requires accurate,	

Comment number	Comment	Category: Multiple, listed
	consistent, and adequately supported project information. Where replacement assumptions materially change within short periods of time, substantial questions naturally arise regarding: -project impacts; -cumulative effects; -operational feasibility; -and the adequacy of current environmental review assumptions. Adequate opportunity for informed public comment is a core component of the NEPA process. I respectfully request that these comments be included in the administrative record for the Taxiway B Project and any related FAA environmental review. Thank you for your consideration. Sincerely, John R. La Porta Save Small General Aviation at King County International Airport (KBFI) and Washington State Airports Political Action Committee Save General Aviation at King County International Airport (KBFI) LLC Alki Air LLC 20718 7th Ave South Des Moines, WA 98198 success2us@msn.com 206-595-9012	
19	I am a resident of Georgetown and live on Ellis Ave S 1 block from Boeing Field and am opposed to the proposed construction at King County International Airport. The proposal would mean more noise and light pollution near my home and the current state of noise pollution is enough that I may not be able to continue to live here much longer. I have lived here since 2017 and over the course of almost 10 years, the noise pollution from the airfield has become incredibly taxing. I am wholeheartedly opposed to the proposal to move the runway closer to Ellis Ave. S. Any more noise would be intolerable. Thank you for your consideration, Meleigha Holt meleigha@gmail.com	• Noise and noise-compatible land use • Visual effects

Comment number	Comment	Category: Multiple, listed
	Meleigha Holt Strategic Advisor I meleighaholt.com	
20	**From:** Harward (US), William G <william.g.harward@boeing.com> **Sent:** T hursday, May 28, 2026 7:55 AM To: KCIA Community Outreach <KCIACommunitv.Outreach@kingcounty ·gov> **Cc:** bradley.e.davis <bradley.e.davis@boeing.com>; Tomasich (US), Ryan R <rv.an.r.tomasich@boeing.com>; Coldwell (US), Heather <heather.coldwell@boeing.com>; Luesebrink (US), Marc D <marc.d.luesebrink@boeing.com>; william.g.harward <william.g.harward@boeing.com> **Subject:** The Boeing Company - Comment Letter on the Scope for Taxiway Bravo Project EA Good morning- Please see attachment for The Boeing Company's comment letter on the scope for the Environmental Assessment (EA) for Taxiway Bravo Project. For additional information or questions, please contact: Davis (US), Bradley E bradley.e.davis@boeing.com - Global Real Estate & Facilities Tomasich (US), Ryan R ryan.r.tomasich@boeing.com - Government Operations Harward (US), William G william.g.harward@boeing.com - Global Real Estate & Facilities Planning	• Aviation emissions and air quality • Hazardous materials, solid waste, and pollution prevention • Land use • Natural resources and energy supply • Noise and noise-compatible land use • Socioeconomics and children's environmental health and safety risks • Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers) • Alternatives • Proposed Action • Purpose and Need • Other - Meeting accessibility • Other - Methodology and assumptions • Other - Project Study Area • Other - SEPA
	May 29, 2026 VIA EMAIL and mail Eric Miller C.M., PMP, ENV SP	

Comment number	Comment	Category: Multiple, listed
	7277 Perimeter Road South, Suite 200 Seattle, WA 98108 KCIACommunityOutreach@kingcounty.gov Re: Comments on Scope of Draft Environmental Assessment for the Runway 14R-32LRehabilitation and Taxiway B Relocation Project, King County International Airport–Boeing Field Dear Eric Miller: The Boeing Company (Boeing) submits this letter (Letter) in response to the request of King County Department of Executive Services (Airport Sponsor) for comments on the scope of the Draft Environmental Assessment (Draft EA) prepared pursuant to the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA) for the proposed Runway14R-32L Rehabilitation and Taxiway B Relocation project (the Project) at King County (County) International Airport–Boeing Field (Airport). Boeing welcomes the opportunity to discuss the Project and this Letter with the Airport Sponsor, the Federal Aviation Administration (FAA), and others, as needed. Boeing requests the Airport Sponsor to continue its engagement with Boeing so that the Draft EA includes a complete and accurate description of conditions, impacts, and necessary mitigation measures. Boeing is prepared to make its subject-matter experts, facility access (1), and relevant data available to support that process. Additionally, Boeing requests that the Airport Sponsor publish the Draft EA for comments so that the public can meaningfully engage with the Airport Sponsor as it analyzes impacts and possible mitigation for the proposed project and alternatives. I. Introduction Airport Sponsor has described the Project as including the following components (2): • Relocate Taxiway B about 50 to 75 feet to the west, including associated demolition and/or removal of pavement. • Rehabilitate Runway 14R–32L • Complete related improvements, such as:	

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	o Remove and relocate the airport traffic control tower (ATCT) and aircraft rescue and firefighting (ARFF) building o Land acquisition o Construct stormwater facilities o Relocate a portion of the perimeter fence o Tenant and landside mitigation (1) For physical access to Boeing's property and leasehold, such access must be on terms and conditions that are negotiated and mutually acceptable. (2) See King County, Taxiway B Safety Improvements (last visited May 18, 2026), https://kingcounty.gov/en/dept/executive-services/transit-transportation-roads/airport/projects/taxiway-b-relocation. Boeing is one of the County's largest and longest-tenured tenants, with a substantial leased footprint adjacent to the Airport supporting manufacturing, flight testing, aircraft delivery, maintenance, ground support, and related infrastructure. That long-standing presence gives Boeing detailed, first-hand knowledge of existing physical conditions, operational patterns, infrastructure dependencies, and environmental considerations across the Project Area. (3) For context, Boeing has attached hereto a map that shows the Project Area as described by the Airport Sponsor in the Runway 14R-32L rehabilitation and Taxiway B Relocation Environmental Assessment PowerPoint at the Public Scoping Open House. Below, Boeing provides information to its current, actual	

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	knowledge about the existing conditions in the Project Area and notes the areas where it sees potential for environmental impacts warranting analysis in the Draft EA. (3) For purposes of this letter, "Project Area" means the project study area identified by the Airport Sponsor in the scoping materials, including the area depicted on the Airport Sponsor's "Preliminary Project Study Area" map and related Project Study Area map. Because the agency is required to analyze the impact and include the mitigation measure area, it is our expectation that the Project Area will be expanded. We request the agencies please consult with us regarding these issues. These comments are not exhaustive. For each topic area, Boeing provides a brief summary of key existing conditions and of impact areas that need to be included in the EA's analyses of the Project's impacts, both during construction and on long-term operations. Please note that for consistency with SEPA, this list is organized in the order of the SEPA Checklist's presentation of areas of the environment. It is not arranged by degree of impact or breadth of existing conditions that are relevant to necessary review of the baseline or impact areas. During the course of analysis, the Airport Sponsor should consult with Boeing and other stakeholders to verify assumptions and information needed to conduct robust studies; additional analyses may be required during the course of the study period to address new information, new mitigation, or project adjustments that emerge during review. Boeing requests that, at a minimum, the FAA and the Airport Sponsor address the following issues in the Draft EA: Earth, Geology, and Soils; Air Quality, Greenhouse Gas Emissions, and Climate; Water Resources; Energy, Utilities, and Natural Resources; Environmental Health, Hazardous Materials, Noise, and Safety; Land Use and Shoreline or Plan Consistency; Housing, Socioeconomics, and Community Character; Transportation and Circulation; Public Services; Alternatives; Connected, Indirect, and Cumulative Effects; Mitigation; Permits, Consultations, and Related Reviews; and Study Area, Methodology, and Assumptions.	

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	When impacts on aircraft circulation, utility infrastructure, stall capacity, emergency access, workforce logistics, and operational flexibility are considered together, it is evident that the Project could result in significant individual and cumulative impacts, in the vicinity of the Airport, including on Boeing operations. **A. Earth, Geology, and Soils** The EA must evaluate potential impacts related to earth disturbance, geology, and soils, including during construction and long-term operations. The proposed Project contemplates large-scale demolition, excavation, grading, and re-paving across a significant footprint on the Airport and on adjacent areas leased by Boeing from the County, including but not limited to removal of existing taxiway pavement, reconstruction of aprons and vehicle service roads, and installation of new foundations for relocated infrastructure. Critically, much of construction work for the project would extend below grade, which would significantly impact utility facilities (as further discussed in Section D below) and potentially other infrastructure (e.g., County stormwater pipes). As one example, each aircraft stall on the Boeing leased area is served by subsurface utility infrastructure that includes, among other things, compressed air systems, electrical power distribution, water lines, and mechanical systems. Project construction would require that much if not all of this below grade infrastructure be removed and relocated or reconstructed. Analysis of this work would also need to take into account the geologically sensitive conditions within the general area. The analysis in the Draft EA will need to take into account that the Project site is located in a liquefaction zone with a high water table. There is a risk of soil sloughing (sinkholes) associated with large-scale earth disturbance in these conditions. Boeing provides the following information specific to Boeing sites: • Boeing North Boeing Field (NBF) Site: The entire run of B-stall blast fence at NBF would need to be relocated, requiring new foundations. Service pits (data/communications, mechanical) in the area	

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	and enclosed conduit tunnels that protect and house utility lines, referred to as utilidors, would also be affected. These below-grade utilidors housing network, telecom, fire/domestic water, and airplane power run along both sides of the blast fences at the B stalls and would need to be removed and relocated. • Soil spoils, concrete demolition materials, earth disturbance, soil stability, and subsurface risks associated with the above and below-grade work must be addressed as part of the Draft EA analysis of Earth, Geology, and Soils. • Boeing Military Delivery Center (MDC) Site: Similar issues are present at MDC, where earth disturbance in the vicinity of MDC may affect existing foundations, subsurface utilities, and the structural integrity of facilities that support active military aircraft delivery operations. As at NBF, below-grade demolition and reconstruction will be required at MDC stalls. A utilidor carrying power, grounding, compressed air, and water runs north-south along the east side of the blast fence and is directly tied to Stalls 74, 76, 78, 80, and 82. These subsurface utilities must be relocated and reinstated, and the Draft EA should evaluate the earth disturbance and soil stability risks of that work in the context of MDC's geotechnical conditions. **B. Air Quality, Greenhouse Gas Emissions, and Climate** The Draft EA must evaluate air quality impacts and potential greenhouse gas emissions associated with the proposed Project. The Project would involve extensive demolition, earthwork, paving, and heavy equipment operations across a multi-year construction period. The Draft EA must evaluate how the Project's construction-phase and long-term operational emissions would interact with and/or impact Boeing's air quality and climate requirements. Specifically, Boeing conducts operations at the NBF site under a Title V air operating permit and the MDC site under a Synthetic Minor Source Permit. Both sites are also subject to other air quality rules and permits (which include dust management, emissions control,	

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	emission limits, and greenhouse gas and refrigerant management, among other requirements). Reasonably foreseeable construction-related greenhouse gas (GHG) emissions and conformity with National Ambient Air Quality Standards (NAAQS) should be analyzed. Specifically, the Draft EA should analyze whether the proposed taxiway relocation would result in changes to aircraft taxiing distances at the Airport. If the westward shift of Taxiway B alters the distance aircraft must travel between runways, terminals, and Boeing's operational areas, those changes could affect fuel consumption during ground operations. The Draft EA should disclose whether FAA modeling accounts for changes in taxiing distance attributable to the Project, and should evaluate impacts from resulting fuel consumption changes. The Draft EA must also evaluate air quality and climate change impacts of all alternatives. The following are examples of specific issues that need to be analyzed: • Construction activities associated with the Project would generate temporary emissions from heavy equipment, haul trucks, paving operations, and vehicle idling. It is important to minimize fugitive dust during the construction process, particularly given the proximity of Boeing's active manufacturing and delivery operations. • The impact from construction-generated fugitive dust, including as they might relate to Boeing's ongoing operations. **C. Water Resources** The Draft EA should evaluate impacts to water resources, including hydrology, stormwater management, wetlands, water quality, and flood risk. The Project would include expansion and construction of underground stormwater vaults and would substantially alter impervious surfaces and drainage patterns in areas that overlap with Boeing's existing stormwater conveyance and treatment infrastructure. In particular, the Draft EA must evaluate whether construction could impact groundwater, given that groundwater in the area has potential for contamination (as discussed in Section E below).	

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	Boeing provides the following information specific to Boeing sites: Boeing manages stormwater at NBF and the MDC pursuant to the Washington State Industrial Stormwater General Permit (ISGP). The ISGP requires Boeing to, among other things, maintain specific conveyance infrastructure, treatment systems, and monitoring protocols. The Draft EA must evaluate whether the Project would disrupt Boeing's ability to comply with ISGP requirements. • NBF: Portions of Boeing's stormwater conveyance system exist within the footprint of the proposed new taxiway alignment. This infrastructure includes, but is not limited to, catch basins, pipes, storm drains, oil/water separators, lift stations, and de-ice stalls. The Draft EA must study impacts to Boeing's ability to maintain its stormwater conveyance system as required by the ISGP, study impacts of construction on that system, and evaluate potential flow changes into Boeing stormwater system (including Boeing's chitosan treatment system). Currently, stormwater from the Airport and Boeing's NBF site commingle before being discharged. • MDC: Stormwater runoff from Boeing's MDC Stall 72 and the airport gate is currently conveyed via a grated trench drain along the eastern portion of the NBF site to a stormwater treatment system. The new fenceline proposed as part of the Project would be located west of this stormwater trench drain. As a result, stormwater drainage in this area would need to be rerouted to ensure that stormwater from Boeing's Military Delivery Center Site and the County's property does not commingle. **D. Energy, Utilities, and Natural Resources** The Draft EA must evaluate potential impacts to energy infrastructure, utilities, and natural resource supply at and in the vicinity of the project area. The Project would include, among other actions, underground transformer installation, electrical vault construction, and the westward relocation of Taxiway B and associated infrastructure. Boeing provides the following information specific to Boeing sites:	

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	The Project would impact Boeing's NBF and MDC sites, both of which have critical below grade utility systems serving its aircraft stalls. A consistent reliable supply of utility services to the aircraft stalls and other parts of our flightline is essential to Boeing's manufacturing, delivery, and flight test operations at these sites. The Draft EA must evaluate whether Project construction could be implemented without significant impact to Boeing operations on a temporary or permanent basis. Boeing notes that the location of the Project's new electrical vault and transformer facilities would likely complicate or compound the utility relocation challenges described below. • NBF: Utilidors exist at either side of the blast fences along the entire run of B aircraft stalls. This area is approximately 8.5 feet east of the Airport property line and 83 feet west of the Airport property line. These utilidors house network, telecom, fire/domestic water, and all airplane power feeding each B aircraft stall. All regular power infrastructure on the B-line, including crew shelters, power islands, and other equipment, would be affected, as the unit substation would need to be relocated. Compressed air systems of 100, 300, and 1000 psi are also within the footprint of the area to be impacted and need to be evaluated and addressed. The area also houses all electrical and mechanical stall utility infrastructure. Without complete redesign and rerouting of utilities, access would not be feasible, which would cause a significant impact to ongoing Boeing operations. • MDC: As a result of the Project, Stalls 70 and 72 would be reduced in size, and utilities serving those stalls would need to be relocated. On the east side of the blast fence, a utilidor carrying power, grounding, compressed air, and water runs north-south along the border. These utilities are directly tied to Stalls 74, 76, 78, 80, and 82, and their relocation would cause significant impacts to those stalls during construction. The utilities also run across the only ingress/egress path from MDC to the Airport, which would likely cause delays for	

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	aircraft deliveries during construction. The Project would also impact the location of the blast fence at Stall 72. Overall, the Project would very likely require significant utility infrastructure upgrades and increase energy demand. **E. Environmental Health, Hazardous Materials, Noise, and Safety** The Draft EA needs to evaluate impacts related to hazardous materials, solid waste, noise, vibration, and safety during both construction and long-term operations. The Project would involve extensive demolition and subsurface excavation within areas that are subject to active environmental cleanup programs and regulatory orders governing soil and groundwater contamination. There are active remediation projects on and in the vicinity of the proposed Project, including a Washington Department of Ecology cleanup at NBF/Georgetown Steam Plant site (Agreed Order No. DE 5685) and a voluntary County investigation of PFAS at the Airport. Boeing, the County, and the City of Seattle are jointly performing the work required by the NBF/GTSP Agreed Order. The NBF/GTSP Agreed Order boundary includes Boeing operations from the Plant Entrance Line (PEL) in the north to the two Fabric Hangars to the south (Buildings 3-812/3-811), encompassing all Stalls on Concourses A, B, and C, as well as the City of Seattle's property including the Georgetown Steam Plant. Environmental media included in the Agreed Order for cleanup includes soil and groundwater. The County, the City of Seattle, and Boeing are currently in the process of completing the Remedial Investigation/Feasibility Study (RI/FS) at the NBF/GTSP site. The Draft EA must evaluate how construction activities might impact those cleanups or other contamination on or in the vicinity of the Project, including whether disturbance of contaminated media could create new exposure pathways, generate regulated waste, or conflict with existing cleanup agreements. Additionally, the Draft EA must evaluate potential impacts to Boeing's operations from noise and vibration during construction, and assess potential impacts to worker and community safety. In particular, the Draft EA should take into account Order 1050.1G, which requires analysis of potential violations of applicable laws regarding hazardous materials and solid waste management. The Draft EA also must evaluate any	

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	potential changes to long-term noise conditions, applying the FAA's DNL 65 dB significance threshold. **F. Land Use and Shoreline or Plan Consistency** The Draft EA must evaluate potential impacts to land use, including consistency of the Project with applicable land use plans and zoning, and potential conflicts with surrounding industrial uses. The Project area and Boeing's adjacent leaseholds are designated as heavy industrial under existing code and comprehensive plans. This reflects the County, City of Seattle, and City of Tukwila's long-term commitment to industrial activities in the area. The land acquisition and infrastructure reconfiguration that would occur in connection with the proposed Project would have the potential to impact the viability of industrial activities in the area. As one example, Boeing requests that the Draft EA study impacts to the industrial zone and comprehensive plan consistency. The proposed Project—including land acquisition of Parcels F2, F3, and F4—may affect Boeing's leaseholds, adjacent land uses, and the industrial character of the area. In sum, the Draft EA must carefully evaluate whether the Project is consistent with applicable zoning, the comprehensive plan, shoreline programs, and surrounding industrial uses, and must address any conflicts with federal land management plans or special designations. **G. Housing, Socioeconomics, and Community Character** The Draft EA must evaluate socioeconomic impacts, including effects on employment, economic activity, and community character. The County has stated that the Project would improve safety but would not increase airport capacity. However, the Draft EA must assess whether the construction-phase disruptions and long-term reconfiguration of landside facilities would significantly affect the economic activity of airport tenants and the surrounding community. Boeing is one of the largest employers in the vicinity of the Airport. This project would result in significant financial impact to Boeing. The Draft EA must evaluate how the Project would affect Boeing and other tenants' workforce, operations, and economic contribution to the region during construction and over the long term. Approximately 4,500 Boeing employees	

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	currently work at the NBF and MDC sites and support Boeing's flightline, delivery, and other critical operations. Boeing anticipates that these sites will see job growth and headcount requirements will increase over the next few years. This project will likely have a significant impact on Boeing's production capabilities at these sites, and therefore would likely delay job growth and reduce headcount requirements in this region, which would likely have a disproportionate impact on our employees represented by the International Association of Machinists and Aerospace Workers (IAM) and Society of Professional Engineering Employees in Aerospace (SPEEA). Boeing's operations at the Airport represent a substantial economic contribution to the surrounding community, including direct employment, supply chain activity, and economic multiplier effects. The Draft EA needs to evaluate construction-phase disruptions to Boeing and other tenants' workforce and operations, including concerns surrounding parking lots near the Future of Flight facility and along East Marginal Way South. Beyond construction-phase impacts, the Draft EA needs to assess potential long-term changes to the economic environment. If the Project's reconfiguration constrains Boeing's operational capacity or displaces workforce-supporting infrastructure, the resulting effects on employment, income, community cohesion, and local services could be significant. The Draft EA needs to assess whether the Project would cause severe economic hardship for affected communities or produce a substantial change in the community tax base, as required by NEPA. **H. Transportation and Circulation** The Draft EA must evaluate impacts to both ground transportation and aircraft operations during construction and long-term operations. The Project's proposed westward relocation of Taxiway B would directly reduce the physical space available for aircraft movement, stall access, and ground vehicle circulation at NBF and the MDC. Boeing's operations depend on the ability to move large aircraft to and from production, delivery, and maintenance stalls—and the commercial aviation industry is trending toward even larger airframes and wider wingspans. Transportation and circulation impacts during	

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	construction (e.g., East Marginal Way South interruptions) also have the potential to generate significant impacts and must be addressed through careful planning and mitigation. The Draft EA must evaluate whether the proposed reconfiguration would be able to support current and near-future aircraft operations, how construction impacts can be minimized and mitigated, and whether the Project would create ground transportation and access constraints for Boeing's workforce in the affected areas. • NBF: The existing stalls and access ways are sized to accommodate widebody aircraft and circulation plans for movement of those aircraft. Stalls A5, A6, and B1 through B4 are all sized for widebody aircraft and a pinch point exists at Building 3-390. Boeing does not believe widebody aircraft can navigate into such stalls under the proposed reconfiguration (diagonal placement as shown on page 28 of the Project materials does not appear feasible without sequencing aircraft and causing significant operational disruption and coordination challenges). The Draft EA must evaluate whether tow path clearance and movement to B, C, and E Stalls can be maintained for aircraft up to MAX- 10 width, and whether tow path clearance and movement to A Stalls can be maintained for aircraft up to 777-9 width. The Draft EA must also analyze whether the reconfigured layout can support Dreamliner operations, which require larger stall dimensions and maneuvering clearances than standard widebody aircraft. If the reduced land parcel cannot support these operations, the Draft EA must disclose that limitation and evaluate alternatives that would preserve that capability. In addition, the reduction of flightline width would prevent future production capability and infrastructure adaptability to accommodate larger aircraft and limit NBF as an asset to existing airplane families, including the 767, 787, 777, and 777-9 programs. • MDC: The Draft EA must evaluate circulation impacts for Stalls 68, 69, and 70, as the removal or adjustment of Stall 72 would create a limited turn radius for current aircraft within the MDC. The Draft EA also must address impacts to vehicle traffic,	

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	including construction-phase road closures, detours, and impacts to Airport Way South, East Marginal Way South, and internal circulation roads. Designs and planning should ensure the airport will remain operational throughout the project with only intermittent closures. The Draft EA must also evaluate impacts to employee and operational parking. Additionally, with respect to cumulative effects in the vicinity, impacts to parking at the Museum of Flight should also be studied. • The proposed Project might require the relocation of parking lots currently used by Boeing employees, including lots that Boeing leases adjacent to NBF and MDC. If displaced parking is relocated across East Marginal Way South, the Draft EA needs to analyze the resulting impacts to vehicular traffic on East Marginal Way South, employee commute patterns, pedestrian safety, and the operational efficiency of Boeing's workforce. The loss of proximate parking and the need to cross a major arterial road to reach work sites would represent a significant change in conditions for the approximately 4,500 Boeing employees in these areas, and those transportation and access impacts need to be studied as part of the Draft EA. **I. Public Services** The Draft EA must evaluate impacts to public services and broader socioeconomic conditions. The Project Area is currently served by two separate fire and emergency response operations: the King County ARFF (Aircraft Rescue and Firefighting) station, which provides aircraft rescue and firefighting services for the Airport, and Boeing's own fire department, which serves Boeing's facilities and operations. Both stations rely on unimpeded access to East Marginal Way South, internal airfield roads, and Taxiway Bravo for emergency response to aircraft and facilities. The proposed Project includes demolition and relocation of the King County ARFF building and the air traffic control tower. However, the action of demolishing and relocating King County's ARFF building and air traffic control tower would also impact Boeing's fire department and firefighting services, which are distinct emergency	

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	response operations from those of the County and serve Boeing's manufacturing facilities, flight operations, and personnel. Boeing's fire department has a different mission, covers a different area, and has distinct access requirements from those of King County. The Draft EA must not only analyze the potential impacts of the proposed Project on King County's ARFF operations, but also Boeing's firefighting operations. A central concern is emergency response access. King County's ARFF station must maintain crash truck access to Taxiway Bravo and the airfield at all times, and its operations depend on reliable access to East Marginal Way South as a critical corridor. Boeing's fire department similarly requires unimpeded access to East Marginal Way South, internal airfield roads, and the MDC side of the Airport to meet military contract requirements and respond to incidents at Boeing's facilities. The Draft EA must evaluate how construction-phase road closures, detours, and infrastructure relocation would affect response times and access routes for both stations, and whether interim arrangements can maintain adequate emergency coverage throughout the construction period. The Project contemplates construction of a new replacement fire station, which will trigger its own set of regulatory requirements. The Draft EA must identify and evaluate those requirements, including any updated code, design, or operational standards that a new station must meet, and assess whether the transition from the existing ARFF facility to a new station can be accomplished without gaps in emergency response coverage for the Airport or for Boeing's operations. **J. Considerations for Each Impact Analysis** **a. Alternatives to Be Studied** The Draft EA must evaluate a reasonable range of alternatives, including alternative designs for both the construction phase and the long-term physical configuration of facilities. NEPA and SEPA require that an EA consider alternatives to the proposed action, and the Airport Sponsor's own project materials identify multiple design options for achieving the required 400-foot runway-to-taxiway separation. Given the magnitude of the proposed Project's potential impacts on Boeing's operations, the alternatives analysis is particularly	

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	important. Boeing requests that the Draft EA rigorously evaluate whether design variations or other approaches exist that would meet the Project's purpose and need while avoiding or minimizing impacts to Boeing's facilities and operations at both the NBF and MDC. Boeing requests that the alternatives analysis specifically consider designs that could avoid or minimize certain areas of impact to Boeing operations at both the NBF and MDC sites. As described below, Boeing has identified several alternatives or design considerations that warrant study. • NBF: The Draft EA must analyze the removal of the airport vehicle transportation lane that runs north-south on the west side of Taxiway Bravo. Removing this lane would increase the distance from the runway centerline to the taxiway centerline from 325 feet to 375 feet, thereby avoiding encroachment onto Boeing's flightline. While 375 feet does not achieve the full 400-foot standard, the Draft EA should evaluate whether this separation, combined with other operational measures or design modifications, could satisfy the Project's safety objectives while substantially reducing impacts to existing properties, operations, rights and interests in the area. The Draft EA is not limited to alternatives that achieve exactly 400 feet of separation if analysis demonstrates that a lesser separation, paired with appropriate mitigations, can meet the purpose and need. • The Draft EA must also evaluate whether there are other alternatives to the installation of full production capability stalls on Lot 13, which would necessitate identification of a new location for the ATCT/KCIA Fire Station. Such alternatives should also include the acquisition of property on the west side of the Airport, including the Wood Meadows property, for relocation and development of stalls. Additionally, the Draft EA should evaluate alternatives to expand the runway eastward in general and specifically for the portion proximate to MDC. The Draft EA should identify and evaluate the proposed relocation site for the de-ice/wash stall,	

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	including any associated operational or environmental impacts of that relocation. • MDC: The Draft EA must analyze alternatives and potential mitigation measures related to adjustments to the fenceline at MDC. Boeing notes that MDC is currently undertaking fencing upgrades and updates around the flightline. The Draft EA needs to account for these ongoing improvements when evaluating project alternatives and their compatibility with MDC infrastructure. The materials provided by the Airport Sponsor indicate that the Draft EA would include analysis of Alternative 1: Proposed Action—rehabilitate runway, shift Taxiway B, demolish/reconstruct infrastructure; Alternative 2: relocate Runway 14R-32L east; and the No Action Alternative. Boeing requests that the Draft EA include additional alternatives, addressing issues noted above, that would also meet the Project's purpose and need while minimizing or avoiding certain impacts to Boeing's operations. **b. Connected, Indirect, and Cumulative Effects** The Draft EA must thoroughly analyze connected actions, indirect effects, and cumulative effects associated with the proposed project. The individual impacts described throughout this Letter must be considered along with the impacts of other projects reasonably anticipated to occur in the vicinity of the Project Area. For example, beyond impacts to existing conditions, the Project will have effects on Boeing's regular infrastructure improvements and investments within its leasehold, as the company continues to invest in stall infrastructure (such as utilities) to improve uses and functionality. At present, Boeing is aware of the KCIA Vision 2045 Study, which contemplates long-range planning actions and potential significant changes to airport configuration and operations that may overlap with, or be informed by, the proposed Project. The Airport Sponsor should carefully evaluate how planned changes may interact with the Project and its impacts to have cumulative effects. During the long-range horizon of this Project, the Airport Sponsor must continue to reevaluate new information that affects the Project's impact analysis. The Draft EA must evaluate these	

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	cumulative effects in the aggregate, not just as individual impacts. **c. Mitigation** The Draft EA must identify and evaluate mitigation measures to avoid, minimize, or compensate for significant impacts to Boeing's operations and facilities. Boeing requests that the Draft EA study mitigation options to address impacts to Boeing's operations and facilities, including but not limited to construction sequencing and phasing to minimize operational disruptions, operational accommodations during the construction period, and compensation or replacement for impacts to Boeing leaseholds or infrastructure. Mitigation measures should be compared across the alternatives studied in the Draft EA, and the analysis should identify which alternative—with appropriate mitigation—best avoids or reduces significant impacts (including those to Boeing). **d. Permits, Consultations, and Related Reviews** The Draft EA must identify all applicable permits, consultations, and regulatory reviews required for the proposed Project and all connected actions. All permits required for the proposed Project and all connected actions must be identified in the Draft EA so that the various regulatory processes, scheduling, and sequencing are understood. These include, but are not limited to, Clean Water Act Section 404 permits, NPDES stormwater permits, critical areas reviews, shoreline approvals, and any other federal, state, or local regulatory processes applicable to the Project. In addition to cataloguing the permits required for the Project itself, the Draft EA must analyze whether the proposed action, during construction and in its permanent configuration, would interfere with other entities' ability to comply with their permits (including Boeing). As noted in the Air Quality and Water Resources sections above, Boeing operations at NBF and the MDC are subject to air quality regulations and the Washington ISGP, among other regulatory authorizations. The Draft EA must evaluate whether the Project could be designed and sequenced to avoid interruption of operations at and near the Airport (including those at	

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	Boeing sites), and identify and evaluate any potential conflicts between Project activities and other entities' (including Boeing) operations/ activities and legal compliance obligations. Where potential conflicts exist, the Draft EA should identify mitigation measures or design modifications to avoid such interference. **e. Study Area, Methodology, and Assumptions** The materials released to date by the Airport Sponsor indicate that the study area for the Draft EA is not adequate under NEPA to achieve a "hard look" at existing conditions and the Project's impacts. Boeing requests that the study area be enlarged to fully capture the areas of potential impact and mitigation. For example, the current study area of approximately 423 acres does not capture all potential impacts of the proposed Project (particularly those to Boeing's facilities and operations). In particular, the Draft EA must address the proposed actions within the P10 area (as shown on page 9 of the Project materials) and account for current parking used by multiple Boeing employees supporting MDC and other Boeing buildings in the vicinity of the proposed Project. The Draft EA also needs to clarify whether the County proposes to acquire any Boeing owned lots or terminate any Boeing leased area to expand the runway. The Airport Sponsor should consult with Boeing to ensure that the study area for analysis includes these areas of potential impact as well as areas for implementation of the Project's mitigation measures. NEPA and SEPA also require that the study methodology and assumptions be clearly disclosed. Boeing requests transparency regarding significance criteria and analytical methods for each resource category, and that the methodology and baseline assumptions be clearly disclosed to support defensibility and prevent later rework. **K. Conclusion** Boeing appreciates the opportunity to submit these comments on the scope of the Draft EA and looks forward to continued engagement in the NEPA and SEPA processes. The proposed Project has the potential to result in significant impacts, including to Boeing's operations, facilities, and interests. The Airport Sponsor and FAA need	

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	to ensure that the Draft EA fully evaluates that these impacts and identifies mitigation measures that would be adequate and effective to address the impacts. Boeing is committed to working collaboratively with the Airport Sponsor and the FAA to support a thorough and well-informed environmental review. Boeing reserves the right to submit additional comments on the Draft EA when it is published for public review and comment. Please do not hesitate to contact Boeing's assigned representatives for this project, Ryan Tomasich and Brad Davis, who can be reached at ryan.r.tomasich@boeing.com and bradley.e.davis@boeing.com, with any questions regarding these comments. Respectfully submitted, Boeing	
21	Boeing submitted a duplicate comment letter. Refer to comment 20 for the content.	
22	Holly Krejci 6901 Ellis Ave S Seattle, WA 98108Georgetown Neighborhood airportholly98108@gmail.com May 29, 2026 Federal Aviation Administration NEPA Program Manager King County International Airport/Boeing Field RE: Comments on the Environmental Assessment for the Runway 14R/32L Rehabilitation and Taxiway B Relocation Project To Whom It May Concern: Thank you for the opportunity to comment on the	• Aviation emissions and air quality • Visual effects • Land use • Noise and noise-compatible land use • Socioeconomics and children's environmental health and safety risks • Historical, architectural, archaeological, and cultural resources • Alternatives • Proposed Action

Comment number	Comment	Category: Multiple, listed
	Environmental Assessment (EA) for the proposed Runway 14R/32L Rehabilitation and Taxiway B Relocation Project at King County International Airport/Boeing Field. As a resident of Georgetown, I recognize the importance of maintaining airport safety and addressing Federal Aviation Administration design standards. However, I have significant concerns regarding the potential impacts of the proposed project on surrounding neighborhoods, airport tenants, community institutions, and the overall character and livability of the Georgetown community. I respectfully request that the following issues be further analyzed and addressed before any final determination is made. 1. Air Traffic Control Tower Height, Lighting, and Visual Impacts The proposed replacement Air Traffic Control Tower represents a substantial change to the airport environment and surrounding viewsheds. Given the proximity of residential communities to the airport, it is important that the public understand how the increased height and illumination may affect neighborhood character, nighttime conditions, and quality of life. The Environmental Assessment should provide a detailed analysis of: • The proposed height of the new tower compared to the existing structure; • Visual impacts on adjacent residential neighborhoods and community gathering spaces; • Daytime and nighttime visibility of the tower;• Potential light trespass and glare impacts from tower lighting and associated facilities; and • Design alternatives and mitigation measures to reduce visual and lighting impacts. 2. Relocation of Airport Operations Closer to Residential Areas The proposed relocation of Taxiway B and associated airport facilities approximately 75 feet closer to nearby neighborhoods warrants additional environmental review. The EA should evaluate whether the relocation will alter the location of aircraft taxiing, idling, engine run-ups,	

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	queueing, or other ground operations in ways that may affect nearby residents. Specifically, I request analysis of: • Changes in aircraft noise exposure; • Potential increases in ground vibration; • Air quality and emissions impacts; • Impacts from jet blast and ground operations; • Construction traffic impacts on adjacent streets including truck traffic on Ellis Ave S, Corson Ave S, Airport Way S; • Cumulative impacts on surrounding residential areas; and • Any disproportionate impacts on nearby environmental justice communities. While the project is presented as a safety improvement rather than a capacity expansion, the physical relocation of airport activity closer to residential areas may nevertheless create measurable impacts that deserve comprehensive analysis. 3. Quantitative Noise Analysis and Decibel-Level Impacts As a Georgetown resident, I am particularly concerned about the relocation of airport operational areas approximately 75 feet closer to nearby homes and neighborhoods. The Environmental Assessment should provide a clear and understandable analysis of how this relocation may affect noise experienced by residents. Specifically, I request that the FAA and King County disclose: • Existing and projected decibel levels at residential locations adjacent to the airport particularly along the entirety of Ellis Ave S and the north end of the runway; • Changes in maximum and average noise levels resulting from aircraft taxiing, idling, engine run-ups, takeoffs, and landings; • Whether moving aircraft operations approximately 75 feet closer to residential areas produces measurable increases in noise exposure; • The cumulative effect of increased proximity when combined with existing airport, freight, highway, rail, and industrial noise sources already experienced by Georgetown residents; • The methodology used to calculate projected noise impacts and assumptions used in the modeling; and • Any proposed mitigation measures if increased noise	

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	impacts are identified. The EA should include noise modeling and comparisons that can be readily understood by the public, including maps and estimated decibel changes at nearby residences, schools, parks, community gathering places, and other sensitive receptors. Residents should not be expected to assume that a 75-foot shift is insignificant without supporting analysis. The Environmental Assessment should clearly disclose whether the relocation results in measurable changes to noise conditions and whether those changes may affect community livability. 4. Environmental Justice and Cumulative Community Impacts As a resident of Georgetown, I request a more robust Environmental Justice analysis within the Environmental Assessment. Georgetown has long served as a hub for industrial activity, freight movement, transportation infrastructure, and airport operations. Residents are already exposed to cumulative impacts from major roadways, rail corridors, truck traffic, industrial uses, air pollution sources, noise, and airport-related activities. These conditions have been documented in numerous local and regional planning efforts and environmental health studies. The Environmental Assessment should evaluate whether the proposed project would contribute additional burdens to a community that already experiences elevated environmental impacts compared to many other Seattle neighborhoods. Specifically, the analysis should examine: • Whether relocating airport facilities and operations closer to residential areas may disproportionately affect Georgetown residents; • The cumulative effect of additional noise, ground vibration, lighting, visual impacts, emissions, and construction-related disruptions when combined with existing environmental stressors; • Potential impacts on vulnerable populations, including children, older adults, lower income households, renters, and individuals with existing health conditions that may be affected by increased noise or air pollution; • Whether any project benefits and burdens are distributed	

Comment number	Comment	Category: Multiple, listed
	equitably among surrounding communities; • The extent and effectiveness of community outreach conducted with Georgetown residents; and • Mitigation measures that could reduce or avoid adverse impacts to neighboring residents. The Environmental Assessment should not evaluate this project in isolation. Rather, it should consider the reality that Georgetown residents already shoulder a significant share of the region's industrial, freight, transportation, and aviation-related impacts. Even modest increases in noise, light, emissions, or operational activity may have meaningful consequences when layered onto existing conditions. A comprehensive Environmental Justice analysis is necessary to ensure that project impacts are fully understood and that the concerns of affected residents are meaningfully considered before a final environmental determination is issued. 5. Displacement of Airport Tenants and General Aviation Users The EA acknowledges that portions of the project may affect existing airport tenants and aviation users. The document should provide a clear accounting of: • Businesses and tenants that may be displaced or relocated; • Loss of hangar, apron, or operational space; • Economic impacts to affected businesses; • Effects on small aircraft operators and general aviation users; • Long-term impacts to aviation access and services; and • Proposed relocation assistance and mitigation measures. The public should understand the extent to which existing aviation activity, aviation-related employment, and community-serving aviation resources may be affected by the project. 6. Impacts to the Museum of Flight The Museum of Flight is an important regional educational, cultural, and tourism asset located adjacent to the airport. The Environmental Assessment should specifically evaluate: • Construction-related impacts to museum access and	

Comment number	Comment	Category: Multiple, listed
	visitor experience; • Long-term visual impacts associated with new airport infrastructure; • Changes to aircraft viewing opportunities and interpretive experiences; • Potential impacts on museum operations, programming, attendance, and educational activities; • Effects on future museum expansion or programming opportunities; and • Measures to minimize disruptions during construction. Given the museum's significance to the region, these impacts merit dedicated consideration. 7. Alternatives Analysis The EA should provide additional information regarding alternatives considered to achieve FAA safety compliance while minimizing impacts on surrounding communities and airport users. Specifically, I request clarification regarding: • Alternative taxiway alignments; • Alternative locations for support facilities and the control tower; • Operational alternatives that may achieve safety objectives with fewer community impacts; • Potential phased approaches to implementation; and • The reasons these alternatives were eliminated from consideration. A more robust discussion of alternatives would improve public understanding of the decision-making process and demonstrate that the least impactful practicable option has been elected. 8. Community Mitigation and Ongoing Engagement Should the project move forward, I request that King County and the FAA develop a community mitigation and engagement plan that includes: • Ongoing communication with affected neighborhoods; • Monitoring of noise, lighting, and air quality impacts; • Public reporting of mitigation commitments and monitoring results; • Coordination with affected tenants, community organizations, and institutions such as the Museum of Flight; • Opportunities for continued public involvement	

Comment number	Comment	Category: Multiple, listed
	throughout design and construction; and • A clearly identified point of contact for community concerns and project updates. Conclusion As a resident of Georgetown, I support efforts to maintain airport safety. However, I believe the Environmental Assessment should more fully evaluate the potential impacts associated with the increased tower height and lighting, relocation of airport operations closer to residential areas, displacement of aviation tenants, effects on the Museum of Flight, and cumulative impacts on neighboring communities. I respectfully request that the FAA and King County fully evaluate not only the direct impacts of this project, but also its cumulative effects on a community that already experiences significant transportation, industrial, freight, and aviation-related environmental burdens. A thorough Environmental Justice analysis, accompanied by transparent noise modeling, impact disclosure, and meaningful mitigation measures, is essential to ensuring an equitable and informed decision-making process. I further request that the Final Environmental Assessment clearly disclose projected decibel-level changes associated with moving airport operations approximately 75 feet closer to residential areas and explain how those impacts were evaluated and mitigated. Thank you for your consideration of these comments and for ensuring a thorough, transparent, and equitable environmental review process. Sincerely, Holly Krejci Georgetown resident Seattle, WA	
23	Please record the following comments submitted by The Museum of Flight (TMOF) based on the presentation and material from the Public Scoping Open House of April 15, 2026. The Museum of Flight has the following concerns: Reduction/loss of Museum of Flight "blue box" parking with 5 tiedowns for visiting general aviation aircraft - NE corner	• Aviation emissions and air quality • FAA Standards / Regulatory • Land use • Socioeconomics and children's

Comment number	Comment	Category: Multiple, listed
	of Museum parcel - see attached file image “TMOF Blue Box Aviation Parking.JPG”. Loss of previously codified rights to aircraft access via rolling gates from Museum through associated security fence line to/from tiedown area of "blue box" – see attached file “Through the Fence Agreement MOF KCIA 2003.pdf”. Loss or negative impact of 132 parking stalls used in east parking lot by Museum dure to taxiway construction. Loss and/or reduced ability to bring in large planes from taxiway to east parking lot for festivals and special events, e.g. Jet Blast Bash during the Boeing Seafair Air Show. Reduced ability to host community events in east parking lot due to appropriation of land. Loss of south parking lot (owned by Boeing) and 186 parking stalls located at SE corner of E. Marginal Way and S. 96th Pl. This is Museum overflow parking and we have been notified by Boeing our access would removed should the taxiway be moved as Boeing would have to relocate some planes and equipment there. Concern about increase in jet fuel fumes proximity to Museum and Raisbeck High School where children and public are present. Please let me know if you have any questions. Regards, Keith Newbern	environmental health and safety risks • Proposed Action
24	Stop deportation flights from KCIA. Take responsibility for the dehumanisation and cruelty this airport enables. "Just following orders" makes everyone complicit.	• Other – ICE activity

Appendix C – Comment Attachments

Attachments to Comment 23: TMOF Blue Box Aviation Parking.JPG

Attachment to Comment 23: Through the Fence Agreement MOF KCIA 2003.pdf

COPY

AGREEMENT FOR NON-TENANT USE OF
AIRPORT RUNWAYS AND TAXIWAYS

A Through the Fence License Agreement

This AGREEMENT FOR NON-TENANT USE OF AIRPORT RUNWAYS AND TAXIWAYS, ("**License Agreement**") is dated February 21, 2003 and is by and between King County, Washington ("**County**") through the King County International Airport ("**KCIA**") and the Museum of Flight Foundation, ("**MOFF**"), a Washington nonprofit corporation.

Recitals

A. The County, through its Department of Transportation, Airport Division owns and operates the King County International Airport/Boeing Field ("**Airport**"). The Airport is operated subject to Federal Aviation Administration ("**FAA**") policies, regulations and grant assurances; and

B. The MOFF operates the Museum of Flight (**Museum**), portions of which are adjacent to the Airport. The Museum has identified a need to significantly expand its display and storage facilities to house some of the more important planes in the growing Museum collection, as well as to expand archives and educational facilities; and

C. This agreement pertains to aircraft-related operations only, and provides no rights for automobile or other non-aircraft parking; and

D. The Museum desires a license for ingress and egress to access the Airport and runway as depicted on the attached Figure 1 (the "Site"), and the KCIA agrees to grant a license providing for the long-term protection of the public, the Airport and its facilities, based upon the following terms and conditions:

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the parties hereby agree as follows:

1. Term. The term of this License Agreement shall be for thirty-five years, beginning February 21, 2003, extending through February 20, 2038.

2. License Fees.

2.1 License Fee. MOFF covenants and agrees to pay to the Airport, annually, a License Fee. The License Fee will reflect the commercial value of accessing the runway/taxiway, because there exists a determinable economic cost and advantage for said access.

2.2 Calculating the License Fee. The License Fee is made up of two components and shall be determined as follows:

2.2.1 Cost Repayment. The MOFF has previously compensated KCIA for the Aircraft Transit Corridor and associated easement. This agreement stipulates that the Museum will pay KCIA's actual costs incurred to accommodate the Museum's use of the taxiway and impacted KCIA property whenever MOFF is primarily using the taxiway or designated KCIA property for Museum purposes. The purposes may include but are not limited to moving airplanes from one Museum location to another or special events arranged with KCIA pursuant to this License Agreement. Elements of KCIA's actual costs may include the necessary costs of KCIA security, moving fence lines, pre-and post event maintenance work, notifying tenants of the event, cost of moving airplanes to and from the tie-down area to temporary tie down locations, and other identified actual and associated management and administrative expenses.

2.2.2 Compensation. The MOFF will compensate KCIA for each type of through the fence use as follows:

a. For use of the Aircraft Transit Corridor the MOFF shall pay an amount equal to 25% of the annual license fee for the twelve aircraft tie downs affected by aircraft moving through the corridor. This fee will cover the Airport's revenue reduction due to the imposition of corridor easement on the twelve tie-downs. The MOFF will be limited to three operations per year, which involve relocation of the twelve tie down tenants. Each operation in the corridor may involve multiple aircraft and may take more than 24 hours. There is no limit, however, on the number of operations through the fence east of the Aircraft Transit Corridor, which do not involve the relocation of tie down tenants, subject to other provisions of this section.

b. For the public display of aircraft without compensation the MOFF shall pay an annual license fee of $1.00. KCIA recognizes the public benefit in the free display and interpretation of aircraft as part of its mission to educate and promote the value of aviation in its community.

c. For the private display of aircraft for compensation, aircraft rides for compensation, aircraft delivery and ceremonies or trade for service activities the MOFF will obtain from KCIA a permit for those specific activities. Such permits must include compensation to KCIA, as well as insurance and indemnification guarantees.

2.3 Billing. KCIA will annually bill the Museum its percentage of the tie down fees, which may be adjusted annually. KCIA will submit a bill for the actual costs incurred by KCIA after each event for which a cost is incurred.

3. Compliance with Laws, Agreements. At all times MOFF and its operations in, on, or about the Site, shall be in compliance with all applicable governing laws, regulations, rules, codes, ordinances and orders of the government regulators. The MOFF should also be in compliance with all of the Airport Obligations with the Federal Government. MOFF shall meet or exceed all applicable KCIA and FAA operational standards and guidelines as they affect MOFF and its operations in, on, or about the Site.

4. Permitted Use. Access through the fence to the KCIA public airport will be for the purposes of: initial movement of historical aircraft to the Museum West Gallery via the aircraft transit corridor, use of the transit corridor to move aircraft to and from the West Gallery after its initial population (subject to the three times a year restriction in Section 2.2.2 a.), free public viewing of visiting display aircraft, private display of aircraft or aircraft rides for compensation, aircraft delivery and ceremonies and movement of aircraft to and from the Museum and its operational hangar.

5. Operation Protocols.

5.1 Limitation to Access. Ingress and egress from the Site to the adjoining KCIA, herein "Access", shall be limited to those permitted uses described herein and such other uses reasonably related to operation of the Museum as mutually agreed to by the parties. The access gates shall be closed and locked whenever access is not required by MOFF. Access may only be through the aircraft access gates as approved in advance by KCIA . Any removal of fence by MOFF must be prearranged with KCIA at least 72 hours in advance. KCIA will retain control of all perimeter fencing, gates and locks.

5.2 Safety and Security. MOFF shall operate on Airport property in a safe manner in accordance with good industry standards and practices, and in a manner sufficient to maintain Airport security in accordance with Airport security policy for KCIA and with FAA approval of process. Except for ongoing operations, such as transient aircraft parking, MOFF will notify KCIA security at least 24 hours before any ingress or egress by MOFF pursuant to this License Agreement, or as soon as practicable if MOFF becomes aware of such need less than 24 hours ahead of time. Such notice shall include a description of any transport category aircraft. MOFF will update KCIA security as necessary in the event of weather, maintenance or other scheduled arrival changes. MOFF will be responsible for operating the gates and providing qualified security personnel during all operations covered by this License Agreement. MOFF will be responsible for the cost of any physical modifications of the Museum for security reasons, whether mandated by the FAA, the State of Washington or the County affecting this License Agreement. MOFF will provide weight information for each event and receive KCIA approval in advance. Should the MOFF fail to comply with KCIA safety and security policy or procedures, access to the airport may be denied.

5.3 Plane Weight Restrictions. KCIA has airport plane weight restrictions based on type of landing gear, e.g. single axle, tandem dual, load per wheel, load per square inch and maximum axle loads. MOFF will not exceed such airport weight limitations with out mitigating all potential damages, will repair any damage caused by aircraft movements, and will indemnify KCIA from all damages to MOFF aircraft caused by pavement failure.

5.4 Noise and Environmental Issues. MOFF will use FAA and published industry standards and practices, including the KCIA "Fly Quiet Program", to minimize and mitigate noise and environmental concerns related to aircraft used in connection with this License Agreement. Engine runs other than standard takeoff procedures, such as those related to engine testing, will be governed by Airport noise abatement policy regulating quiet hours, engine run limitations and authorized areas for low and high power engine runs.

5.5 Capital Improvements. In the event KCIA capital improvements become necessary as a result of MOFF operations and the Access granted by this License Agreement, then MOFF and the Airport, with FAA approval, will enter into a separate agreement for those improvements and identifying all costs that will be assumed by MOFF or prorated if accomplished for the benefit of KCIA or third parties.

5.6 Use of the Aircraft Transit Corridor. MOFF will provide at least fourteen (14) days advance notice to KCIA of any planned use of the aircraft transit corridor. For those aircraft tie-down locations affected by this License Agreement and the movement of aircraft on the aircraft transit corridor, KCIA shall amend its standard tie-down rental agreement for tie-down tenants to provide for the temporary relocation of aircraft during MOFF's use of the aircraft transit corridor. Such affected aircraft will be either moved to MOFF parking facilities or placed with a Fixed Base Operator.

5.7 Time on Runway. MOFF understands the Airport is a public airport, and that MOFF will not unreasonably interfere with the general operations of the Airport or other Airport users. No aircraft shall be parked on the runways or on any taxiways without the prior consent of the Airport.

5.8 Maintenance of MOFF Site. MOFF shall conduct their operations on their own Site, and on the Airport, in a reasonably neat and clean fashion. MOFF agrees not to allow any unreasonable and offensive or nuisance use of its Site that may materially impact the Airport. MOFF agrees to maintain its Site and use of the Airport in a manner that will not generate any Foreign Objects and Debris (FOD) on the Airport.

5.9 Storage. MOFF agrees not to use any portion of the Airport property for the storage of aircraft or other personal property of MOFF, or of personal property for which MOFF is acting as bailee. MOFF agrees that if the Airport shall at any time demand the removal of personal property located upon the Airport, which personal property is under the control of MOFF, and MOFF shall fail to remove such personal property as requested by KCIA, then the Airport may remove the same and charge the cost of such removal to MOFF.

6. Rights and Privileges Reserved to the Airport. The Airport reserves to itself the right, but not the obligation, to maintain and keep in repair the landing area of the Airport and all publicly-owned facilities of the Airport, together with the right to direct and control all activities occurring on the Airport in this regard. The Airport reserves to itself the right to take any action it considers necessary to protect the aerial approaches of the Airport against obstruction, together with the right to prevent MOFF from erecting or permitting to be erected, any building or other structure which would materially limit the usefulness of the Airport or constitute a hazard to aircraft. The Airport reserves the right to temporarily close the Airport or any of the facilities thereon for maintenance, improvement or for the safety of the public. The Airport reserves the right to develop or improve the Airport and its landing area as it sees fit, without the interference or hindrance of MOFF. The Airport reserves the right to enter into leases and other agreements with parties other than MOFF without the interference or hindrance of MOFF, so long as the Airport's obligations under this License Agreement are met. Any closure of the Airport shall only occur after prior notification of MOFF; the Airport recognizing MOFF's interest in keeping the Airport open.

7. Grant Assurances. This License Agreement shall be subordinate to the provisions of any existing or future agreement between the Airport and the United States, relative to the operation or maintenance of the Airport, the execution of which has been or may be required as a condition precedent to the expenditure of Federal funds for the development of the Airport. Failure of MOFF to comply with the requirements of any existing or future agreement between the Airport and the United States, which failure shall continue after reasonable notice to make appropriate corrections, shall be cause for immediate termination of MOFF's rights hereunder. In the event such failure of MOFF to comply poses an unreasonable and undue financial burden to MOFF then any termination of MOFF's rights shall include a termination of MOFF's obligation to pay license fees under this License Agreement and to a reimbursement of any such prepaid fees.

8. Indemnity. MOFF shall indemnify, defend and hold the Airport harmless from and against any claim or liability arising out of its activities in connection with this License Agreement, or from any breach of MOFF's duties, covenants or agreements set out in this License Agreement, together with reasonable attorney's fees. The KCIA shall indemnify, defend and hold the MOFF harmless from and against any claim or liability arising out of and to the extent of the negligence of KCIA from its activities in connection with or affecting this License Agreement, or from any breach of KCIA's duties, covenants or agreements set out in this License Agreement, together with reasonable attorney's fees.

9. Insurance. MOFF shall procure and continue in effect through the entire term, and renewal term(s) of this License Agreement, liability and property damage insurance in an amount not less than: Five Million Dollars ($5,000,000) when the claim is one for injuries to persons or damage to or destruction of property. The County is to be included in the above-required policy(s) as an additional insured. A certificate evidencing such insurance with additional insured endorsement(s) shall be provided to the County by the date of the execution of this License Agreement. The MOFF shall provide the County with Forty-five (45) days notice of any change, cancellation or expiration of the above-required insurance.

By requiring such minimum insurance, the County shall not be deemed to, or construed to, have assessed the risks that may be applicable to the Contractor in this Contract. The Contractor shall assess its own risks and, if it deems appropriate and/or prudent, maintain greater limits or broader coverage.

In consideration of the duration of this License Agreement, the parties agree that the Insurance section herein, at the discretion of the King County Risk Manager, may be reviewed and adjusted with each amendment and within 90 days of the first 5th year anniversary and each successive 5th year anniversary thereafter. Any adjustment made, as determined by the King County Risk Manager, shall be in accordance with reasonably prudent risk management practices and aviation insurance industry standards and shall be effective on the first day of each successive 5th year period. Adjustment, if any, in insurance premium(s) shall be the responsibility of the MOFF. Any failure by the County to exercise the right to review and adjust at any of the aforementioned timings shall not constitute a waiver of future review and adjustment timings.

10. Dispute Resolution. In the event of a contractual dispute between or among any of the parties regarding this Agreement, the affected parties shall attempt to resolve the matter informally. If the affected parties are unable to resolve the matter informally, the matter shall be forwarded for discussions by the County Executive and the MOFF Board Chairperson or their respective designee(s). If this process fails to resolve the dispute within thirty (30) days after such referral, an affected party may submit the matter to a nonbinding, structured mediation procedure fashioned by persons or organizations experienced in alternative dispute resolution ("ADR") procedures. The mediation may be requested by any party and shall be initiated within thirty (30) days from the date of the request unless extended by agreement of the affected parties. The alternative dispute resolution procedures utilized for the mediation shall include the exchange of written claims and responses, with supporting information, at least seven (7) days prior to the actual mediation. The positions expressed and mediator's recommendations shall not be admissible as evidence in any subsequent ADR or legal proceeding. If the matter is submitted to mediation and the matter is not resolved, an affected party shall be entitled to pursue any legal remedy available.

11. Personal License Nonassignable. This License Agreement, nor any of the rights or privileges given herein, shall not be sold, assigned, or otherwise transferred by operation of law or otherwise without the prior written consent of the KCIA. In no event shall MOFF attempt to sell, assign or otherwise transfer to any person, corporation, association, partnership, municipal corporation or body politic, without such prior written consent, and this License Agreement shall not pass with any sale, lease or other disposal of the MOFF Site. This License Agreement shall automatically terminate in the event of the bankruptcy or dissolution of MOFF, or in the event MOFF shall dispose of its interest in the MOFF Site abutting the Airport.

12. Reasonableness of Consent. In any provision of this License Agreement requiring the consent of one party, that consent shall not be unreasonably withheld subject to the following: all necessary information is provided in advance to the party whose consent is sought; the party seeking consent is in compliance with all provisions of this License Agreement; and reasonable advanced written notice of the request seeking consent is provided to the party whose consent is requested.

13. Termination. This License Agreement may be terminated upon the breach of any material agreement, covenant or provision herein, which breach remains uncured after sixty (60) days written notice of such breach. Both parties may request additional time to cure its breach so long as it provides a written plan, firm time schedule and adequate security to cover any loss to the other party by agreeing to such extension of time, all in a form reasonably acceptable to the parties.

14. Notices. Any notice under this License Agreement must be in writing and be personally delivered, delivered by recognized overnight courier service or given by mail. Any notice given by mail must be sent postage prepaid, by certified or registered mail, return receipt requested. All notices must be addressed to the parties at the following address or at such other addresses as the parties may from time to time direct in writing:

KCIA: King County International Airport
P.O. Box 80245
Seattle, WA 98108
Attn: Airport Manager

MOFF Museum of Flight Foundation
9404 East Marginal Way South
Seattle, WA 98108
Attn: President and CEO

15. Binding on Heirs. This License Agreement is binding on the parties, their successors in interest and assigns, provided, however, that the assignment prohibition in paragraph 10 shall remain fully effective.

16. Headings. Headings used in this License Agreement are for convenience of reference only.

17. Execution of Counterparts. This License Agreement may be contemporaneously executed in counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument.

18. Nondiscrimination: MOFF agrees to conduct its operations, both on the Airport and adjoining premises for the use and benefit of the public and in a manner that (1) no person on the grounds of race, color, or national origin shall be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination in the use of the properties and services described herein, (2) that in the construction of any improvements on, over, or under such land and the furnishing of services thereon, no person on the grounds of race, color, or national origin shall be excluded from participation, denied benefits of, or otherwise subjected to discrimination, and (3) that MOFF shall use the premises and Access in compliance with all other applicable requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation –Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended. In the event of breach of any or the preceding nondiscrimination covenants, KCIA shall have the right to terminate this License.

IN WITNESS WHEREOF, THE KING COUNTY INTERNATIONAL AIRPORT AND MOFF HAVE CAREFULLY READ AND REVIEWED THIS LICENSE AGREEMENT AND EACH TERM AND PROVISION CONTAINED HEREIN, AND BY EXECUTION OF THIS LICENSE AGREEMENT, GIVE THEIR INFORMED AND VOLUNTARY CONSENT THERETO. THE PARTIES AGREE THAT, AT THE TIME THIS LICENSE AGREEMENT IS EXECUTED, THE TERMS OF THIS LICENSE AGREEMENT ARE REASONABLE AND EFFECTUATE THE INTENT AND PURPOSE OF THE KING COUNTY INTERNATIONAL AIRPORT AND MOFF.

The parties hereto have executed this License Agreement as of the day and year first above written.

King County International Airport

ACTING AIRPORT MANAGER

Museum ~~of Flight~~ Foundation

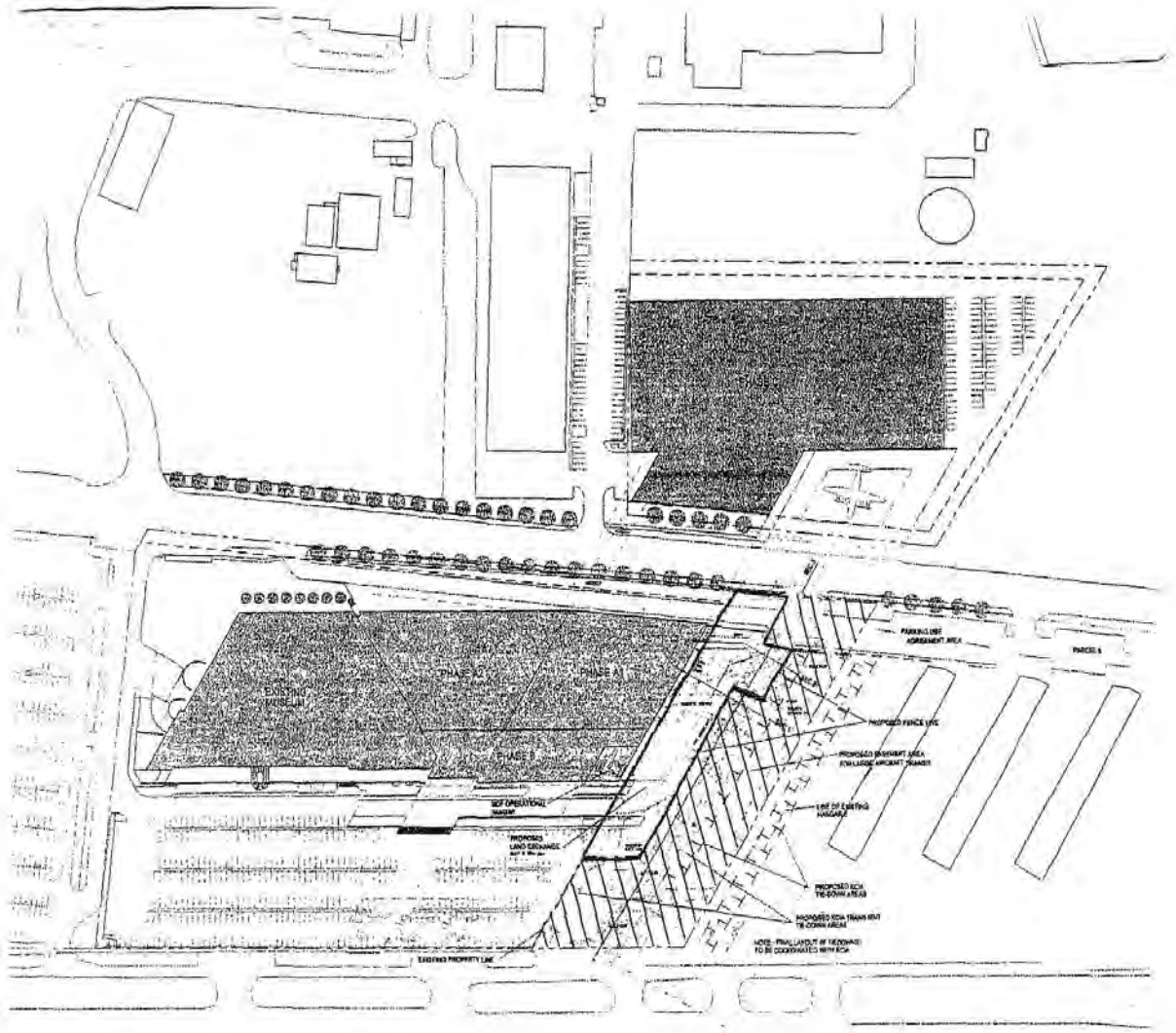

Figure 1

MUSEUM OF FLIGHT EXPANSION
Seattle, Washington

REDEVELOPMENT STUDY
BASELINE TIEDOWN DIMENSION PLAN

January 22, 2002